START

THE BICYCLING WORLD

AND L.A.W. BULLETIN

ROLL CONTENTS

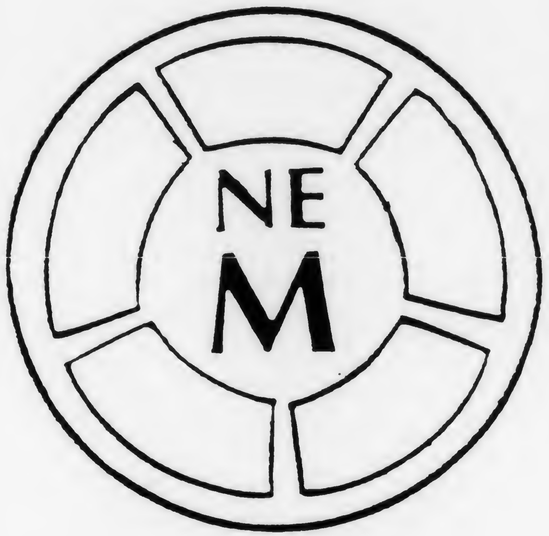
VOLUMES 18 & 19

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VOLUME NO.

18

THE BICYCLING WORLD & BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 2 NOVEMBER, 1888.

Volume XVIII.
Number 1.

"At the Kansas City Tournament last week there were twenty-one events, each and all of which were won by Victor Light Roadsters, the track being too bad to use racers. This is a rare occurrence, but shows the popularity of the Victor in that part of the country."—*Spectator*.

We didn't lend these bicycles. The riders bought them to win on.

Yes, 21 is a large percentage of the events, but what we call your attention is that the bicycles were the same as we sell to riders; not racers, made to win races, and entirely different from roadsters. If you want a racer buy it or borrow it of those who make racers. We make Roadsters, and make them to "get there." Racing bicycles bear little relation to roadsters.

Overman Wheel Co., Boston.

The St. George's Engineering Co.,

BIRMINGHAM, ENGLAND,

Are advertising in all the English Cycling Papers that they have made and sold this season

Two Thousand

NEW * RAPID * SAFETIES,

And that out of all these machines they had not heard of a single broken spoke.

TRULY THERE IS A LOT IN THE

TRUE TANGENT WHEEL,

of which the ST. GEORGE'S ENGINEERING COMPANY are the inventors.

Send for Catalogue of these celebrated machines direct to the works.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

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BIG BARGAIN—$125—Genuine Beeston Humber Tandem, specially built; 2 speed gear. Cost, new, $300. This wheel holds the 24-hour American record for lady and gentleman. Wheel is in good condition. Will sell or trade for Safety Bike (lady's wheel or Tandem Bike preferred). Address W. J. C., care Long Island Wheelmen, No. 1281 Bedford avenue, Brooklyn, N. Y.

56-INCH NEW MAIL for sale cheap. Also a Buffalo Home Trainer, $15. Both machines are in fine condition. FRANK WARE, 2517 Turner st., Philadelphia, Pa.

A BICYCLE FOR ONE DOLLAR. I have a 52 inch Columbia Bicycle, in first-class condition, which is cheap at $95, which I will sell at $1 per number. Every person sending me $1 will receive a ticket, which entitles him to a chance for the Bicycle. The numbers to be drawn December 15th, 1888, by uninterested parties. Will be square in every way. NELSON A. BRADT, League Consul, League No. 15,052 and 0897, Johnstown, Fulton Co., N. Y.

BEST cash offer takes 56-inch New Mail Bicycle; enameled, spades, Kirk, saddle, all ball bearings; good as new. Ridden 50 miles on smooth roads. Cost $135. Luggage carrier goes too. NELLIS & TABER, Herkimer, N. Y.

NEW RAPID SAFETY and a 48-inch Special Star for sale cheap. Call or address HOWARD M. WHITE, 118 N. Greene st., Trenton, N. J.

TWO BICYCLES FOR TWO DOLLARS—52 inch Victor L. R., pattern '87; excellent order; not ridden over 300 miles. Victor Safety, '88 pattern, good order. 100 tickets to be sold at $2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to First and Second Nat'l Banks here. A. B. REID, L. A. W. 3402, Clarion, Pa.

FOR SALE—50-inch Expert Columbia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.

STOLEN,

Wednesday, Oct. 17th, 40-inch Standard Columbia Bicycle, No. 5037; machine was pretty well worn, and bright parts rusted. Had parallel bearings. *The Thief* was a young man about eighteen or twenty, dark hair, dark eyes, face slightly freckled; height about 5 feet 6 inches. **Ten Dollars** will be paid for information that will lead to the arrest and conviction of the thief. HART CYCLE CO., No. 811 Arch st., Philadelphia.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

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All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

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REPAIRS of all kinds a specialty. The only house in the trade that can supply parts of all makes, New England Headquarters for the American Wheel. Catalogue free. Second hand machines in job lots; prices very low. Big discount to insure. Before you buy write or call on us, it will pay you.

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OUR OFFER.

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Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 1430 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

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WE OFFER

This book to others for **25 cents.**

☞ **This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

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BOSTON, - - MASS.

SPECIAL.

All Advertisements in this Department 20 cents a line.

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W. S. MALTBY, *Many New Features in Fancy Cycling.* "The All Around the World and Champion Scientific and Artistic Cyclist." Open for engagements with Bicycle Clubs for Entertainments, Balls, etc. Address care Bicycling World Co., 12 Pearl st., Boston.

A NEW WHEEL FOR FIFTY CENTS, of your old machine, with one coat of R. I. Enamel. The most durable and best substitute for baked enamel. Will be sent postpaid for postal note of above amount, if your dealer does not have it. WHITTEN & CO., Manufacturers, Providence, R. I.

10,000 PAIRS SPADE HANDLES, superior style and quality, at **$1.50** per pair. For particulars write C. H. METZ, Utica, N. Y.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 10 Crown st., New Haven, Conn.



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MEDINA, N. Y., Oct. 5th, 1888.

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Respectfully, NEIL F. POSSON,
Teacher 4th Grade Medina Free Academy.

"I believe the Springfield Roadster is the best wheel manufactured for all around use." F. E. EASTLACK, Crawfordsville, Ind.

"I would ride no other." JONATHAN KOLB, M. D., Oxford, Ind.

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"Too much in favor of the Springfield Roadster cannot be said. As an all around machine it has no equal." C. L. ROBERTS, Dunlap, Iowa.

"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on." F. M. MILLER, Coldwater, Mich.

"I know from experience that for comfort and ease, long distance riding, over good or rough roads, it is the best bicycle made." C. D. MCINTOSH, Salem, Ind.

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"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal." ROTTMAN & PUGH, Terre Haute, Ind.

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"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels." A. LEROY, Springfield, Ill.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
—— BY ——
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 2 NOVEMBER, 1888.

MR. GEORGE D. HAZARD, who for the past seven months has been connected with the advertising department of the WORLD, has by mutual consent severed his relations with this paper as its advertising manager. Mr. Hazard has decided to go out of the newspaper business, and has made arrangements to connect himself with the cycling interests in the manufacturing line. Just what the nature of the business is to be we are not yet at liberty to state, but in the near future we will give our readers the particulars of the business, which we believe will prove of interest to them. We also trust that Mr. Hazard will find his new business as profitable as the prospect now promises.

THE sad death of Mr. McCombie, resulting from a fall from his bicycle, has revived the question as to the possibility of introducing life assurance as one of the branches of League work. This question is by no means a new one to us or to the League officers. It has been discussed, and it has been dismissed as impracticable for the following reasons:

First—To organize and run an accident assurance department means a considerable increase in expense in the way of clerical force, record books and necessary stationary. Second—As the assurance department would have to be managed on a purely business basis it would be necessary to investigate and report on every claim made whether for death or for injury, and such investigation could not be asked for, gratis, from the local officers of the League. Third—That there are already in the field companies properly organized and fully equipped to do this business at living and reasonable rates.

The above are briefly some of the reasons given why it is not advisable for the League to go into the accident assurance business. There is this to be said on the other side, and that is, the proposed League Assurance Co. would not be liable for anything except where injury or death resulted from riding a bicycle, hence the percentage of assessment would be much less than where claims are made on all accidents of whatsoever kind.

If the members of the League think that an assurance attachment to the parent body a good thing, they can have it by means of voting for same at a Constitutional Convention, but it must be understood that such a branch means extra expense, as with the present clerical force of the Secretary's office, the necessary work could not be accomplished.

WE cannot but commend the selection by President Kirkpatrick of Mr. Charles S. Davol, of Providence, R. I., as Chairman of the Racing Board. Mr. Davol has taken hold of the duties imposed by this important office in a way that promises well for the future of racing under the auspices of the League. The new Chairman is evidently awake as to the importance of revising the pre ent rules which have been shown to be weak or inefficient. We hear that the country will be divided into districts (six, we believe), and that a handicapper will be appointed in each district.

We hope the knotty question of how to prevent loafing will take the careful attention of the Board. Many of the highest authorities have expressed themselves as to the best methods.

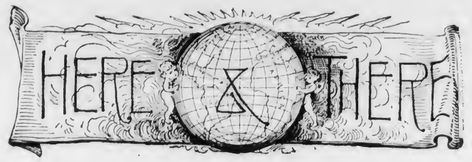
Mr. Hillier, who is among the very first in such matters, sticks to "handicaps first and last." Still this same authority is willing to try the lap racing scheme as set forth by Mr. H. H. Griffin of the N. C. U., a higher authority than whom does not exist. In a recent interview Mr. Griffin says:

"I regard these waiting tactics as the greatest curse that has ever fallen on any sport. This cankerworm is sucking up the very life's blood of the sport. Our best men have become dishonest dawdlers, whose sole aim seems to be—I refer to scratch races—to cheat each other by a smart finish and cozen the club out of the prize by false pretences. Suppose the race is ostensibly for five miles, the actual distance when there is any struggle is about a quarter of a mile or 600 yards. Such conduct would not be tolerated for a moment in any other branch of sport, not even in professional running. And what would be said at Henley in the final of the Grand if all the crews paddled down the course until 100 yards from the finish, when they indulged in a mad spurt? I have recently had two suggestions made to me in the weekly press; both, if slightly amplified, could be made to work wonders. The first is due to the London correspondent of the *Irish World*. Shortly, it is, that only the three fastest time-makers in the trial heats should be allowed in the final, as a man who can do his mile in 2m. 32s. has a much better right to be champion than the one who can do it in 2m. 55s. The second suggestion came from a Frenchman, but it wants enlarging and reforming; it would mean that if there were six starters in a five-mile race the positions of each one would be recorded at the end of every lap—the first man past would score one, the second two, and so on, as in the cross-country championship, and the lowest scorer would be winner. If this were tacked on to a time limit—to prevent loafing between the lap finishes—I defy the most expert dawdler to play his game. Unless stringent steps are taken, the little interest left in scratch races will disappear."

The last sentence of Mr. Griffin's will find an echo in every American rider's heart. Truly, unless something is done, some remedy found, cycle racing has seen its day.

The discussion of this topic is timely, and we trust the current of thought of the members of the Racing Board will flow strongly in this direction. To the above suggestions as to remedies we would add that of class racing in combination with time limit. It seems to us that out of these three methods something could be evolved that would result in reviving the waning interest in cycle races—more properly it might have been called "cycle processions."

MR. DUCKER advises us that the feeling in Buffalo is that we did not "give Rowe justice" in our editorial on the great fake. The same gentleman, in the same letter, reasons that Morgan played the part of the tempter. Now as to "giving Rowe justice," the term is ambiguous, perhaps we have not done him "justice." It is a pretty hard thing to mete out "justice" in such cases. We can scarce think the moral vision of our genial friend Ducker and his Buffalo friends is so obscured and biased as not to see that every man mixed up in the affair is equally guilty. What possible difference can there be between a man who proposes highway robbery and the man who says "all right *we* will do it and go shares." The parties to the "great combination" should now lift up their voices in earnest prayer and ask to be saved from their friends.



NEW YORK.

"HAWKSHAW."

THE average club man here has from the start been but lukewarm in his support of the Alphabetical Road Racing Association, paying but little, if any, attention to the contest, and rarely putting himself out to attend its races. The support and active factor in the organization has all along been drawn from the ranks of Brooklyn and New Jersey clubs. Hence the failure of any contest on the forthcoming election day, if heeded at all by New Yorkers, will, as a rule, be hailed as a deliverance from a practice that brings no credit to the sport of cycling, and which has resulted in the rights of the many being jeopardized for the gratification and enjoyment of those few young hot bloods in the sport, who are imbued with the natural American instinct of trying to see "how fast they can go." Road racing is illegal in its conception and dangerous in its performance, and it is but performing the natural end to such affairs when it thus kindly rids the community of its unwelcome presence by dying a natural death from inanition, rather than waiting for the violent one at the hands of the law, which it surely would have met sooner or later.

IT will not be long before some shrewd woman here will learn to ride a woman's bicycle, and seeing the future that is in it, will be smart enough to devote herself to teaching other women to ride it, and the result will be to her a good living, and to her pupils a fund of health and pleasure they never before experienced.

THE combined rivalry of an old-fashioned rain storm and an enormous democratic parade, reviewed by the President, was too much for the Berkeley Athletic Club, and they postponed the races until election day. While the repeated delays are of course aggravating, yet I think that the result will prove that the selection of election day will prove the most satisfactory date they could have secured. H.T.S

IN my notes last week I committed the error of crediting the recent illustrated article in the New York Sunday *World*, on city wheelmen and their doings and abodes, to Mr. Sheehan, of the Manhattan Bi. Club, when the honor really belonged to Mr. F. W. Van Sicklen, which gentleman is not only an able writer, but is a rider and racer of no mean merit. Mr. Van Sicklen is a brother, I think, of the well-known Chicago wheelman of like name.

THE rumor that floated around some time since among the clubs that an effort was to be made to induce the Harlem Wheelmen to join the Citizens Club, and while retaining their present quarters and organization to be thereafter known as the up-town branch of the Citizens, seems to have had a natural death, as it is not confirmed by any appearance of fact. Such a move, though, would be a decided gain for both parties, in fact, if a satisfactory basis of amalgamation of the chief city clubs could be arrived at, the result would be the most stupendous and richest cycling aggregation in the world, but this is too Utopian ever to happen, as the various elements in their several organizations are incapable of any assimilation under any circumstances whatsoever.

IN my last letter I intimated that trouble was likely to result from the recent competition of certain wheelmen in the "championships" given by the N. A. A. A. A., which might result in those competing there being barred from all games held under the rules of the Athletic Union. I am pleased to state, however, that such will not be the case. It appears that the N. A. A. A. A., like the A. U., have a clause in their constitution relating to wheel races, in which it virtually renounces any jurisdiction over cycling competitions, turning that branch of athletics over to the L. A. W., and endorsing the rules and regulations of that body. Hence, while it was not specifically stated so, the recent two-mile "championship" given by the N. A. A. A. A. was run under L. A. W. rules, and as a result competitors are in no wise brought under the bann for competing. Wheelmen now occupy the enviable position of being the only athletes who can compete in games given by either of these rival athletic associations without making themselves, in consequence, amenable to the rule which excludes all those who compete in the games of one of these associations from entering those held under the auspices of the other. For this very pleasant and extraordinary state of affairs they have to thank the L. A. W. and the Racing Board in particular, and yet the "woods are full" of addle-pated propounders of the query of "what good is the League, anyway?"

THERE has existed for a long time in the hearts of those high in authority in the L. A. W. an exaggerated desire for the wellfare of the poor professional that has caused these gentlemen, who shape the course of action in the League, to lean towards an abrogation of the strict amateur law, so as to admit of the entry of our professional brethren into the L. A. W. ranks, or if not that, to at least put the members of the League upon an equal footing with the professional. In view of the recent disclosures of the professional ideas of honor, it is to be hoped that these abolishionists will once and for all cease any such attempts. The contract is one entirely too large. They can neither pull down the twelve thousand members of the L. A. W. to the level of the professional, nor can they elevate the half hundred or so of that "faking" fraternity to the standard of an amateur. I do not desire "to rattle the dry bones" of this family skeleton, nor to resurrect the mummified corpse of the amateur law, so that I may have the oft-repeated pleasure of wafting the gentle breeze of discussion through its hoary whiskers, but the recent expose is so germane to this issue that I hope I will merit forgiveness for this last look at the face of the "late lamented" issue, and I trust that my example of making it a farewell view of the corpse will be followed by the opponents of the amateur clause, so that henceforth this beneficial law may be allowed to sleep the sleep of the just, for just it is, beyond any and all question.

CHICAGO.

THE "STROLLER."

"LINNEUS" says he would like to see Percy Stone race Windle. I admire your nerve, "Linneus," but hadn't you better have Percy try Lumsden again before going for the scalp of Windle? There is plenty of money here in Chicago that says Lumsden can beat Stone and do it easy.

ARE we to have a hare and hounds chase this year or not?

WE are having our Indian summer here now, and wheels are numerous in all directions.

GARDEN tells me there is to be a great sand hill-climbing contest in Lincoln Park on election day, and watch the safeties get there.

THE Lincoln Club have formed a dancing class among their members, and it bids fair to be a very successful feature of the winter months.

THE new club propose to celebrate their consolidation by giving "something way up, clear up, awfully up," and that is all I can find out about it at present.

DICK FORREST now sports a medal won in a tug-of-war pull at Milwaukee recently. Whether in a bicycle race or anything else "Richard" always manages to get there.

HOSFORD, Randall and a few others are having an exciting contest for the monthly mileage record. Randall is working hard and Hosford says nothing, but smiles, and that smile of his means a good deal generally.

HARMON, at one time the fastest amateur in the city, has ceased to ride except semi-occasionally, and is now devoting all his spare time to amateur photography. Harmon is quite a genius and made his own camera complete. He already has an interesting collection of shadows.

THE Fort Dearborns gave another of their delightful Thursday night entertainments last week in the shape of a German: there were between forty and fifty couple present. A "smoker" is announced for Tuesday eve next, and a first-class time is looked for and all the old veterans will be there. As Mead says, "those who don't dance will have an inning."

WELL, the Chicagos held there meeting the 25th Oct., and voted to consolidate with the Fort Dearborns on the same terms as the Dearborn boys did, and now both clubs are hustling to pay off their old indebtedness and form one club, with no debt to hold them back, while the Englewood Club is already knocking for admittance at the door of the new Chicago Cycling Club.

IT is still a close race between the New Jersey Division and the Illinois Division, as to who shall have the most members in the League, with Illinois slightly in the lead, and I understand that our Chief Consul has written a personal letter to all our representatives asking them to make a special effort to have all eligible wheelmen in their district join, and that at once in order to increase our lead over New Jersey.

I SEE the genial "Thistle" has an ad. in this week's *Referee* on the mileage records for the season, and all made with one exception on his brand of wheel. Noticing Randall's name as one who rode the same, and knowing that Randall used to ride another make, I asked him about it, and he said he noticed it, and if it were any one but Garden there would be a suit for libel at once, but as it was the "genial Bob" it would only cost him a "champagne dinner."

EVERYBODY is after records here in this burg at present. The twenty-four-hour record is catching it right and left, and Lord knows when it will stop. First, Mason of the I. C. C. tried it, then Spooner of the Lincolns took a whack at it, making 231 miles, beating Mason some seven miles. Then Frank Riggs, after waiting for some time for a favorable opportunity, takes a hand in with the result of beating Spooner, and a record of 240 1-2 miles. Then on the same day Riggs finishes, Mason, not to be bluffed, starts in for another whirl: result, the record is 277 miles. Johnny gets off his wheel, pins up his record, and with that comical look of his says, next? But I think John will hold the record for this season, although Tom Roe says if, etc., "I would knock that silly." But we all know "Tom."

PORKOPOLIS NOTES.

"STAR."

THE social feature of a bicycle club being paramount, the character of each applicant for membership should be carefully scrutinized, as not every rider of a wheel will make a desirable companion. The mere act of buying a mount by no means transforms a rowdy into a gentleman, and if the bars are let down to admit every Tom, Dick and Harry that is able to pay the club dues, the respectable element will soon become disgusted and join some other club where the standard is higher, whilst the hoodlums that remain will not be long in making the club an eyesore to the community.

"TOOT" HIGH says *he* knows the reason why Amor Hall so seldom uses his wheel.

SIXTH street is now paved with granite from Broadway to Millcreek bridge, a distance of over two miles.

THERE may be nothing in a name, but it seems very strange that it should rain every time Captain Galway calls a run to Venice, O.

FROM the frequency with which Dr. Kempton, of Cumminsville, has lately been practicing on that Mt. Airy hill it is presumed that he is after Alsup's scalp.

AIR-BRAKE NORTON says that it is not an air-brake that he is experimenting with, but a compressed air motor that is intended to afford relief to the rider while climbing grades.

A FEW Sundays ago, while spurting on Race street, Teddy Alsup ran over a hair-pin, and—some of his most intimate friends are still able to recognize him, but he is not quite as handsome as he used to be.

SPEAKING of wheelmen's appetites, Mr. Chambers, of Miamitown, said he believed he could eat as much as any bicycler, but his wife suggested that he wouldn't talk that way if he had ever seen Captain Galway eat chicken.

WHILE climbing a hill, Billy Miles, whose guileless face and hitherto irreproachable conduct have been the pride of his fellow-wheelmen, was detected in the act of shying his cap into the middle of the road as an excuse for dismounting. Who would have thought it?

IT by no means follows that the married state and cycling are incompatible, for if the wheel is good for the bachelor it is equally good for the benedict. To one who is confined in an office six days in the week the club run on Sunday is of incalculable benefit; he has the advantage not only of the fresh air but of the glorious sunshine, without which any form of exercise is of little or no benefit, for man, like plants, does not thrive in the dark, and it is for this reason that the use of the wheel at night is so unsatisfactory. Any sensible woman, therefore, on considering the extent to which her future welfare depends on the health and wellbeing of her husband cannot, or rather should not, object to these occasional excursions.

IT is rumored that the C. B. C. intend during the coming winter, to get up a sort of dime museum in order to raise money with which to furnish their new quarters. The programme is not out yet, but the following are believed to be some of the freaks that will be on exhibition: "Toot" High, the Living Skeleton; Nash, the Fat Woman; Nelson, Charley Ross; Miller, the Snake Charmer; Bennett and Norton, the Long Haired Sisters; the "Duke," an Egyptian Mummy; Charley Allen, the Wild Man of Borneo; Ralph Taylor, Tom Thumb; Piper, Captain Bates; Schultz, the Bearded Woman; Pigman (who takes everything he sees), Door-keeper; Longley and Dr. Green, the Albino Children; Dr. Kempton (if he lets those whiskers grow again), Jo-Jo; Galway, the $10,000 Beauty; Webster (who will not run), Casabianca; Walk Hall and Joe Hosea, the Glass Blowers; Miles, the Mascot; Littleford, Heidkamp and Irwin, the Three Graces; and Strobel, Sitting Bull.

ST. LOUIS.

"LINNEUS."

C. C. HILDEBRAND, Lieutenant of the Missouris, made an attempt to break the existing 24-hour record Saturday, Oct. 20. Unlike most people who make such records in parks or on asphaltum streets, he made his on the Manchester road, and although he only covered 100 miles it must be put down as a remarkable performance, as the distance was ridden on a cold, raw night, in twelve hours, and in the face of a strong wind. The night was dark, and the continued strain on his eyes in watching the road inflamed them so that he could not distinguish objects. This was the only reason for not finishing 200 miles as intended. He started at 8 P. M. The first thirty miles were ridden in 3h. 25m.; fifty miles in 5h. 30m.; twenty miles in 1h. 50m. Actual time for 100 miles, 10h. 45m.

THE "Cycle's" 100-mile run is set for Sunday, Nov. 18.

W. H. BARRON will soon again start his classes in the Missouri Bi. Club gymnasium, which proved so eminently successful last year.

OUR mileage friends have been getting in their work in great shape lately. Up to date Geo. E. Tivy leads them with 5020 miles; Tom Newman, with 4480 miles is second, and Ed Smith, with 3900 miles, is third.

MANNY and Randolph Daniels, of the Missouris, will shortly locate at Sedalia. This will make a loss of seven active men to the club inside of a few months, and some sharp recruiting will have to be done to make up.

SUNDAY, Oct. 14, the Missouris gave a well attended run in honor of President Kirkpatrick, to Fenton, distanced twenty-one miles on the Gravois road, where, contrary to expectations, a good dinner was had. The roads were in elegant shape, and the weather was perfect.

THE Cycle Club is corresponding with the wheelmen of Quincy, Hannibal, Louisiana and Clarksville with the intention of having a grand reunion at the latter place Sunday, Nov. 4. I hope to see the idea carried out as a large number of our riders intend going upon that day.

THE Missouris transferred a number of riders from the active to the associate list at their last meeting, among them being Sam Hatch, Tom Lynch and Jones Irvine, three members who had taken a lively interest in the club but have forsaken the wheel. This is not as it should be.

LOOKING over the wheelmen's register at the Western Hotel, Baldwin, I find that up to Sunday, Oct. 21, 306 wheelmen had registered there since the opening of the season, of which 166 were Missouri Club members, 151 Cycle Club members, 8 members of the Eurotas, and 81 were unattached.

THE Cycle Club made a diversion from the usual order of runs last Sunday by running out to Baden, a suburb eight miles north of town, and then taking a cross-road to Fergerson, where dinner was had, and come back by the Natural Bridge road. This is a new route, and is about thirty-five miles long.

THE wheelmen of the city lost a good friend in Mr. Jno. W. Turner, who resigned as Street Commissioner last week. His successor is Mr. Frank Burnet, a well-known civil engineer. He will no doubt be well disposed towards cyclists as I notice that Mr. Willi Brown, a prominent member of the Missouris is one of his bondsmen.

THE Cycle Club gave a smoker Saturday, Oct. 13, at which President Kirkpatrick and Treasurer Brewster were present by invitation. The guests were received by President Lucas, and introduced, after which the prizes won at the club races on Oct. 6 were distributed. Supper was served at 10.30, and the balance of the evening was given up to boxing, singing and chatting.

THE first entertainment of the winter series was given by the Missouri Bicycle Club Wednesday evening, Oct. 24. Seventy-five couple attended. Dancing began at 8.30 and was kept up to a late hour. Supper was served at the usual time. The Entertainment Committee, consisting of Geo. K. Andrews, E. B. Kidson and Jones Irvine, have every reason to feel proud for the successful termination of the affair.

CAPTAIN SANDERS, Julius Hart and W. H. Carlin, of the Cycle Club, trained it down to Springfield, Mo., a week ago with the intention of spending Sunday in that town. They rode their wheels from the depot, and being seen by an over zealous *Associate Press* reporter, a special was sent over the wires stating that they "were riding from St. Louis to San Francisco, using the centre of the railroad track." This caused a loud laugh, which was increased when they claimed the 24-hour record.

A. L. JORDAN and Dick Hurck started from the Cycle Club house at 4 A. M. Sunday to establish a 100-mile road record. The distance measured by cyclometer was as follows: Cyclometer at start, 343 1-2 miles. After riding over the Manchester road until cyclometer showed 370 1-2 miles, they turned and rode back to Des Peris without a dismount, arriving at 7.35 A. M. Left at 8.05, arrived home at 9.35; cyclometer registering 398 1-2 miles. Left at 10.40, arrived in Ballwin at 12.33; cyclometer, 420 miles. Left Ballwin at 2.15, arrived at club house at 4.28 P. M.; cyclometer, 445 1-2 miles. Total distance ridden, 102 miles; actual riding time, 9h. 11m.

PENNSYLVANIA.

"ARIEL."

HOWARD L. PYLE, of Wilmington, claims the local 100-mile record, according to the *Wheel* of Oct. 19, having run it in 8h 25m. 26s., *actual riding time*. Now I beg to take exception to any claim of this sort. This gentleman started in the morning, *stopped off for dinner*, and then resumed his ride; counting, as stated above, actual riding time. If I know anything of records, they must be made in one continuous ride for it would be perfectly ridiculous to permit a man to drop out for the purpose of refreshment or rest and then throw all that time out of the count, nor is this allowed in record riding.

"DID you ever hear of Wilson (Chas., Jr.)?" No? Then apply at South End Club house for full particulars.

CAPTAIN FONTAINE, Dr. Roy and Mr. Fisher of the Citizens' Bicycle Club of New York City, spent Sunday, Oct. 21st, in this city as guests of the Pennsylvania Bicycle Club. A run out to the Pike, in the teeth of a tremendous northwest gale, with a substantial dinner at the end of it (the run, not the gale) filled in the day.

FOUR of the South End—C. W. Kolb, E. G. Kolb, C. A. Dinion and James Edwards—last Sunday broke the club record by covering 106 miles, to Coatesville, Overbrook, Haverford and back to the city. Mr. J. R. L. Edwards, of the same club, took a trip a-tandem to Chester, with a feminine cycler on the front seat, returning in time for luncheon.

THE Philadelphia Driving Park Association make a most liberal offer to the South End Wheelmen. They propose to allow the club the use of their fine track at all times, with sundry other priviledges, and will erect a shed for the storage of wheels; in return for which the club is to give bicycle races during the Association's meet. Rather what you'd call a "snap"! Final arrangements are not yet completed.

DRAPER, who won the race for the 5-mile Challenge Cup of the Pennsylvania Bicycle Club, last Saturday, will bear watching. I put him down as one of the coming flyers. He is also a member of the South End Wheelmen and intended entering for their annual ten-mile road race, but supposed it would be postponed on account of the rain. The next Saturday he rode over the course and beat Kolp, the winner's time by four minutes, covering the ten miles in 38 minutes.

FOUR of the Pennsylvanias report figures ranging over twenty-five hundred miles to date. They are: Draper, 3070; Leisen, 2812; Halsted, 2768; Merrihew, 2733. Six others have run over two thousand miles. I have endeavored to get the Century's figures for some time, but to no purpose. I say, Captain W. T., it's time for you to come home from Ohio, now; you've had enough shooting, and your first and second lieutenants are terribly demoralized. What's the matter with Mac and Bobby, anyhow?

COMPLAINT is made by the *Athlete* that our local wheelmen do not support the Associated Cycling Clubs as they should. It occurs to me that the boot is on the other leg. Why does not the Association get up inter-club runs, or something of that sort? Captain Supplee proposed one and was promptly sat upon. A sad mistake, gentlemen. Try it for Thanksgiving Day—an inter-club run, a dinner, and, to relieve the enthusiasm of the scorching element, a team road race—and see if you don't secure the largest turnout of the season. I have felt the local pulse on this question and *know*.

THE *Press*, which has always been doing up the the local cycling news very completely, has made a change and Mr. Collins, who attended to that branch of the sporting column has severed his connection with the paper. Whether this change was in the interest of economy or not I do not know, but this much is certain—their cycling notes are now composed almost entirely of clippings, with some little local news sandwiched in. This is to be regretted for the *Press* has always made a great point of its complete sporting news, and contrasted with the *Times*, its cycling notes now make but a poor showing. The latter journal's cycling column is the most complete and accurate of any of the city papers.

NEW ORLEANS.

"NOKOMIS."

LAST Monday morning about half past seven four of the Louisiana Cycling Club could have been seen wending their way through a drenching rain towards the Mississippi Valley Railroad depot. They were Betts, Frederic, Hathorn and Renaud, on their way to Baton Rouge to attend the bicycle races given in conjunction with the State Fair being held in that city. Of course when they reached Baton Rouge the rain was still pouring down, and they were greeted at the depot with the cheerful news that "the races were postponed until next Thursday." They were taken in tow by the boys in Baton Rouge and escorted up to the hotel, where Hathorn and Frederic demolished a hasty dinner and took the next train for New Orleans. Renaud and Betts stayed over night, and painted the experiences of their stay in glowing colors when they returned. Baton Rouge has six wheels in the town, and there is talk of forming a club there.

LIEUTENANT GRAHAM now rides a "Goat," and is willing to bet that he can go faster on it than he could on his ordinary. Strange!

A FEW Sundays ago twelve members of the L. C. C. took a thirty-five mile run up the river and visited the sugar plantations along the route, and in their language, "had a royal time."

MR. P. R. BATSON, an enthusiastic member of the L. C. C., has offered a handsome medal to be run for under similar conditions of the Renaud medal, which medal has been won by E. W. Graham, the first race taking place on the first Sunday in December. This will keep the interest up all through the winter, and will keep the racing men of the L. C. C. in condition.

CLUB runs to the sugar plantations above and below the city are all the go now, and many a pleasant Sunday has been spent among the immense fields of sugar cane and in the sugar houses of the hospitable planters, who always exert themselves to make the stay of their visitors as pleasant as possible. How would some of you boys that have snow and ice now like to come down and go on these runs with us?

C. C. HODGSON has called a meeting for Saturday evening, 27 October, in order to formulate plans for a monster lantern parade to take place during Mardi-Gras week here. This would be a splendid chance for you Northern wheelmen to come down here and see the Mardi-Gras sights, and partake of the hospitalities of the Southern wheelmen. There is not a day in winter, except when it rains, that is too cold to ride a wheel.

BUFFALO.

"ALI BABA."

IT was in the tenth month of this year and in the full moon thereof, when a certain youth did gird up his loins and looked unto the heavens,—and behold he saw a clear patch of sky about a yard wide, and he was exceedingly glad—for there had been twenty-one days of consecutive rain—and he said unto himself, "I will take my wheel and go forth even unto the end of many asphalt streets, for I must make five thousand miles this season, and I am yet three hundred and ninety-nine miles arrears." And he went forth even as his inclinations led him, for that patch of clear sky grew bigger and his joy kept pace therewith. And he met yet another fellow of the wheel, who likewise did desire to round out three thousand miles, and the latter had only twenty and one half miles unto his finish, but their joy was mutual and complete, for that patch did increase in size yet more. And on that same day there were many Philistines abroad, for they had been cooped up unto the end of endurance. And they did ride in different vehicles, in dog carts, in four-in-hands, in victorias and phaetons, but the sun shone upon the just and the unjust alike, and their joy was even mutual and complete, for that patch grew unto enormous proportions yet more and more. And the wheelmen did ride through many streets, and as they drew nigh unto the park the latter wheelman spied two fair women whom he knew, riding in a dog cart afar off, and he said, "there go the maidens Fairweather, let us haste unto them." And they did spurt, but there were many vehicles, so they did follow close behind a swift-going carriage; but lo, the carriage suddenly slowed up and they were compelled to turn aside, for their momentum was great. And it came to pass at that moment that the two fair maidens who were in a phaeton came up with speed as of the wind, and the latter wheelman lacked but ten miles of his finish. His heart was filled with joy for a period of just two seconds by the clock, for at that moment, behold, his wheel collided with that of a stranger's vehicle, and his body was hurled with much force into the carriage and on to the pedal extremities of two fair but astonished occupants. Then behold the air was filled with lamentation and laughter, and the cycle kid was sore hurt in mind and body. And also the maidens Fairweather did snicker and giggle most unseemingly. The cycle kid waxeth much wroth if the affair is now spoken of.

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A BEAUTIFUL, life-size portrait of our President, Dr. Butler, adorns the walls of our club house. It was presented by Mr. Hall.

ARRANGEMENTS have been made with the Western Union Telegraph Co. to connect their wires with the Buffalo Bicycle Club House, as election night and political excitement will run high among the boys.

NEWS AND COMMENT.

THROUGH the courtesy of Mr. R. D. Garden we are in receipt of photographs showing the start of the Pullman road race on last Decoration Day. This was the race in which there were seventy starters, the largest field ever started in America. We also received from the same source a photo. of the Hotel Florence, taken after the finish of the great race. They are both works of art, and interesting in the fact that they picture phases of one of the most important road races ever held in this country.

RACES at Morris Dock "Oval," New York, postponed to Nov. 6.

TEMPLE will probable join the Spalding aggregation and go to Australia.

MALTBY, the great trick rider, is open to engagements; see his advertisement in "Special" column.

THE St. Albans, Vt., wheelmen have formed a club, the first to be formed in that wide awake Vermont city.

MR. C. E. URBAHNS, of Fort Wayne, Ind., writes that New Rapid bicycle No. 3370 was stolen from him on Oct. 11.

POSTPONEMENT of the races on the Berkeley Athletic Grounds at Morris Dock to election day, Nov. 6th. Causes, heavy rain and a great Democratic parade.

MR. DUCKER writes us that he will not leave Buffalo. He will enter the field of life insurance, and will represent the Union Central Life Insurance Co., as agent for Western New York.

LAST Saturday the Cincinnati Wheelmen had a big parade in connection with the Exposition. There were some 400 wheelmen in line and the affair drew out immense crowds.

MR. G. S. ATWATER, Consul D. C. Division, made application to the Washington authorities to have the regulation relative to lamps repealed. The Commissioners refused to accede to the request.

HERE'S enterprise!! The New York *Star*, a daily, come out with a full account of the Rowe-Temple fiasco just *ten days after the Boston dailies* had it, and *seven days after the* WORLD had it all in print.

A RICHMOND (VA.) exchange remarks that Crocker is in splendid trim and that "Rowe and Temple will have hard work to beat him"!! Evidently the "great news" has not reached Richmond yet. "On to Richmond!"

A COPY of the splendid photograph of the meet at Buffalo in September has been received from the artists, Hall & Co., of Buffalo. It is a wonderfully clear picture, the features of the most remote individual being distinct.

A REMARKABLE report appears in the *Inquirer* of Philadelphia. It is to the effect that four gentlemen of the Century Wheelmen succeeded in climbing Ford's Hill, Philadelphia, on *forty-eight stars*. That is exactly twelve stars to each man!!

WE hear that Mr. C. Richards Dodge and Mr. C. T. Chapman, artist, have been writing and sketching the historical points of interest between Gloucester, Mass., and Portsmouth, N. H., the results of which will shortly appear in print.

THE first rider of an ordinary crank wheel to go up the whole distance of Eagle Rock Hill was Mr. John Schaefer of the Brooklyn

SOME LETTERS ABOUT "CLUB" CYCLES.

96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.

The Coventry Machinists' Co., Lc.:

Gents—I think the Marlboro' Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new. Yours, W. H. RUSSELL.

26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ld.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion; all recognizing its superiority. Its popularity here is an assured fact Respectfully yours, W. J. MILLS.

Mechanics and Traders Insurance Co.,
14 Carondelet St., New Orleans, La., Aug. 29, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Dear Sirs---Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid; the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism. Yours truly, W. H. RENAND, JR.

Send for Catalogue to

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INCER CYCLES

[*From an immense number of complimentary letters, etc., we extract the following.*]

TAUNTON, Mass., Oct. 9th, 1888.

MESSRS. W. B. EVERETT & CO., Boston, Mass.:

Gentlemen—The Apollo Bicycle that I have ridden the last two years has been satisfactory to me in every respect. I consider, and have every reason to believe, it is the finest running, most reliable, easily adjusted, and contains more good qualities than any BICYCLE IN THE MARKET. In the last two years I have ridden in nineteen races, winning a prize in every race—twelve being firsts—including the Championship of Bristol County for 1887 and 1888. In that time it has not been repaired in the least, and I have had many long, tough rides, and used it daily about my business. When we see riders sending their wheels and parts of them to the repair shops, and often lose weeks of good riding, it makes the Apollo wheelmen in this city feel proud of their mount. Last week I had the bearings of my Apollo taken out and cleaned, and you could not wish for a better set. In regard to the words of Mr. Doane about the Apollo bicycle, I heartily indorse them all, for I know by experience with my wheel that he is speaking the truth.

Yours respectfully, E. C. ANTHONY, Taunton Bicycle Club.

☞For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

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Manufacture for the **Trade** the most beautiful line of **Bicycle and Athletic Garments** in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsted **Bicycle Hosiery,** three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

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SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

Bicycle Club. His mount was a 50-inch Columbia Street Roadster. The extreme length of the hill is over one mile.

IN the death of Charles C. Isaacs, of Baltimore, Md., which occurred last week, the League of American Wheelmen loses an earnest worker and a valuable member, while the Baltimore Club, whose Secretary he was, is deprived of the services of one of the most valuable officers it ever possessed.

A CORRESPONDENT, writing from Wichita, Kas., says: "This is the largest city in the State, and the Wichita Wheel Club is the largest in the State. Hereabouts at this season of the year the roads are almost perfect: we can ride twenty, thirty, or even fifty miles without a dismount being necessary. Those are the kind of roads we have."

"Good old" *Wheeling* is very much puffed up because, forsooth, the results of the Rowe Temple, so called, races have proved Rowe the better man and "*Wheeling* always insisted that it was so"!! We wonder what good old *W.* will say when they read of the cold and noxious fraud that has been perpetrated on us all? Alas, where will be their "I told you so" then?

CYCLISTS in this vicinity should be interested to know that Col. T. W. Higginson, late President of the Massachusetts Bicycle Club, is the candidate of the Democrats and Independents of the Fifth Mass. District, which includes the West End of Boston, Cambridge, Watertown, Waltham, Arlington, Lexington, Woburn, Somerville and Belmont; and besides being a cyclist, is a man who will be an honor to State, in Washington, where *here* and *ah!* men are needed.

ON Thursday evening, Oct. 25, the Milwaukee Wheelmen gave a lantern parade. A notable feature in the parade was a Japanese umbrella fully twelve feet in diameter with lanterns suspended at the ends of each rib. After the street show the club repaired to the club rooms and indulged in *light* refreshments. [We fear our Milwaukee friend intended the last sentence as a pun.—ED.] On Nov. 6, this same club will hold an open to all handicap road race over the Whitefield Bay Road.

THE Scranton (Pa.) Bicycle Club realizing that a home is the most substantial means of permanent existence, have purchased the lot No. 545 Washington avenue, and have entered into a contract for the erection of a building for a club house. The cost will be about $12,000, and for the purpose of raising funds to assist in paying for the property they have concluded to hold a fair in the Armory Building, commencing Monday, Nov. 26th, 1888, continuing during the week, under general management of Hon. R. H. McKune. F. H. Clemons, No. 422 Lackawanna avenue, Scranton, Pa., is Chairman.

A CURIOUS suit has been brought by Mrs. T. P. Heathe, of Saco, Me., against that city, for $5000 damages, on the following grounds: Some four weeks ago Mrs. Heathe was walking along Main street, Saco, and while on the sidewalk of that street was run into and knocked down by a young man from Ohio, who was visiting his brother in Saco, the Rev. O. W. Waldron. She claims that she received injuries from which she will never fully recover. The city will raise the defence that the claim for damages should be made against the rider, and we think the city of Saco is correct, and if we are advised correctly that Waldron was on the sidewalk, we hope he will be made to suffer the consequences.

FROM Memphis, Tenn., a correspondent writes: "We are rather slow in this section of the country, but we propose to have lots of fun and keep up the wheeling interest here all winter by giving a series of road races every two or three weeks. The first prize is to be a handsome medal, and must be won three times before it becomes the property of any one man. Other prizes will be given for the second man in each race. The entrance fee is to be 50 cents for each event. We have eight good roads leading out of Memphis and the leading ten-mile pike is especially good for road racing. If our experiment of short races awakens sufficient interest we will give a thirty or a fifty mile road race before the winter season is past."

DR. FRED L. JOHNSON has presented a gold badge or medal to the Wichita (Kas.) Wheelmen to be contested for each year by the members of the club. The contest consists of a one-mile race, winner to wear medal for one year, and if won by any member three consecutive times it becomes his personal property. The medal was designed by Dr. Johnson, and is quite unique. It consists of a scroll with "champion" written upon it; pendant from this is an oxidized silver handle-bar, from which hangs a monogram, "W. W.," hanging also from the handle-bar is a sunflower, the centre of which is of gold with a very dark alloy, while the petals are bright yellow gold. The pin, with the exception of the silver handle-bar, is solid gold.

POSTPONEMENT BERKELEY CLUB RACES.

OWING to heavy rains and great counter-attractions in the city of New York last Saturday, the management postponed the races which were to be held at Morris Dock Oval Oct. 27th to Nov. 6th, election day, at 2.30 sharp.

ENGLISH ROAD RECORDS ASSOCIATION.

THE Road records Association have passed and allowed the following records:

Fifty mile ordinary bicycle, Aug. 11, '88, A Pellant, 3h. 14m. 7sec.
Fifty mile ordinary bicycle, Sept. 18, '88, G. R. White, 2 h. 57m.
One hundred miles ordinary bicycle, Sept. 22, '88, G. R. White, 6h. 48m. 14 sec.

TANDEM BICYCLE RECORD BY THE BANKER BROS.

THE Banker brothers, of Pittsburg, lately made an excellent record for the mile on a tandem bicycle. The course is on the Forbes street road, and the distance, it is claimed, has been measured three or four times. [We would like to know by what means it was measured.—ED.] Several watches were held on them and they gave the time at 2.41 1-5. The best previous time is 2.44 1-4, made by Davis and Crist at Hartford.

SAFETY RECORDS.

S. G. WHITTAKER went for the fifty-mile safety record a couple of weeks ago on the Coventry track, but cramps took him at 29 miles, and he had to stop. The only records he succeeded in capturing were as follows:

20 miles - - - - - -	1.15.28 2-5
27 miles - - - - - -	1.48.58 1-5
28 miles - - - - - -	1.22.26 3-5

Henry Sturmey held the watch.

SAFETY TANDEM ROAD RECORD.

On Saturday afternoon, Oct 13, two successful attempts to lower existing records for fifty miles were made on the Great North Road, the course being from near Peterborough, via Kate's Cabin, to Hitchin. The riders were Messrs. Dan Albone, of the North Road Club, and E. E. Glover, of the Bath Road Club, on an "Ivel" tandem safety bicycle, and Mr. R. Tingey, of the North Road Club, on an "Ivel" tricycle. Favored by the north wind, the tandem crew completed the fifty miles in 2h. 52m. 3s., thus beating the record made by Albone and Tingey the previous Tuesday by 7m. 35s. On the same date the

FIFTY MILE TRICYCLE ROAD RECORD

went. Tingey demolished Syd. Lee's long-standing tricycle record by making the distance in 3h. 2m. 44. The times were taken by Mr. A. J. Wilson, president of the North Road Club.

ROAD RACE AT PHILADELPHIA.

THE long impending ten mile road race, between W. Charles Furnelton and Harry Mayer, of the Pennsylvania Bicycle Club, was run yesterday afternoon (28 ult.) over the course on the Lancaster Pike, from Wayne to the new toll gate, in rain and mud; but despite the fact that the road was heavy, the contestants made good time. From Wayne to Villa Nova the two stayed well together, but there Furnelton pulled out, and paced by Jos. Learnan he came into the finish in 39 1-5 minutes, Mayer crossing the line in 42 4-5 minutes. Furnelton thus wins the $25 gold medal, and established his claim as to being the faster man of the two. The racers were a sight on their return to the club house, being streaked with mud from top to toe. Both rode safeties. ARIEL.

Oct. 29, '88.

CHAMPIONSHIP BICYCLE RACING AT QUEENS, N. Y.

THE bicycle races for the championship of Queens, under the auspices of the Queens Amateur Athletic Club, Brooklyn, N. Y., came to a close on the last day of this month. The conditions were that contestants reside within one mile of the Queens bicycle track and be members of the Amateur Athletic Club. The prizes are: Gold medal to first, silver (or bronze) to second, and bronze to third. Distance one-half mile, flying start. Some good work has been done by the contestants, as the following record shows: September 29, C. H. Alliger, Queens A. A. C., 1.38 1-5; September 22, G. T. Boyce, Creedmoor, 1.43 3-5; September 29, J. M. Kissam, Queens A. A. C., 1.45; October 22, L. L. Doughty, Jr., Creedmoor, 1.45 3-5; September 29, R. A. Kissam, Queens, 1.45; October 15, John F. Klien, Creedmoor, 1.58 1-2.

A NOVEL RACE.

WHAT is probably the first race of its kind on record will be contested on Thanksgiving Day, at the Annual Fall Games and Burlesque Exhibitions of the Prospect Harriers, on the club grounds, Washington Park, So. Brooklyn. The contestants in the race will be Messrs. J. H. Mellor, (wheelman); S. T. Freeth, (runner) and O. E. Paynter, (walker). The distance will be four miles for the wheelman, three miles for the runner and two miles for the walker, the man finishing first wins the race and a valuable gold medal. Among other events on the programme is a two mile bicycle race, handicap, under L. A. W. laws, the prizes are handsome gold and silver medals. Entries, which must be accompanied by a fee of fifty cents, will be received by J. J. Schoeffer, Brooklyn B. C., or the Secretary, Geo. Paynter, 332 First street, Brooklyn, on the Saturday preceding Thanksgiving.

The Prospect Harriers have lately leased the grounds and track formerly occupied by the defunct Nassau A. C., and will spare no expense to make their quarter mile cinder track the finest in the vicinity.

ANOTHER TIE.

THE second attempt to decide the Eastern Road Club race last Thursday proved abortive, and the question as to which club must hold the cup until next season is still an open question. According to mutual agreement, and in consequence of the sad death of McCombie, the Dorchester and Cambridgeport men decided to run the tie off with two men each of the original teams. Referee Emery therefore ordered the teams to be on hand at 2.30 Thursday, Oct. 25, at the Faneuil House, Brighton, and ride over the same course. The teams presented by the clubs were: Cambridgeport—F. E. Carman, C. E. Fay; Dorchester—J. P. Clark, A. P. Benson.

At precisely 2.40 the word "go" was given the men, and Carman began to race away, but the others hung on to him in great shape until Newton Centre was reached, and there Fay took a header. He turned to come back but his friends urged him to continue, which he did, finishing some fifty minutes behind the others.

In the meantime Carman, Clark and Benson stuck together until Clark took a header, and through this mishap Carman got a lead of nearly a quarter of a mile. Clark's handle-bar was bent and it interfered with his leg every time the pedal came up, but notwithstanding this fact he managed to give Carmen a good race, so that the latter had all he wanted to hold his lead. Clark led Benson, who was riding a plucky race on a Swift safety.

The result was: Carmen, first, 1.37; Clark, second, 1.37 3-4; Benson, third, 1.38; Fay, fourth, 2.20. Thus it proved a tie again, each club scoring five points.

SAFETY TANDEM RECORDS.

AT Paddington Recreation Grounds, on Monday afternoon, Oct. 15, Dan Albone and E. E. Glover made a successful attempt to reduce records up to 20 miles, on a tandem safety bicycle, the previous record being 1h. 5min. 55s., made by Albone and Mills on the same track last May. Mr. A. J. Wilson was the timekeeper, and the machine ridden was the same light roadster "Ivel" upon which Albone and Glover had beaten the 50 miles road-record the previous Saturday. In the result, the previous 20 miles record was lowered by 3m. 38 2-5s., the mile times will all stand as records for tandem bicycles:

MILES.	H. M. S.	MILES.	H. M. S.
1	0 2 38	11	0 34 9
2	0 5 56	12	0 37 13
3	0 9 0	13	0 40 23
4	0 12 3	14	0 43 32
5	0 15 12	15	0 46 43
6	0 18 19	16	0 49 50
7	0 21 25	17	0 53 2
8	0 24 44	18	0 56 13
9	0 27 53	19	0 59 19
10	0 30 58 4-5	20	1 2 16 3-5

Last lap, 4s 3-5s. —*Br. News.*

"PIG ALLEY HILL."

NOT a euphonious name by any means, but it is a good "companion piece" to Murder Lane Hill, and so we rest content. Now the hill-climbing fiend is never so happy as when he has discovered a hill that no fellow can ride, and so the Springfield, Mass., men are elated over the fact that "Pig Alley" has never been surmounted. We learn from the *Union* that:

"A survey of the hill has been made by F. H. Smith of the city engineer's office and these are the figures. The climbing distance is 275 feet and for the first 100 feet the rise averages six feet in 100. The ascent then becomes a very steep one, the rise averaging one foot in every five. This makes the hill one of the steepest in the country, and whoever surmounts it will win an enviable record as a hill climber."

EASTERN ROAD CLUB TIE.

THE tie in the race of the Eastern Road Club, between the Dorchester and Cambridgeport Clubs, is hereby ordered to be run off on Thursday, Nov. 8th, 1888, start from Faneuil House at 2.30 P. M., sharp, over same course as before. L. A. W. rules to govern, as far as they apply to road racing. Time limit of 30 minutes between the finish of the first and last man. WM. H. EMERY,
Referee.

REMOVAL OF THE SPRINGFIELD BICYCLE CO'S HEADQUARTERS AND FACTORY.

THE factory of this firm has been removed from Worcester, Mass., to Highlandville, Mass. It will be our pleasant duty to visit the Springfield Bicycle Co. in their new quarters at Highlandville, and we will tell our readers what we find. The office of this same firm has also been removed from No. 9 Cornhill to 178 Columbus avenue, Boston, Mass.

MR. JUSTICE'S CHALLENGE.

Editor Bicycling World: I challenge any resident bicyclist of the Eastern Shores of Maryland and Virginia to compete in the bicycle races, to be held under the auspices of the Pocomoke Fair Association, at Pocomoke City, Md., November 9th, 1888, best two out of three, mile heats, for the championship of the Eastern Shores of Maryland and Virginia. I shall ride on said occasion, and, if victorious, shall claim that honor. JOHN H. JUSTICE.
Crisfield, Md., Oct. 23, '88.

CONINGSBY RODE AN "ORDINARY ROAD WHEEL."

Editor Bicycling World: In your issue of the 26th inst. you quote Mr. Wells as saying that the machine with which I made my record on Eagle Rock Hill had 8 5-16-inch cranks. In order to correct this misstatement, and in justice to myself and the machine, I beg to inform you that my mount was a regular stock Victor safety, weighing 51 pounds, geared to 48 inches, and having regular cranks with 6 to 6 3-4 inch throw. This wheel is the same that I have been riding all this year, and it has been ridden up Eagle Rock Hill a total of forty-seven times. Yours truly. FRED CONINGSBY.
New York, Oct. 30, 1888.

"STOP THIEF."

Editor Bicycling World: Last Monday evening a young man called at the club house of the Washington Cycle Club and introduced himself as a member of the Ramblers Club of Buffalo, stating that he had been the guest of the Ramblers Club of Baltimore, from which city he had just arrived. He gave his name as Crocker, and claimed to be a League member. The usual courtesies were extended, and as he said that he expected to be in the city for a few days he was invited to make the club house his headquarters. He called at the club house several times during the week, and yesterday (Oct. 25) went to the wheel room and stole a safety bicycle belonging to Mr. W. G. Kent, one of the members. He also broke into several of the lockers and secured a number of articles, among them a valuable violin and a cornet. Since then nothing has been seen of him. The machine stolen was a "Psycho" safety, nearly new, finished in black enamel and striped in blue. The following is a description of the thief: About five feet ten or eleven inches tall, heavy build; round, smooth face; hair, light color, short and kinky; eyes, small and light blue or grey; weight, about 180 pounds. He wore light clothing (grey), light flannel shirt with blue crossed stripes, and a "cigarette" hat. He also gave the name of Mackie to his landlady. Wheelmen and dealers are requested to be on the lookout for the thief, and if anything is learned of his whereabouts to immediately communicate with the undersigned.

GEORGE S. ATWATER,
Chief Consul D. C. Division L. A. W.
1206 Penns. Ave., Washington, Oct. 26th, 1888.

[This evidently is the same festive youth who has been making free with other people's property at Buffalo, N. Y., Bradford, Pa., and other places, as reported in our last issue. Look out for him. Later advices also state that he victimized the Ramblers Club, of Baltimore, in the "usual way." We hear that the safety stolen from the Washington men has been found at a pawnshop, where the gay thief had put it up for $25.—ED.]

HE ACKNOWLEDGES COURTESY.

Editor Bicycling World: Will you kindly permit me to acknowledge through the WORLD, my obligations to Consul Taber and the wheelmen of Pawling, for their courteous treatment during my summer sojurn here. In a region seldom visited by wheelmen and meagrely described in road books, you need the guiding experience of a veteran like Consul Taber to make riding enjoyable.

The tendency seems now to complain of the League, but I affirm that if the League offered no other advantages, the Consuls' aid and experience would more than repay the trifling expense of membership. Respectfully, J. M. A., L. A. W. 17808.
Pawling, N. Y., Oct. 8, 1888.

RHYMES WRITTEN ON THE OCCASION OF A RIDER'S MISFORTUNE.

TO "F. C."

"WHILE riding with several friends, a few days since, I was run into by a cycler and thrown from my wheel, the result being that that part of my uniform, which is at times hidden by the saddle, was torn into shreds.

Now the above, though an accident, was, fortunately, more laughable than serious. A friend hearing of the disaster, composed the following lines and sent same to me, together with a piece of cloth. The lines are as follows:"

We all have read of famous rides,
How men won honor, fame and brides,
Another's added to the list,
But *here* no gain: a part is missed.

With wishes kind accept this patch,
Sincerely hoping it will match,
And help you walk with careless grace,
No anxious look upon your face.

If this insert, with stitches neat,
Again you'll nimbly use your feet,
And turn the wheels of fortune fickle,
That tried to *turn you* from your *Cycle*.

[Our poetical friend raises cain with the pronunciation of "cycle," but making a large allowance for poetical license, we let it pass.—ED.]

PENNSYLVANIA SIGN BOARDS AND PHILADELPHIA STREETS.

Editor Bicycling World: I have a few little items which may interest some of our members, so send them herewith.

On paying a short visit to Bucks County, Pennsylvania (at New Hope on the Delaware), I was much pleased to see the style of sign boards that county has adopted. They are of iron, with the name of the place in raised letters, and a finger at one end indicating direction. Between the name and the finger a slot is provided so that the proper figure for the distance may be slid in. By this means a number of signs may be made exactly alike, the numbers being put in afterwards, thus saving much expense. They are very durable, and the people are much pleased with them. The letters are painted white and the balance of the sign is black, so that even on a dark night the name can be easily read. The invention is patented by a Bucks County (Pa.) man. I was unable to learn his name, but will endeavor to find out and let you know, as I think they should be generally introduced.

Gradual improvements are being made in the roads in this section of the country. Work will be begun next spring on the new Telford road from Philadelphia to Media, which will be a great boon to cyclists. I hope the intention is to continue it to West Chester. If possible I think it should be so arranged with the management that no toll shall be charged for cycles.

Passing through Chester, Pa., yesterday over our good friend, the Baltimore and Ohio Railroad, I noticed that Madison street, from the Baltimore and Ohio Railroad station down toward the river, has been paved with asphalt blocks. Another street parallel is being paved with Belgian block, so it looks as if the howling wilderness of cobbles, with which Chester abounds, is at last to be replaced with good pavements.

Philadelphia is slowly taking up the cobblestones, and has passed an ordinance that no new streets shall be paved with them. Twenty-first street has been laid with sheet asphalt from South street to Arch, a distance of nine squares, and another square or so of asphalt has been put down on North Broad street, making a stretch of eight squares. But what we need is an asphalt pavement south of this on Broad street, from Columbia avenue to Market street and the City Hall. The Associated Clubs of Philadelphia were supposed to have been pushing this scheme through City Councils, but they seem to have been singularly inactive about it. This pavement on Broad street would do more than anything else to create a boom in cycling here, as people could then ride to the heart of the city from the suburbs, instead of having to go a round-about route via Fairmount Park, Twenty-second street and Filbert street. The number of cyclists in the city would also be largely increased by the asphalt on Broad street.

I am glad to notice that you are devoting more space to accounts of tours and runs than to racing. It seems to me that touring and the improvement of the roads are the real aims and work of the L. A. W., and our paper should be devoted chiefly to these objects.
Philadelphia. No. 3403 L. A. W.

AT the risk of being thought tedious, I am going to call attention once more to that monument of labor, "XM. Miles on a Bicycle," by Karl Kron. He has just issued a pamphlet containing the newspaper criticisms of his book, and this pamphlet is a curiosity in its way. He does not sort out the tally from the notices and keep back the rest. On the contrary he flings in everything, the vinegar along with the sugar, the worst kind of "sass" along with the most fulsome praise, and the result is worth the attention of all wheelmen. You can get a copy of this pamphlet by writing for it, and it will help you pass away a spare hour and interest you. As for the book itself, I think the author has not received the encouragement from wheelmen that he should have. As a work of reference and a history of the cycling movement it is invaluable, and the information it gives can hardly be obtained from any other source. The price, $2, ought not to be grudged by any wheelman who cares to know about the beginnings that have made ours the sport it is.

BICYCLING IN BELGIUM.—I.
BY CLERICUS.

IT seemed like an indignity to my gentle-footed Facile to see her crated like an ordinary brute and lowered so into the hold of the Waesland, while steaming out of New York Bay. She was none the worse, however, for her thirteen days' passage through purgatory, and it must have seemed to her only the necessary road to paradise, for when she set foot again on *terra firma* it was in the floral quadrangle of the Hotel San Antoine, at Antwerp. If so, her illusion was doomed to bitter disappointment, for this old city is no paradise for either cycles or cyclers. Belgium is paved from circumference to centre with the omnipresent Belgian blocks, and the books of the Cyclist Touring Club of England describe them as unrideable. American riders, however, are less exacting in their demands for good roads, and I was determined I would ride the Belgian highways or know the reason why.

The law of compensation is well illustrated in the benefit of even these roads, in the extraordinary weather prevailing here as well as elsewhere on the continent. While still in Mid Atlantic we entered the rain area, in which rain has fallen daily for the last three months. We landed in Antwerp at night in the rain; we slept and waked and still it rained; for two days and nights more I have waited in vain for a rainless sky. But between hours the Belgian block streets have been a ready thoroughfare, and after a few minutes' pounding I reached the asphalt boulevards that belt the city with their semi-circle on the line of its former ramparts. I have thus been able to see Antwerp, the old and the new city, in a way that nothing but my wheel would enable me to do. Only by roving to and fro and exploring both its wide and elegant boulevards and close, narrow streets, more crooked than those of Boston, can one appreciate alike its rare antiquity and its wondrous growth of two hundred thousand in fifty years.

My enforced leisure gave me opportunity for studying the road maps forwarded me through the courtesy of S. A. Stead, Chief Consul of the Foreign Division of the C. T. C., and also for exploring more thoroughly this queer and quaint old Flemish fortress. After visiting the many points of interest to tourists, I climbed the spiral stairway of the grand old Cathedral spire. It was like toiling upward in the night, but it brought me out as near to heaven as one cares to be while still in the flesh. There in the narrow gallery, where the last pinnacle shoots upward with graceful flight, I was joined by several American chemical students from the Boston Polytechnic, on their way to Munich for a supplementary course. By means of my glasses we viewed together the grand panorama which they declared was worth crossing the Atlantic only to behold it. Far to the north, at the mouth of the river Schelde, which stretched in serpentine coils from our feet to the far off sea, we had glimpses of the spires of Flushing, sixty miles away by water, lifted like fingers to say the city was there. There far to the southward the bold tower of the cathedral at Malines loomed up in the mist like a giant, waiting with his mace to shatter the poor cyclers who might come his way. Underneath us was spread out the city, divided by its twelve miles of green ramparts from the rich meadow lands of the broad campaign, with its red roofed farmhouses, its fields of varying green, from vivid to dark, and its straight, far-

reaching rows of linden and poplar trees, indicating the course of the canals. A more beautiful landscape, imagination cannot conceive.

From this lofty vantage ground we identified the several places within the city already visited. Yonder were the Museum Galleries, the ancient and the modern, made especially resplendant in the one case by the genius of Reubens and Van Dyck in this, the home of their works, and in the other by many masterpieces of modern artists. To the eastward was the unfinished tower of the church of St. Jacques, with its rich windows and splendid interior garnishing. Nearer was the new Bourse, where an hour before, the hum of the crowds of brokers, that blackened its marble area, rose to the galleries above like the roar of breakers from the sea. The suggestion is apt, for doubtless many a wreck is made in that seething sea of speculation. Further away was the fine Zoological Garden, open only to its members and to visiting strangers, while below it a little way, was the small but beautiful Parc, with its drives, walks, lakes, fountains and flowers. Quite near at hand, amid the red and gray tiled roofs and stepped gables of the older part of the town, was the Morelus-Plantain Museum, that "Paradise of printers," illustrated so appreciatively in the June number of the *Century* magazine. Just underneath us, at the river front, on the west, were the new quays, a wide swathe of the old city being cut away to make room for them. The only building left in this merciless path of modern improvement is the ragged old Inquisition Building, now a Museum of Antiquities, with its dark, damp dungeons sunk lower than the river bed.

Being near the hour of three we waited there on the spire to hear the chimes of the ninety-nine bells in the belfry below us. Bending over the balustrade and looking downward from the dizzy height, suddenly the peals of music broke forth, and we had the novel experience of having it to rise and fill our ears with the ravishing strains to which we had listened so often in the streets underneath. So great was our height that even the huge body of the cathedral was dwarfed to the dimensions of a music box set going to amuse us. What wonder the citizens of Antwerp love these chimes so dearly, now for centuries falling in ever recurring streams of music, like airs from the choir of heaven. Not even for the one greatest masterpiece of Reubens' adorning the interior of the Cathedral, "The Descent From the Cross," would the Antwerpians exchange their beloved bells. With a farewell view of city and country, not failing to mark the gray line of the road southward toward Malines, which is to be my course of travel on the morrow, I descended from the sky to the ground once more, and soon was lost again in the labyrinths of the queer, quaint and crooked old streets of this mediæval city.

(To be Continued.)

A MONTH ago John Mason, of the Illinois Cycle Club, who rides a Veloce Columbia, made a go at the 24-hour record, and scored, without great effort, 218 miles. A week later F. E. Spooner, of the Lincoln Cycle Club, on a Victor bicycle, raised the peg to 231 miles. On Wednesday, the 24th of October, Frank Riggs, of Chicago, on a 51-inch Columbia Light Roadster, finished with 240 1-2 miles to his credit; on the 25th Oct. John Mason made the second attempt, covering 277 miles within 24 hours. The bicycle which was ridden by Mr. Mason at both attempts has been ridden by him over 6500 miles, including nearly a dozen centuries.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

INDICATIONS point to an assault on the Liberty Bill by the horsemen of New York. "Wheelmen are a nuisance in Central Park," says Joe Howard, and he voices the opinion of those who drive fast horses. The League must work to keep what it has gained, no less hard than it worked to gain it. And it should be a part of the League's duty to regulate the action of these thoughtless wheelmen who call forth by their thoughtlessness such remarks as that made by Joe Howard. If wheelmen do not make "nuisances" of themselves, the fact can readily be shown to the Legislature, but one reckless wheelmen can do much to prejudice the cause by putting weapons into the hands of the enemy. Let it be known that hoodlums awheel incur penalties from the League, and even the horsemen will have respect for our organization.

THE Rowe-Temple fraud suggests the the need of some regulation for professional cycling. Had there been some strong organization behind professionals, with the power to enforce penalties, it is not likely that the fraud would have been perpetrated, and in the event of its occurence some punishment would have been meted out that would be more effective than the clamor which is now going up, for the public is fickle and both parties to the fraud will be reinstated in the popular affection after a few months have buried their wrong-doing. The League has no power over professionals, and it is not inclined to assume it. It may, however, shut them out from amateur race meetings, or it may let only those come in who can be depended upon for fair dealing. It will be better for the sport when professional racing is managed with as strong a hand as base ball now is. It is not for the League to do this. Had the A. C. U. been properly managed here it would have found a good field to work in, and it would have been successful.

OUR friend, the editor, he who sits at the other end of this sheet, had an honest word of condemnation lately for those who announce that races will be run under L. A. W. racing rules and then change the rules to suit their own whims or convenience. The criticism is a just one because there is no necessity for the practice. The racing rules are made for the common good of manager and contestant. It is well to have the terms of any contract down in black and white, for then there can be no disagreement that cannot be settled by an appeal to the document. When races are announced to be run under L. A. W. rules there can be no legal nor moral right to change them except in the manner made and provided by the rules themselves. If the managers of the Buffalo tournament made a change in the rule which defines a novice it was certainly not a novice race. If it was called so the contestants had a legal and a moral right to claim that it should be run under the League rule relating thereto. If the terms of the rule were changed then the race should have been called by another name, and the managers should have complied with Rule 33, which reads: "Any club that places upon its lists of events a race of different nomenclature than those given above, must print upon the programme of the day a rule to define the race, that the officials and the contestants may clearly understand the conditions of the contest." To our mind the prize in the second novice race at Buffalo was improperly awarded.

Maryland Lamp Movement.

At the regular meeting of the R. C. C. held October 13th, 1888, the following resolution was passed and I was instructed to send you a copy of same for publication in the L. A. W. Bulletin:

"Resolved: That this club heartily endorses the action of the Board of Officers and the circular of the Chief Consul of the Maryland Division L. A. W. in reference to the carrying of lamps at night and pledges its support in this movement."

FRED H. HOOVER,
Secretary R. C. C.

Racing Board Assignments.

Members of the Racing Board have had assigned to them the following territory:

Col. George Sanderson—Scranton, Pa., in charge of New York, New Jersey, Pennsylvania and Delaware.

George S. Atwater—1200 Pa. ave., Washington, D. C., in charge of Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee and Kentucky.

George Collister, care Davis, Hunt and Co.—Cleveland, Ohio, in charge of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota and Iowa.

W. M. Brewster—300 Olive st., St. Louis, Mo., in chage of Missouri, Kansas, Nebraska, Colorado, California and Oregon.

H. H. Hodgson—New Orleans, La., in charge of Louisiana, Mississippi, Alabama, Arkansas, Texas and Nevada.

The Chairman will have chage of the district embracing the New England States.

Parties having business with the Board will communicate through the members in charge of the districts in which they reside. CHAS. S. DAVOL,
Warren, R. I., Oct. 25, 1888. Chairman

Club Representatives.

The following Club Representatives have been elected:

Buffalo Ramblers, Buffalo, N. Y.—Louis Bruch and Wm. L. Fuch.

Portland Wheel Club, Portland, Me.—John C. Stevens.

Ohio Appointment.

E. L. Marriott, Dupont, Putnam Co., Ohio, is hereby appointed Local Consul for that vicinity.

T. J. KIRKPATRICK, C. C.

League Handicapper.

MR. F. P. PRIAL has tendered his resignation, as Official Handicapper of the League, and the same has been accepted. Fraternally,

CHAS. S. DAVOL,
Chairman Racing Board.

Michigan Division Board of Officers Meeting.

At the September meeting of the Board of Officers of the Michigan Division Mr. Junius E. Beal of Ann Arbor, was elected Delegate to the National Assembly, Mr. Wm. Scarlett, Saginaw, was elected Auditor for the ensuing year. Fraternally,

A. B. RICHMOND, Chief Consul.

To Members of Michigan Division.

The revised Constitution of the L. A. W. changes the time of expiration of membership tickets from Dec. 31st to June 30th. This will cause a period of six months, from January 1st to July 1st, 1889, to elapse during which the national body will receive no revenue from its members, while they continue to enjoy the privileges of membership.

To carry on an organization of the magnitude of the League requires considerable funds, and to allow a period of six months to elapse without revenue would materially cripple its resources. The Board of Officers have not ordered an assessment, but have left the matter to the intelligence and generosity of the individual members. Several of the Divisions have already contributed 50 cents per member, and it now remains for the Michigan Division members to fall in line and show that they can be equally generous.

Remittances postage stamps accepted) should be made to the undersigned before October 31st, as the committee wish to make their report to the Treasurer of the L. A. W. on that date. Yours fraternally,

P. N. JACOBSEN,
Chairman.

Address: care of D. & C. S. N. Co.

Indiana Appointments.

I hereby appoint Local Consuls as follows:

Bloomington, M. N. Shields.
Brookville, Ed Rockafeller.
Cambridge City, F. M. Marson.
Columbus, E. O. Winterrond.
Connersville, J. C. Bullard.
Crawfordsville, A. J. Lee.
Danville, M. E. Acton.
Economy, A. W. Osborne.
Fort Wayne, J. M. Kuhns.
Frankfort, Chas. E. Fennell.
Greenfield, W. A. Hughs.
Greensburgh, C. D. Tillson.
Hartford City, F. A. Stewart.
Huntington, C. E. Price.
Indianapolis, H. T. Hearsey.
Jeffersonville, W. R. Dedrich.
Lafayette, Frank M. Chase.
Laporte, I. E. Lonn.
Lebanon, J. D. Emmet.
Logansport, E. H. Hipperman.
Madison, W. R. Alley.
Marion, M. B. Edmiston.
Muncie, S. R. Sample.
New Castle, C. B. Kirk.
Newport, H. V. Nixon.
North Manchester, Jesse Burdge.
Peru, W. F. Robinson.
Portland, J. A. Laundle.
Richmond, A. C. Doane.
Rushville, A. J. Dickerson.
Russiaville, A. P. Cossands.
Salem, R. L. Berkley.
Shelbyville, George A. Powell.
Terre Haute, O. M. Bartlett.
Tipton, Henry Melig.
Union City, W. A. Shank.
Vincennes, W. H. Glover.
Vredersburg, S. D. Cade.
Warsaw, J. Phillipson.

J. FRED PIGNOT,
Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 12 M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 103—Total 102—11,702

BOSTON, Nov. 2, 1888.

FLORIDA—1—17.

Unattached.

20875 McArthur, A. J., Gainesville

ILLINOIS DIVISION—2—770.

Unattached.

20876 Stone, G. W., 29 River st., Chicago
20861 Sperry, E. P., Morengo

KENTUCKY DIVISION—1—6.

Unattached.

21015 Holton, Lig. L., Maysville

MAINE DIVISION—1—11.

Portland Wheel Club.

20877 Fmfbish, Ben. L., Brunswick

MARYLAND DIVISION—3—163.

Unattached.

20873 Darnell, W. W., P. O. address, Gainesville, Florida; Cumberland
20902 Bond, Edw. D., Foot Montgomery st., Baltimore
20898 Leonard, Arthur C. 300 N. Charles st., "

MASSACHUSETTS DIVISION—5—1227.

New Bedford Cycle Club.

20870 Johnson, Dr. W. A., 5 Pleasant st., New Bedford
20872 Wilson, John D., 15 Cummings Bld, "

Unattached.

20880 Clark, Frank, 115 Fifth st., "
20901 Macy, G. Roland 223 Acushnet ave., "
20871 Watson, Samuel 2d No. 5 So. 6th st., "

MICHIGAN DIVISION—1—352.

Unattached.

21018 Stewart, D. C., Lansing

NEW JERSEY DIVISION—2—732.

Essex Bi. Club.

20873 Geib, H. W., 8 Orange Place, Newark
20903 Nichols, Fred E., 347 Mulberry st., "

NEW YORK DIVISION—7—2120.

Genesee Bi. Club.

21014 Oettinger, Jacob, 10 So. St. Paul st., Rochester

K. C. W.

20904 Aikman, W. M., 133 Macon st., Brooklyn
20895 Bedford, John R., 342 Throop ave., "
20900 Stevens, John P., 15 Herkimer st., "

Riverside Wheelmen.

20874 McClure, Robt. B., 170 W. 69th st., New York

Unattached.

21016 Stagg, Louis H., 50 Miller ave., Brooklyn
20899 Warren, Kenneth L., Lowville

PENNSYLVANIA DIVISION—17—1169.

Erie Cycling Club.

21009 Jarecki, Charles Jr., Erie

Philadelphia Bi. Club.

20875 Beck, John A., 1231 S. 15th st., Philadelphia
20870 Bardeit, L. J., 937 N. 19th st., "
20877 Boyd, Geo. C., 2042 Wallace st., "
20878 Craven, Geo. L., 1130 N. 7th st., "
20879 Desbosins, Wm. H., 1051 Chestnut st., "
20890 Estrada, Rafael, 1508 S. Broad st., "
20881 Harris, Frank S., 2057 Green st., "
20882 Paramore, Chas. 525 Geary st., "
20883 Paramore, Edwin, 1018 Chestnut st., "
20884 Patterson, Morris, 1511 Spruce st., "
20885 Roberts, Lee, Broad and Girard ave., "
20886 Smallbach, Martin H., 2100 Green st., "
20887 Young, Horace L., 710 Market st., "

Unattached.

20888 Hooper, L. H. 1710 Race st., "
20889 Sterrett, F. M., Reedsville
20907 Cutler, Freeman F. Box 11, Ulysses

TENNESSEE DIVISION—12—87.

Bluff City Wheelmen.

20908 Albett, A. F., 7 Adams st., Memphis

Tenn. Ramblers.

21001 Hayley, H. S., 309 Vance st., "
21002 Hayley, W. H., 309 Vance st., "
21006 Williams, John T., Jr., 310 Front st., "

Unattached.

21009 Lethwick, W. M. Jr., City Engineer, Nashville
20909 Beach, Wm. M., 150 Poplar st., Memphis
21000 Frank, Abe, 209 Poplar st., "
21003 Hess, G. W., 69 Maxwell st., "
21004 Logwood, Samuel Weakley, 284 Main st., "
21005 Taylor, A. W., 7 Adams st., "
21006 Wilkins, John T., Jr., 310 Front st., "
21007 Wood, J. W., 143 Main st., "

VIRGINIA DIVISION—6—110.

Old Dominion Wheelmen.

21020 Digges, J. L., C. & O. R. R. offices, Richmond
21021 Ellinger, R. L., C. & O. R. R. offices, "
21022 Lacy, C. H., 904 E. Broad st., "
21023 Pluemacher, F. H., H. L. Staples & Co., "
21024 Rosenbaum, S. R., 607 E. Grace st., "
21025 Shriver, C. R., care R. G. Cabell & Co., "

WEST VIRGINIA DIVISION—1—38.

Unattached.

21017 Spencer, Frank S., Parkersburg

WISCONSIN DIVISION—3—98.

Green Bay Bi. Club.

21011 Casey, W. L., Box 115, Green Bay
21012 Fiehs W. H., Box 788 "
21013 La Court, Jos. A., "

Unattached.

21010 Barber, Fred R., Care College, Beaver Dam

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club. *P. O. Address.*

References: *City*

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

COMPARE COLUMBIAS



WITH OTHER BICYCLES.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 9 NOVEMBER, 1888.

Volume XVIII.
Number 2.

"At the Kansas City Tournament last week there were twenty-one events, each and all of which were won by Victor Light Roadsters, the track being too bad to use racers. This is a rare occurrence, but shows the popularity of the Victor in that part of the country."—*Spectator.*

We didn't lend these bicycles. The riders bought them to win on.

Yes, 21 is a large percentage of the events, but what we call your attention is that the bicycles were the same as we sell to riders; not racers, made to win races, and entirely different from roadsters. If you want a racer buy it or borrow it of those who make racers. We make Roadsters, and make them to "get there." Racing bicycles bear little relation to roadsters.

Overman Wheel Co., Boston.

The St. George's Engineering Co.,

BIRMINGHAM, ENGLAND,

Are advertising in all the English Cycling Papers that they have made and sold this season

Two Thousand

NEW * RAPID * SAFETIES,

And that out of all these machines they had not heard of a single broken spoke.

TRULY THERE IS A LOT IN THE

TRUE TANGENT WHEEL,

of which the ST. GEORGE'S ENGINEERING COMPANY are the inventors.

Send for Catalogue of these celebrated machines direct to the works.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

FOR SALE—A 50-inch '88 pattern Victor cheap for cash, or will exchange for a watch, diamond ring or pin. J. A. PRATT, Bath, N. Y.

FOR SALE—54 inch New Mail Bicycle, enameled, as good as new; bought new of manufacturer Sept. 1st, this year; reasons for selling, am going traveling. Will sell at a reasonable price. Address L. H. HUDIN, 2 South Canal st., Chicago, Ill.

EXCHANGE—Columbia Light Roadster, 52-inch, half nickel, entirely new, run only 25 miles, with lamp and cyclometer, for a Safety, Victor, Humber or Veloce, or will sell at a sacrifice. Address C. E. SMITH, P. O. Box 1925, New York City.

WILL EXCHANGE a valuable Violin, together with a lot of sheet music, books, &c., for a 50 inch bicycle. Address BUTLER, Box 1553, Philadelphia.

GREAT BARGAIN—Columbia Expert, 54-inch, all ball, nickel; new; correspondence solicited. Address Box 61, Grafton, Vt.

A GREAT BARGAIN—One 1885 Victor Light Roadster, half nickel and enamel, without a scratch; balls all around; ball bearing, lock and whistle. Reason for selling, owner going to Europe. Address at once to Lock Box 29, Cherokee, Iowa.

NEW RAPID SAFETY and a 42-inch Special Star for sale cheap. Call or address HOWARD M. WHITE, 108 N. Greene st., Trenton, N. J.

TWO BICYCLES FOR TWO DOLLARS—52-inch Victor L. R., pattern '87, excellent order, not ridden over 50 miles. Victor Safety, '88 pattern, good order, 100 tickets to be sold at $2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to First and Second Nat'l Banks here. A. B. REED, L. A. W. 1366, Clinton, Pa.

FOR SALE—50-inch Expert Columbia, as good as new; at a bargain. Call or address No. 105 Magazine St., Cambridgeport, Mass.

Bicycles, Tricycles, Tandems and Safeties.

SHOP WORN and SECOND-HAND.

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

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(Odd Fellows' Building,)
BOSTON, MASS.

REPAIRS of all kinds a specialty. The only house in the trade that can supply parts of all kinds of Victor, England, Humber, Columbia, Cleveland, Expert, Special and Excelsior Bicycles, Tricycles, Tandems, American Wheel, Cardridge Tires, Special and Safety Saddles, Bells, Lamps, Cyclometers, Bags, Brackets, Pedals, Tires, Rims, Spokes, Nuts, Bolts, Wrenches, Oils, Enamels, Sundries, &c. Send for price list. Bicycles and Tricycles bought, sold and exchanged. Second-hand machines always on hand. Send for list. Agents wanted everywhere. Write us.

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JOHN HARRIOTT,
MANUFACTURER OF
Bicycle and Athletic Medals,
CLUB PINS & BADGES,
DESIGNS ON APPLICATION.
3 Winter Street, Boston, Mass.

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A $4 Paper, 800 Pages, 1500 Illustrations, 3000 Columns.

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Nothing in this age of Cheap Literature, or in any other age has equalled the following

EXTRAORDINARY OFFER.

To every person who, between now and the 31st January next, will subscribe for the BICYCLING WORLD, one year, and pay the yearly subscription price, **$1**, and $1 additional, we will send **FOR ONE YEAR** a copy, weekly, of the BICYCLING WORLD and also for one year a copy, weekly, of

THE CELEBRATED ILLUSTRATED HUMOROUS PAPER.

TEXAS SIFTINGS.

The subscription price of **SIFTINGS** is $4 a year. It is a 16-page paper, profusely illustrated by the leading artists and caricaturists of the day. In the matter of original humor, it is acknowledged to stand at the head of the illustrated press of the country, and has been well named "The Witty Wonder of the World." It is published in New York, and has a National reputation. The merits of **SIFTINGS** are so well known that we do not deem it necessary to refer to them further.

Both new subscribers and those who renew their subscriptions to the WORLD will have have the privilege of this offer.

REMEMBER that **TEXAS SIFTINGS** is offered at this price only to those who subscribe for the WORLD between this date and January 31 next. No such offer as this has ever been made. **We offer a $1 paper and a $4 paper for $2.**

No one but a WORLD subscriber can get **SIFTINGS** for less than $4 a year.

The amount for both papers, $2, should be sent *direct* to us by P. O. Order, Postal Note (*No stamps received*), and we shall order the publishers to mail **SIFTINGS** from New York to you for one year.

This offer is not open to Subscribers who send Subscriptions to us through Agents.

Send for samples copies of World and Siftings.

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Buy no more Ready-made Clothing. Send 6c. for Fall and Winter samples, make selection, take your measure by our simple rules, and order our

Celebrated $3 Custom-Made Pants.

Pants, $3.00 to $8.00. Coats, $8.00 to $20.00.



Suits, $13.25 to $30.00. Overcoats, $12.00 to $30.00.

Tailor Made Garments for the **Ladies** on the same basis of popular prices. Send for samples, rules for measuring and fashion plate of jackets, Ulsters, Avs., $8.00 and upwards.

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34 Hawley St., Boston, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

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IF YOU WANT to *buy, sell* or *exchange* wheels or books, *Talisman* organs, pianos, buggy or holiday goods, write to ZOOK, Lititz, Pa. Wheels 810 up.

W. S. MALTBY, *Many New Features in Fancy Clothing.* "The All Around the World and Champion Scientific and Artistic Cyclist." Open for engagement with Bicycle Clubs for Entertainments, Balls, etc. Address care Bicycling World Co., 12 Pearl st., Boston.

A NEW WHEEL FOR FIFTY CENTS, of a vest old pattern, with one coat of R. I. Enamel. The most durable and best substitute for baked enamel. Will send postpaid for price, 1 model of above amount, if your dealer does not have it. WHITTEN & CO., Manufacturers, Providence, R. I.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞ Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

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55 State St., Chicago, Ill.



L. A. W. BADGES,
For Gold Pins of the Official Design, send direct to
CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. Diamond Badges $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

FACTORY REMOVED FROM WORCESTER TO HIGHLANDVILLE, MASS.

Office 178 Columbus Avenue, Boston.

MEDINA, N. Y., Oct. 5th, 1888.
SPRINGFIELD BICYCLE MFG. CO., Boston, Mass.:

Dear Sirs—In May last I purchased a Springfield Roadster, and since that time I have ridden as many miles as any rider in the country, and over every kind of road. I have ridden up sandy hills and down steep stony ones. I have ridden over rails and off of curbings; in short, my Springfield Roadster will take me almost anywhere in safety. It takes but little effort to propel it.

Respectfully, NEIL F. POSSON,
Teacher 4th Grade Medina Free Academy.

"I believe the Springfield Roadster is the best wheel manufactured for all around use." F. E. EASTLACK, Crawfordsville, Ind.

"I would ride no other." JONATHAN KOLB, M. D., Oxford, Ind.

"The most practical Roadster on the market." W. H. GARDINER, Fairfield, Neb.

"Too much in favor of the Springfield Roadster cannot be said. As an all around machine it has no equal." C. L. ROBERTS, Dunlap, Iowa.

"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on." F. M. MILLER, Coldwater, Mich.

"I know from experience that for comfort and ease, long distance riding, over good or rough roads, it is the best bicycle made." C. D. MCINTOSH, Salem, Ind.

"My wheel works very nicely and has never got out of order." JOHN S. COFF, Coldwater, Mich.

"There is no doubt in my mind that it is the most serviceable all around wheel in the market." C. E. WALKER, Secy. Pastime Cycling and Athletic Club, Chicago.

"I am very much pleased with the Springfield Roadster." P. H. SERCOMBE, Milwaukee, Wis.

"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal." ROTTMAN & PUGH, Terre Haute, Ind.

"It is the wheel of all wheels." CHAS. HEWITT, Arcola, Ill.

"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels." A. LEROY, Springfield, Ill.

Catalogue Free.

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INCER CYCLES

WE had the pleasure of trying one of the Singer Safeties the other day, and we can bear witness to the excellence of its running qualities. We soon mastered the steering so that we could run it without hands. Although the machine was geared up to 57, we found no difficulty at all in driving it up good stiff hills.—*From Bicycling World and L. A. W. Bulletin, Oct. 20, 1888.*



☞ For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



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Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.10 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 9 NOVEMBER, 1888.

NOTICE TO BOSTON WHEELMEN.

IT has come to our knowledge that the Superintendent of the Boston reservoir is seriously considering the advisability of forbidding the drives of the reservoir to wheelmen. The reason given is that certain *habitues* of that part of the reservoir known as the rendezvous have been complained of by decent people for using insulting remarks on and in the hearing of passers by. We have had occasion heretofore to call attention to the disgraceful actions of certain individuals in human form, who have brought shame on the name of cycler by insulting respectable people who have had the misfortune to pass the "rendezvous" when the aforesaid brutes have been in attendance there.

Now we know that these disgraces to human nature do not read the WORLD or any other decent paper, and we therefore know that the probable consequences of their low horse play will not be made apparent to them through the columns of any paper. We therefore urge on our readers the necessity of keeping a sharp look out for these creatures, and we hope every decent wheelman will feel called upon to enter a *vigorous* protest in case they hear or see anything coming from these animals that is likely to offend decent people. If the protest takes the form of physical chastisement we should not weep. This much we want to say: that if the reservoir is closed to wheelmen it will be a lasting and humiliating disgrace to the sport and to Boston wheelmen.

THE English cycling press is unanimous in their condemnation of the Rowe-Temple fake. It is a rehash of what has already appeared in these columns, spiced with a few personal comments on the affair. *Wheeling* directs its heaviest artillery at Morgan, while *Bi. News* thumps Rowe with the heaviest end of the club. Now that the "last county" has been heard from let us bury the unclean body and tread down firmly the earth that covers the coffin of professionalism.

THE SCORCHER.

CHARM'D by the sweet and melodious notes
Pour'd from a score of feather'd throats,
Breathing the hay's delicious scent
As through the fields my course I bent:
Far down the road I chanc'd to spy
A man, on a wheel that seemed to fly.
As past where I stood, like a rocket he went,
I saw on his face a look so intent:
A look full of pain and anxious haste,
That seem'd to say, "no time must I waste."
For, blind and deaf to nature's display,
With downcast eyes he sped on his way.
"It must be a case of life and death,"
I said to myself, with bated breath:
"At the door of Death some dear one's laid,
And he doth haste for medical aid.
Oh fly thou wheel, with the wings of the wind,
That he that aid may speedily find,
And again to health that lov'd one restore
Hasten, I pray thee, beg and implore!"

* * * * * * * * * * *

Alas my friends, 'twas all a mistake,
He was only trying a record to break,
He rode like a fool, and never once stopp'd
Till, his heart giving out, from his wheel he dropp'd,
And gave up the ghost on the ground where he lay.
But he beat Pa. 'n and three seconds, they say!

WILLIAM D. KEMPTON.

AN IMPORTANT DECISION.

IN the Common Pleas Court at Providence, R. I., last week, State, Benj. H. Child, complainant, vs. Patrick H. Collins, the jury returned a verdict of guilty. This is the case in which Mr. Wm. M. Leavitt, a bicycle rider of Providence, is interested. While riding on his machine on his proper side of the road he was run down by Collins, who was driving an express wagon, overthrown, his wrist injured so that he was incapacitated for work for some time, and his wheel slightly damaged. In the Sixth District Court, Collins, who had no case, as far as his act went, was fined $5 and costs, and appealed. In the Common Pleas Court the acting City Solicitor was unprepared to furnish full precedents of decisions made in this country as to the claim by a bicycle to be considered a vehicle with corresponding right on the highway, Judge Wilbur, however, gave a *pro forma* decision that a bicycle is a vehicle, and the case proceeded, the jury readily finding Collins guilty. Sentence is deferred pending decision of the Supreme Court on the main points involved.

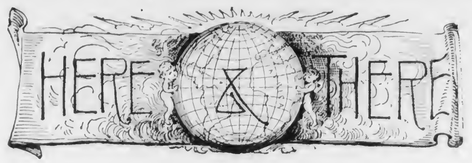
BICYCLE RACING AND ITS EFFECTS.

IT is very generally admitted, and by the highest authorities, that the bicycle properly used is not only one of the most delightful means of exercise but conducive to good health, which, of course, means good digestion, good spirits, healthy, sound sleep, strong, well developed muscles, good appetite, and in fact everything that goes to compose a first-class bodily make-up, all of which tends to make physical and mental life happy and desirable.

Is it not to be deplored by every lover of the wheel that this most exhilarating sport should be brought down to such a degrading level as racing? As an enthusiastic lover of and rider of the bicycle, I have been (not an interested spectator) a witness to the coarse and profane talk at the so-called "tournaments" and "races." I have known of the "put up jobs" in the way of betting, and other unbecoming conduct that has stamped this whole business of racing as of the vilest. I have yet to learn that the "best rider" is he who goes the fastest. I have frequently heard some wheelmen boast of the large number of "nasty headers" they took in a certain race; others glory in a sprained ankle or a broken collar bone, or may be a mashed head. These things may suit a certain class of hoodlum wheelmen, but I am not accustomed to associate such in my mind with *fine riders*, however rapid they may ride or what their "record" may be. There is altogether too much "crookedness" connected with these racing events, too much bitter feeling engendered, and last, but by no means least, too utter disregard for life and health to commend such doings to the better class of wheelmen.

WM. B. STOCKWELL,
Millbury, Mass. L. A. W. No. 17,102.

WILL the lady "scorchers" kindly send in their records for 1888? We have one as a starter, Miss Maggie Kirkwood claims 1800 miles as her record so far this season. Next, if you please!!



NEW YORK.

"HAWKSHAW."

THE trouble with most of the puritanical class of club reformers is their misunderstanding of the basis of all club laws, which is formulated as being that which accomplishes "the greatest good for the greatest number." The error of the reformers is that their egotism causes them always to believe that their greatest number is number one, and they proceed to legislate and reform for their own convenience, while at the same time they fill the air with lamentations at the iniquity of their fellow club men, which they declare, with the tears of sanctity in their eyes, to be the sole cause of their restrictive and hide-bound reformatory enactments. Some day there will be an explosion, and somebody will get hurt, as a result of the maudlin rule that is now seeking to run things in this back century style in our oldest city wheel club, and when it does come I have an idea that those real, real wicked, young club men, who are the especial antipathy of the old woman brigade, will know something about the cause of the explosion, and will not be among the injured when the smoke of conflict clears away. Old women, unlike young ones, seldom take hints, and I suppose these cycling grannies do not differ in this respect from their aged prototypes elsewhere, so that this jeremiad is, in all probability, wasted upon their antique brains, but it's true for all that, and in the near future perhaps it may be proven to be prophetic too.

"WHAT'S all this Liberty Bill about, anyway?" asked the new member at the club the other evening, after an unusually flattering testimonial, regarding its benefits, on the part of one of the "old guard." "Why, don't you know?" queried the o. g. man. "No, I don't," answered the new member. "Well," replied the o. g. man, "it simply allows us to pedal in the park without a license, that's all," and with a wail like the gruesome graik of the jabberwock, or the soulful song of the spotsome frog, the club cat fled through the open door, and the wail of his wimpled woe re-echoed through ghoulsome gloom of the coal hole.

ON Monday night the New York Club held their semi-annual meeting. Being the first official gathering in their new quarters it was made quite a gala event. The Building Committee formally turned over the club house to the club, after which ceremony the House Committee endeared themselves to all by inviting the members to a spread. The newly enlarged club orchestra, under the leadership of Oscar Lee Moses, sent sweet strains of harmony throughout the cosy house, in a manner that would have caused Amelie Rives to say, was "like unto the swaling swirl of the soughful wind, as the gust goes glooring by," or something or other like that, equally expressive of her ideas of tuneful melody, well rendered.

UNDER the promise of the strictest secrecy, which promise I am now proceeding to keep inviolate, I was, a few days since, shown a corset especially adapted for ladies who go in for athletic work and, as in the case of cycling, desire to retain their natty appearance without a complete sacrifice of form. It was very short, very shapely, yellow in color, all bound with pinkings of scarlet leather, and has, so the young saleswoman who exhibited it informed me, only five steels—one in front, one on each hip and one each side of the lacing in the back. I hope I have got these technical details all correct, as I am sure that this was the way she explained them to me. By some peculiar process the leather is exquisitely moulded and shaped, whereby the need of seams is avoided, and yet it is so pliable and adjustable as to make it particularly adapted to the use of athletically inclined ladies, and it is from this fact that I am induced to betray the confidence bestowed upon me, and have concluded to make my knowledge public property in this column, for the benefit of such as it may concern.

IT is given out on first-class authority that Mrs. Langtry will adopt the woman's bicycle as a means of gaining health and advertisement, while at the same time it brings her a loss of weight. It seems very strange that in this, like many other advancements of a radical order, that the women of America should calmly wait until some far-seeing sister of theirs, often a theatrical one too, as in the present case, less careful of the mutterings of Mrs. Grundy than themselves, breaks loose from the leash of conventionalism, and adopts some new, and hence apparently startling, fad or fashion, and then, when having served the purposes of these pioneers, it is thrown away, then rush in and fight for the honor of adopting it. I suppose it will be this way with the woman's bicycle. After Miss Hall and Mrs. Langtry have exhausted it as a medium for calling to themselves the attention of the public, and having, therefore, no further use for it, will have supplanted it for something newer and more startling, that then, and not till then, will the Miss Prudes and Miss Prims of society here, who the whole time have been eyeing the performance with envy from afar, consent to step down and take it up as a find of their own, completely ignoring all knowledge of the performances of its fair discoverers, because, forsooth, they were actresses, or some other equally brilliant argument of a society woman. Till all of this has happened I do not look for any material increase in the use of the bicycle here by those women who claim to hold tickets of membership in Ward McAllister's four hundred.

CHICAGO.

THE "STROLLER."

THE Fort Dearborn Club gave a very enjoyable smoker at their club house Tuesday evening as a sort of a final wind up under the old name and colors under which they have won so much glory the past season. Hereafter it will be the "Chicago Cycling Club," the three C's, and what a club that should be with such men as Thorne, Cyres, Schmidt, Ingall, Conklin, and others of the C. Bi. C. and Randall, Corey, Skinkle, Seig etc. of the Fort Dearborns, for they are all hustlers and have virtually made the two clubs what they are to-day and with their united efforts in the interests of one club, the three C's should be the most successful club in the country.

I HAVE heard nothing new in regard to the Englewood Club joining the new combination but understood that an effort is being made to bring in the Englewood Club in a body.

THE Lincoln Club I understand, are also on the point of consolidating with the Chicago Cycling Club not being able to bring about consolidation with the Illinois club on favorable terms.

JOE CRENNAN has moved to the South Side, and has made application for membership in the C. C. C.

GREENLAT, who recently broke the one-half mile record at Cambridge is a Fort Dearborn man and one of their racing team until he left for college.

THE Illinois Club are engaged in the throes of another raffle, an elegant chair having been presented them for that purpose by their President, Mr. Sloan.

THE *Referee* displays commendable (?) energy and zeal in its account of the 24-hour record of John Mason's by rushing in a cut of one of the "four alleged" as a correct likeness of Mason.

IT came hard to the Chicagos to drop out of the League. This was the greatest concession they made to the Fort Dearborn Club. Dr. Ellis still mourns for the loss of the name of the C. Bi. C.

THE Lincoln Club has gotten up a very neat programme of their entertainments for the winter season.

TWO thirds of the C. C. C. Club have made arrangements to attend the Casino gymnasium the coming season, and visions of the next Pullman road race inspire some of them to attend, no doubt.

THE Fort Dearborn boys have been electioneering the past week for one of their members, Mr. Carlson, who is a candidate for County Surveyor, and I have been presented with posters by a dozen different members and told that I ought to vote for him, no matter what my politics were, and I—did so.

TOM ROE gets the medal for the greatest number of miles ridden during the season, presented by the Fort Dearborn members. His record is 8000 miles, from April 1st to Nov. 1st. Randall gets the medal for the monthly record, his mileage being 1604 for the month of October. Some of the knowing ones think these records are rather fishy.

IT is rumored that Van Sicklen and Roe are to form a partnership and engage in the bicycle business next season and are trying to get the agency for the Star here but I doubt if they will be able to do that as the present agent has done so much toward making the machine with the little wheel in front popular with the wheelmen here that it will be hard to take the agency from him.

WHO will be the officers in the consolidated club next year? I understand that Randall and Thorne will both run for the office of President, and that Cory, who has had a first mortgage on the Treasuryship in the past, is in the field again with three or four other candidates. Wire pulling and fine work has already begun for the spoils to an alarming extent, o I am told, while the other clubs are looking on and waiting to see the club split up into factions and go to pieces on the subject of officers.

PITTSBURG and VICINITY.

"DUQUESNE."

"'Duquesne,' of Pittsburg, says in the BICYCLING WORLD, in relation to John Wells' hill-climbing visit to the city: 'There is considerable discussion out here about his cranks, which are partially quartered.' What ignorance! Quartered, indeed. Why, the driving axle was twisted, and consequently the cranks were not in alignment. Common sense should tell 'Duquesne' that with quartered cranks the entire machine would have to travel forward by its momentum till the driving sprocket had turned a full quarter of a revolution, which in Wells' case would mean an advance of three feet of the hill, and if the cranks were quartered this would still be true proportionately. If this blatant error had been made in the daily press by some non-cycling scribe, with what a smile of derision 'Duquesne' would have greeted it."—*Sporting Life*. As a sample of intellectual imbecility the above is good, very good for a small boy; a man would not utter such inane drivellings. When I wrote that "quartered cranks" sentence I thought that some imbecile might think I meant cranks placed at an angle of ninety degrees, so I prefixed the word "partially," making it "partially quartered cranks," then this fresh youth deliberately says that "partially quartered cranks" would mean a dead centre of one fourth of a revolution. As to the driving axle being twisted, I will not venture an opinion as to whether they were twisted or purposely constructed that way. As it is immaterial, however, as an item of news, I will say that a first-class machinist, who has worked for years in a bicycle manufactory, after an examination of the axle, said that the axle was not twisted, but that the cranks were put on that way originally. His last sentence is a specimen of the mutterings of a diseased mind, tempered with ignorance, nerve and gall. If the editor of *Sporting Life* wishes to run a first-class wheel column he should get a practical wheelman to edit it.

WHEN a man can ride a wheel as well as Jno. A. Wells he is injured rather than aided by such vaporings as the "Philadelphia Kid" gives to the public. Mr. Wells is a good rider, and can stand on his merits.

POKKOPOLIS NOTES.

"STAR."

TALK about large heads! Captain Galway has about the largest head of any wheelman in this vicinity. Six times this season has he been obliged, on account of rain, to postpone runs to Venice, O., but nothing daunted by these repeated failures he was determined to get there this year or—! so he had recourse to a strategem. The run called for the next Sunday was to Florence, Ky., but when the club wheeled into Race street from Eighth, they were surprised to see their leader turn north instead of south, and it was not till they had crossed the canal bridge that it began to dawn upon them that they were going to Venice, and that the calling of the run to Florence was simply a blind to outwit the clerk of the weather. The day was fair and the air cool and bracing; the richness, brilliancy and variety of the coloring of the forest foliage would have delighted the eye of a Titian or a Rubens; and the luscious apples! did the boys appropriate any? Oh no! Each one enjoyed himself as much as possible, for, the camera fiends having for once left their internal machines at home, the boys were relieved from the intense strain of trying to look intelligent.

ON Oct. 28 the C. B. C. took a run to Florence, Ky. The day was bright and clear, but oh the wind! it was so strong that coasting was out of the question, and when the club reached their destination they were indeed a weary looking set. After dinner, however, they revived and set about amusing themselves. Hosea tortured the guitar, Marque wrestled with a mouth harp, the ingenious Norton presided at the piano, surprising his fellow wheelmen with his exquisite rendition of several selections from "Freischuetz," "Darling Chloe" was sung with so much feeling by the silent Nelson that there was not a dry eye in the house, and Charley Galway, well, he just astonished the natives; but best of all was the inimitable imitation of the calls of various birds by an ex-wheelman, H. G. Collins. Each and every one, however, seemed to regret the unaccountable absence of the "meticerous" Walk Hall, as Florence was believed to be his favorite run.

THE brevity of the parade on wheelmen's day at the Centennial, though a disappointment to many, was the result of natural causes. The time—three days—was too short to enable a number of business and professional men to make arrangements that would permit them to participate, and then the idea of riding behind a "Kazoo" band was not relished by certain cyclists who are nothing if not dignified; but perhaps the most potent cause was the fact that during this year Cincinnatians have been so surfeited with parades of butchers, bakers, barbers, brewers, militia, secret societies, trades unions, etc., etc., etc., that now a brass band attracts about as much attention as the mid-summer buzzing of a blue bottled fly. In the evening the "Kazoo" band covered themselves with glory, Millholland's painful efforts on the trombone being rewarded by the presentation, in lieu of a boquet, of a large and ripe cabbage. Andy Hanauer's exhibition of trick riding, on the stage of Music Hall was so marvellous that we now no longer doubt the assertion that he is able to ride a machine that has neither perch, forks nor wheels.

BERT KITCHELL recently had a very thrilling adventure. While riding through Carthage, O., a mischievous imp through a stick at his machine that was carried up into the fork, checking the wheel but not the rider. In an instant Bert was on his feet and, without waiting to dig the mud out of his eyes, started in pursuit of the wily little villain, who, dashing into a house near by, slammed the door in the face of his pursuer. Bert, whose temperature by this time was about 700 degrees in the shade, jerked the door open just in time to see the little fiend dash into the next room and slam the door. He jerked this open also, only to see his tormentor disappear through the next, slamming it as he went. Through five rooms he pursued him, and as he bounced into the sixth he narrowly escaped landing in a tub of boiling water, and before he could look about him he was accosted by a fiery Amazon, who said: "Ye dhurty, murdtherin' blag-gyard, git out o' here this minnit or I'll impty this b'iler o' hot suds over ye!" On hearing this gentle voice, Bert, who a moment before was ready to kill the little rascal, cooled down considerably, and, suddenly recollecting that he had a very urgent appointment at Elmwood, wheeled about and beat the record in getting to the front door and mounting his wheel.

NEWS AND COMMENT.

WE saw three bad accidents out at the reservoir last Sunday, within about fifteen minutes. The first and most serious was that of Henry Quinn, of East Cambridge, who came to grief by running over a dog; result—a broken arm. Another was a collision between two bikes; result—a ruined machine and a few bruises. Number three was a header near the rendezvous; result—a very badly cut and bruised face.

THE Kodak is the wheelman's camera, see their advt. on another page.

THE Wilkesbarre Club will celebrate Thanksgiving by giving a grand ball in the evening.

THE Lawrence, Mass., authorities are urged to put a stop to the use of sidewalks by cyclists.

WE call attention to our great premium offer. We can only hold this offer open for a few weeks.

NOTICE our great premium offer *for new subscribers* on page 19. This offer only good to January 31st, 1889.

MR. C. F. STOKES, the Chicago representative of the Springfield Roadster Co., was in Boston this week; he made us a hasty call.

THE Universal Club, of Brooklyn, N. Y., have had their rooms thoroughly renovated. The Universal is one of the most active clubs in the Empire State.

W. M. WOODSIDE declares he has retired from cycle racing as a profession for all time. He will sail for Europe on the 15th of this month, and will return to the United States in about three months.

AFTER January first ladies will be admitted to membership in the Hudson County (Pa.) Wheelmen. The club will soon begin the erection of a fine club house, and will also lay out an eight-lap track and two tennis courts.

MR. JOSEPH HELMORE, of Rutland, Vt., is now perfecting an ice bicycle. By the time the water congeals he expects to have it ready. His first trial will be on Lake Bomoseen, and then if it pans out well, he will give it a trial on the Hudson River.

THE Boston Club temporary headquarters during Tuesday, election day, and the following Wednesday, was Room No. 1, Parker House. The Club is about evenly divided as to politics, so the fun waxed hot and furious as the returns began to come in.

THERE has been quite a rivalry between the States of Illinois and

New Jersey, as to who would lead in L. A. W. membership. At this writing these two States are tied, with a membership of 710 each. Now, New Jersey, whoop her up. Now, Illinois, let 'er go!!

THE Chicago *Referee* is getting out an annual which will be ready for distribution December 15. It will contain a review of the season's work in athletes, cycling, etc., tables of records, stories and miscellaneous information, also the portraits of 250 celebrated athletes.

SOME burglars through Eastern, Mass., stole a railroad bicycle, and used that vehicle as a means of quick transit from one scene of their operations to another. We sincerely hope that the cycle in any of its many forms may not become in general use for such purposes.

THE Harvard Bicycle Club has challenged the Institute of Technology Club to a road race for a banner, to be presented by the lo ing club. The challenge has been accepted, and the following committee chosen to complete arrangements for Harvard: K. Brown, '91; G. H. Merrill, '90; and E. A. Bailey, '91. The Harvard team will be composed of the winners in Thursday's road race.

OUR friend who has been victimizing confiding wheelmen in Reading, Buffalo, Washington and Baltimore is an old offender, so says a valued correspondent from Rochester, N. Y. It seems he stole a bicycle in Canandaigua, N. Y., was captured, lodged in jail, and after a short confinement he escaped. He operated under the name of Carlisle, and seems to have a penchant for despoiling wheelmen.

"WE know of an Englishman who is anxious for an American editor to settle a little bill for wires," &c. It's not American, you know—or we hope it isn't—to keep men waiting over long for money due," so says *Bi. News*. We rather object to this "blanket" charge of neglect to pay bills. If *Bi. News* wants to make a charge, it should be more specific. As "an American editor" we deny owing an Englishman anything for "wires, etc." Now, then *Bi. News*, who is the man?

W. H. HUNTLY, of Newton, while riding over the Milldam a short time ago, was run into by an individual in a tip-cart. Mr. Huntly was on the extreme left of the road, and the aforesaid driver deliberately ran into Huntly, threw him down and came within an inch of driving the cart wheel over his head. Mr. Huntly is still suffering from the result of the accident. He has placed the case in the hands of his attorney, Mr. N. S. Stocumb, and intends to push the affair to the bitter end.

HERE'S a how-de-do, and it is an indication of how hot things have been in Indiana politically. Certain members of the Terre Haute Club are staunch Republicans, and they thought they would parade on bikes as such. In comes the Democratic wing of the club and vows it will resign in a body if those misguided youths insist on parading. A good deal of back talk has been indulged in, but at the present writing we cannot say what was done and who was hurt. We must wait until the smoke of battle clears away, and then we can attend to the wounded and bury the dead.

MR. A. J. HENLY accepts Mr. Geo. W. Schoenhut's challenge, which appeared in the WORLD of Oct. 26. Mr. H. prefers to ride the match on a track, but in case Mr. Schoenhut demurs, and insists on riding the race on the road, Mr. Henly avers he is ready to ride the match "over bricks, stones or mud." Mr. Henly objects to the medal costing over $50, because the L. A. W. puts the maximum cost of prizes at $50. We would suggest to Mr. Henly that the L. A. W. does not recognize road racing, and so the prize may be $5000 for all the L. A. W. would object.

A CORRESPONDENT from Rome, N. Y., writes as follows: "The Ramblers Bicycle Club, of Rome, N. Y., are talking very strongly about laying a quarter-mile bicycle track at Riverside Park. The surface will either be of cinders or clay and the corners raised. It will lay immediately inside of the east end of the horse track, and some two feet above it. We are at a loss to know the cost of such a track. There will be a little grading to be done, and we propose to make it twenty-five feet wide on the home stretch and twelve on the back stretch. Can you give us any information on the subject? Can anyone give us the grade of Murder Lane Hill?" To our correspondent's first question as to cost of building a track, we should advise him to go to a regular contractor and have him give an estimate. There is no fixed rule as to figuring cost of building a track, because the nature of the ground on which it is to be built, the amount of grading, the cost of material to build, all vary in different localities. The average grade of Murder Lane hill is 1 in 9 7-10. The total length is 3827 feet.

THE news that Mr. H. D. Corey has retired from the cycle trade will be received with surprise by his many friends. From what we hear from Mr. Corey we hope that the retirement may not be permanent, but the reasons for his present action are good and sufficient, and are given in the daily papers as follows: "In 1883 he became connected with the house of Stoddard, Lovering & Co., and for four years managed their cycling department, during which time he became one of the most prominent cyclers in the country, and gained an enviable reputation as an amateur racer. About a year ago he accepted a responsible position with the Pope Mfg. Co., and since then he has travelled all over the country, visiting agents of the Pope Co. Mr. Corey was married about four months ago, and shortly before his wedding the death of his father placed important private business matters in his hands. He was very loath to leave the cycle trade, and would not have done so had not private business matters demanded his attention, and his dislike to be continually on the road."

TANDEM BICYCLE RECORD.

(Special to the World.)

THE Banker brothers rode one mile, on an Ivel tandem bicycle, in 2m. 38s. on Forbes street. "DUQUESNE."

November 5, 1888.

ONE-HUNDRED-MILE TRICYCLE ROAD RECORD.

MR. G. P. MILLS, the great record capturer, has had a whack at the 100-mile tricycle record. E. Hale has held this record since September, 1887, in 7h. 11m. 6s. Mills rode an Ivel trike, weighing 35 pounds, and established the record at 6h. 58m. 54s. A. J. Wilson did the timing. Mills was well paced and checked.

A TWENTY-FOUR HOUR RECORD.

MR. PERCY NIX, on a geared Facile, recently put the 24-hour English record at 298 1-4 miles, thus beating Mills' record by about three miles. The last 76 miles were ridden without a dismount. His Facile weighed 36 pounds. The record is for all class of machines. He was well paced by reliable men. A. J. Wilson doing the timing.

THE 100-MILE PHILADELPHIA ROAD RACE.

WE are in receipt of the results of the 100-mile road race run at Philadelphia last Tuesday, Nov. 6. This proved another victory for that great road rider, F. M. Dampman, of the Wilmington Wheel Club, who rode the distance in 7.20.17; his club mate, B. F. McDaniel, running a close second, and finishing in 7.20.48; C. A. Dimon, of the South End Wheelmen, Philadelphia, stopping at 80 miles, and W. G. Spier, of the Century Club, stopped at 70 miles. There were thirteen starters, and the other nine not accounted for got tired and stopped at various stages of the race. The course was over the Lancaster pike, city line and Montgomery avenue. Dampman and McDaniel rode Victor Light Roadsters.

EAGLE ROCK HILL TWICE ON AN ORDINARY BICYCLE.

ON Sunday last, Nov. 4, Mr. Jno. V. L. Pierson accomplished the feat of riding up and down Eagle Rock Hill on a Light Champion bicycle, with 5 1-2 inch cranks. The climbs were made between 3.30 and 4 P. M., and were witnessed by Mr. Charles Coggeshall of Bloomfield and two members of the Manhattan Bicycle Club, besides some twenty other New York and Brooklyn wheelmen who were at the hill at the time and witnessed different parts of the performance. This is claimed as record for the ordinary. Mr. Pierson is President of the Bloomfield Cyclers. The hill has never been ridden by an ordinary more than once, and was also done by members of the Bloomfields'.

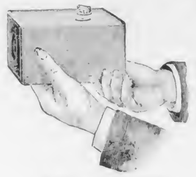
RACING AT DALLAS, TEXAS.

THE third annual tournament of the "Dallas Wheel Club," under rules of the L. A. W., took place at Dallas, Tex., last month, in connection with the Texas State Fair and Dallas Exposition, and at their grounds. The weather was favorable, but the track very heavy, which precluded the making of good time.

First race, one mile novice. A. C. Eidelbach, first, time, 5.03; E. W. Hope, second.

Second race, half mile, hands off. H. J. Blakeney, first, time, 3.30; O. P. Haney, second.

A CAMERA FOR WHEELMEN---THE KODAK.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for Descriptive Circulars.

THE EASTMAN DRY PLATE AND FILM CO.,
ROCHESTER, N. Y.

Third race, one mile open. A. C. Eidelbach, first, time, 4.28; T. L. Monaghan, second, 4.32.

SECOND DAY.

Two mile State championship. A. C. Eidelbach, first, time, 10.02 1-2; T. L. Monaghan, second, 10.04.

One eight of a mile, slow race. L. Andruss, first, 6.08; E. W. Hope, second, 6.00 1-2.

Fancy riding contest. Hugh J. Blakeney, first prize; Leon Dalton, second.

One mile handicap, open. T. L. Monaghan, scratch, first, 4.21 A. C. Eidelbach, scratch, second, 4.28.

One mile consolation. S. I. Cade, first; Geo. Baunds, 2nd.

The officials were: W. S. Bird, E. Williams, Leon Dalton and W. T. King.

We had about twenty L. A. W. men here, who all agreed that Hugh J. Blakeney would make the best Chief Consul for the State.

WHITTAKER VS. LEES.

THE ten-mile match on safeties between S. G. Whittaker and Jack Lees, in England, has been the topic of conversation among those interested in professional racing for the past two weeks. The event took place two weeks ago, and resulted in a victory for the Yankee boy. It was a hot race, and the last quarter was done in 35 2-5 seconds.

The leaders and times for the separate miles and full distances were as follows:

Miles.	Leader.	Time. M. S.
1	Lee	2 46
2	Lee	5 48 4-5
3	Lee	8 54 1-5
4	Whittaker	11 59 4-5
5	Whittaker	14 47 4-5
6	Lee	17 4 2-5
7	Lee	21 00 4-5
8	Lee	24 20
9	Lee	27 28 2-5
10	Whittaker	30 31 2-5

THE TWENTY-MILE ROAD RACE WON BY WILMINGTON CLUB.

THE team of the Wilmington Wheel Club went up to Reading Saturday morning, Nov. 3, and when they left in the afternoon they carried with them the prize medal, which they won in the match race with the team of the Reading Bicycle Club.

The Wilmington men were, Merrihew, 156 lbs.; Dampman, 142 lbs.; McDaniel, 144 lbs.; Steward, 152 lbs. The latter, who is quite a youth, was selected as late as Thursday evening as a substitute. Elliott, the fourth man of the team, being laid up with sickness, and Pyle and Jefferies being unable to get away. Had it not been for this fact the Wilmingtonians would probably have finished all together, as Elliott is as good a man as any of the others, while Steward, although he rode a plucky race, has had no experience, and pulled through by sheer grit.

Reading's representatives were Wilhelm, 163 lbs.; Scheele, 159 lbs.; Douglass, 145 lbs.; and Kohler, 130 lbs.

THE RACE.

The men left Reading on the 11.45 A. M. train for Myerstown, accompanied by the referee, A. M. Schefley, of Pottstown; the judge, W. I Grubb, of same place; Frank Heilman and John Crawford, timers; and the starters and checkers. The course was from Myerstown to Reading, straight down the Harrisburg pike, a distance of about twenty-one miles. From the start Wilhelm and Dampman rushed ahead, closely followed by Merrihew, McDaniel and Steward, and this order was maintained for eighteen miles, when Steward began to weaken, and was finally passed by Douglass, Scheele and Kohler. McDaniel and Merrihew kept within sight of the two leaders until near the finish, and the eight men rode in remarkably close to each other.

Spectators gathered along the route to witness the contest, and at the finish, just west of the Harrisburg bridge at Reading, there was a throng of upwards of two thousand people. Just beyond this point the road bends and winds up a steep hill, called Eckert's, which is about three eighths of a mile in length. On striking this hill Wilhelm spurted down at top speed, and Dampman, losing his pedals, was unable to hold him. Around the turn he shot, and as he came across the finish the crowd cheered enthusiastically. While the cheers were yet ringing Dampman came up with a rush, and he crossed just twelve seconds later. Then a short but anxious wait, for all knew that the issue of the race hung upon the next men around the turn. There! two more gray uniforms on crank wheels, and Merrihew and McDaniel swept in, with six seconds separating them. No cheering encouraged them, however.

Less than a minute afterward came Douglass, Scheele and Kohler, closely following one another, with Steward bringing up the rear. Following is the time:

Name.	Club.	Time.	Mount.
Wilhelm, Reading		1.15.28	Star
Dampman, Wilmington		1.15.40	Victor
Merrihew, Wilmington		1.18.44	Victor
McDaniel, Wilmington		1.18.50	Victor
Douglas, Reading		1.19.20	Star
Scheele, Reading		1.19.50	Star
Kohler, Reading		1.19.59	Star
Steward, Wilmington		1.22.38	Springfield Roadster

The course is claimed to be 21 miles, and if this is correct the time of Wilhelm and Dampman is American record.

The timers and judges returned to Reading by train, after starting the racers, and met them at them at the finish. Checkers were stationed at Womelsdorf, Robesonia, Wernersville and Sinking Spring. The Reading men also had members of their club stationed along the route, who took them up and paced them at intervals.

The Wilmington men left for Honeybrook at five o'clock, riding to Wilmington yesterday (Sunday). They are anxious to receive a challenge from the Reading Bicycle Club for another race, and hope to have Elliott in condition to take part in the same if it comes off.

Philadelphia, Nov. 5, 1888. "ARIEL."

[Our correspondent is correct, and while we have no record for 21 miles we find that Kluge, Baggott and Bradley, in the last inter-State race in New Jersey, rode the distance (21 miles) in about 1.15.06, or at about a 3.34 gait. If the distance of the Reading course can be verified we of course hold that the claim for record for that distance must go to W. I. Wilhelm.—ED.]

SAM STERLING ON COREY HILL.

MR. SAM STERLING, of Bridgeport, Conn., is a gentleman 45 years of age. Mr. Sterling spends much of his time a-wheel, and is an enthusiast of the first water. It has always been his pet desire to make a record on Corey Hill, and for that purpose he journeyed to Boston last week, and for a practice spin he went up and down six times without a dismount. On Thursday, Nov. 1, he went out to the hill in company with Mr. McCune and Dr. Emery, and there

ONE MORE.

EDW. J. DOUHET, M. D., Dentist,
106 Euclid Ave., Rooms 55, 56, 57.

CLEVELAND, O., Oct. 20th, 1888.

Coventry Machinists' Co., 239 Columbus Ave., Boston:

Dear Sirs—In reply to yours of Oct. 16th, inquiring as to the safe arrival and appreciation of the SWIFT No. 1 you sent me Sept. 20th, will say am sorry to have delayed so long, but waited until I could give the machine a fair trial, as I have done in the last month. When the machine came here it was criticised and an attempt to run it down, on account of its lightness, all being afraid it would not stand our rough and bad roads, as we have some of the worst roads in Ohio. All I said was, "Wait and see." We waited, and I am now ready to report. I find that as it name implies, it is Swift-er than any other machine of its kind, runs easier, nicer build, lighter, and as strong as any other machine made. It stands as hard usage as any, as I have not spared it anything: it goes wherever any other kind of machine can go, and is not stumped at anything. I am acknowledged to be as hard on a machine, and harder, than most riders here. The machine now, after one month's hard work, not only by myself, but by my friends who have borrowed it daily, is as good as when I took it out of the crate. I have not touched a tool of any kind to tighten it yet. It is the favorite machine of the kind in this city. One friend is about to sell an 1888 pattern Special Star, and another one an 1888 Rudge Bicyclette, to get the SWIFT No. 1: You will see their orders in a few days. I am in love with the little machine. I hope my report may be satisfactory to you, and expect an early answer I am, yours respectfully, E. J. DOUHET.

WARWICK CYCLE

THE WHEELS FOR 1889

ARE

THE Warwick Perfection BICYCLE

AND

THE Warwick Perfection SAFETY.

WHEELMEN LOOK OUT FOR THEM.

Agents * Don't * Get * Left

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

MFG. CO. SPRINGFIELD, MASS.

in the presence of these gentlemen together with some half a dozen other cyclists, he went up and down eleven times without a dismount. This is once more than Mr. Shurman's record, and considering the gentleman's age (53) is really a marvellous performance. He did not ride for time, and therefore the time was not taken. His mount was a *regular stock* Springfield Roadster. We heard it rumored that Mr. Sterling was thrown off the second time up, but so far we have been unable to verify the rumor, in fact those who saw the performance state that the rumor has no foundation. Even if it is true Mr. Sterling's feat of nine times will stand as record for a man of his years for many a day to come. But as it is we will investigate the matter and report in our next whether Mr. Sterling is entitled to the nine times or the eleven.

THE BERKELEY OVAL.

IN connection with the races held at the Berkeley Oval, Morris Dock, New York, we think that a few words of description, helped by some cuts, will be of interest. The cuts are reproductions of those appearing in *Harper's Young People* of Oct. 30.

The Oval is situated at Morris Dock, on the Harlem, at 150 to 155 streets, and is situated at a high elevation above the Harlem River. The grounds are over an eighth of a mile square, and contain ample room for tennis, foot ball, base ball, cricket, Badminton, and in fact all out-door games. The track is what is of special interest to the



THE ENTRANCE

cyclist. This is a four-lap cinder path carefully built, and scientifically banked corners. The grand stand has accommodations for some 3000 people. Grand old trees and beautiful lawns abound: in fact it is an ideal athletic ground. The club house will be a feature more prominent when the snow flies, and when the club has its proposed toboggan slide in running order.



THE CLUB-HOUSE

THE RACES.

Election day in New York City opened fair, and the prospects of good gate and good races at Berkeley Oval were good. The attendance was quite fair, and the mild weather had the effect of bringing out many ladies. There were over 500 wheelmen who passed the gate on their wheels. As the day waxed old a cold fog set in, and by the time the last race was run it was quite dark, and difficult to see. The consolation race was run off before the final heat of the two mile handicap, and in a driving finish W. H. Caldwell swerved and struck W. D. Edwards, the starter, knocking him senseless and taking a header. Luckily the damage was not serious. Below we give the

RESULTS.

One mile handicap—It was generally intended to run it in heats, but for some reason it was run in one. There were fifteen starters in this race, altogether too many for the size of the track. This was proven by the fact that a collision took place and six men fell in a heap, luckily no one seriously hurt. J. W. Schoeler, 0 yards, first: J. H. Hanson, 130 yards, second: F. B. Monell, 150 yards, third. Time, 2.53 3-5.

One-mile novice—F. J. Gubleman, first: C. P. Lockwood, second: W. H. Hall, third. Time, 3.25.

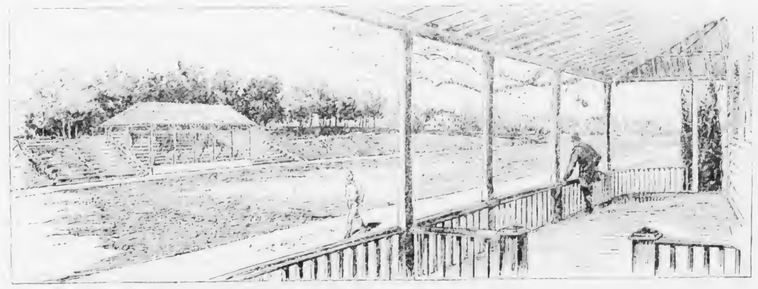
One-mile interscholastic—L. L. Clark, first: J. Low, Jr., second: Geo. C. Rand, third. Time, 3.42 1-2.

Half-mile open—W. Windle, first: L. L. Halsted, second: K. Brown, third. Time, 1.25.

One-mile, rear drivers—R. H. Davis, first: L. L. Halsted, second: W. G. F. Class, third. Time, 3.24.

Two-mile inter-collegiate—Kenneth Brown, first: R. H. Davis, Harvard, second: W. B. Greenleaf, Harvard, third. Time, 6.49 4-5.

One-mile tricycle handicap—R. H. Davis, scratch, first: S. B. Bowman, 0 yards, second: L. L. Halsted, 30 yards, third. Time, 3.45.



THE PAVILION AND RUNNING-TRACK

Two-mile handicap—First heat: W. Windle, scratch, first; F. G. Brown, 150 yards, second; F. B. Monell, 190 yards, third. Time, 6.25 2-5.

Second heat: S. Bowman, 155 yards, first; J. H. Hanson, 210 yards, second; O. W. Swift, 225 yards, third. Time, 6.45 1-5.

Final heat: W. Windle, scratch, first; S. Bowman, 155 yards, second; W. H. Caldwell, 135 yard, third. Time, 6.18 1-5.

One-mile consolation—F. G. Brown, first; E. P. Baggott, second; W. E. Findley, third. Time, 3.10.

C. H. Luscomb refereed the races. NO NAME.

RICHMOND, VA.

"BEFORE the walls of Richmond"—and indeed, behind and all around them—was your irrepressible cyclist on Oct. 29th and 30th, on which occasion the Virginia L. A. W. Division, held their third annual meet.

I arrived in Richmond Sunday noon. A delegation of "the boys," otherwise members of the "Old Dominion Wheelmen," of Richmond, met me, and their cosy club house, on Main and Second, was soon reached. A pleasant Sunday evening, in company with some forty others of the club and visitors, was put in, and retiring on Sunday night to my couch at the St. Clair I could quite understand how many Northerners love the men and women of the sunny South—the famous (?) Libby Prison, Jefferson Davis' Parliament Building, and many places of interest, not forgetting the charming Virginia State Exposition and the splendid vocalism of the "cullered" brethren, who can sing quite as well as they can make tobacco in marketable shape. Some of the sweetest music I ever heard was the songs from ten tobacco smokers here this week. I'll have to go into quarantine before leaving here, if the fumes of the "weed" are to be entirely got rid of, for fumigation is the only remedy in my case. The weather is beautiful here, rather too warm to-day. Receiving a wire to-day from a New York paper to "interview prominent Democrats on the outlook," I will close my preface to the results by saying the O. D. W. treated visitors right royally, and Messrs. A. H. Meyer, A. K. Schaap and others of the committee deserve thanks.

The meeting from an attendance point of view was barely successful, but the racing was good, considering the high wind and soft track through rains on the 27th and 28th. S. T. Clark, of Baltimore, made an acceptable referee; but for his connection with the trade I could heartily endorse Mr. Clark, as his decisions on one or two knotty points were eminently fair. The brothers O'Neil of the Norfolk Bicycle Club, and Downing of the Portsmouth, and Long and Lucy of the O. D. Wheelmen, are undoubtedly the best men of "Tobacco State." The track was a half-mile, of clay, and when in condition would be fast. The fastest time was the last half mile of the three-mile professional, in 1.20, Kingsland, that sterling Baltimore amateur, doing 1.25 in the half-mile open. This young man from Baltimore is a speedy one and will bear watching: with good care he would make a champion, and no mistake. This is the young man who rode away with the greatest race of the Buffalo meeting, defeating the largest field that started. Lucy, the Richmond boy, is made of rare metal, and will be heard from.

I penned the above in Richmond and place the results here in Atlanta, after one of the most miserable 26-hour journeys of my life, over the Piedmont Air Line. Two accidents happened. The second and last was near sending the passengers to a happier land. It was not enough for our piston rod to break and knock out the cylinder head, delaying us an hour, but fifty miles further on, near Kings Mountain, S. C., we ran swiftly into a freight train which was being side-tracked, pitching Crocker and self and some fifty others into each others' shoulders, shaking us up considerably, and knocking three freight cars into match wood. The long journey and an attack of malaria has fitted me for the hospital.

THE RACES.

Conditions, high wind and soft track, but good racing. Results:

One-half-mile novice—C. W. O'Neil, first; W. E. Buell, second. Time, 1.40 1-4. Also started, I. Hinds, C. H. Lucy and W. C. Mercer.

Two-mile, rear drivers—H. L. Kingsland, first; W. E. Crist, second; B. Wall, third. Time, 7.18 1-2.

One-mile L. A. W. Virginia Division championship—A. A. O'Neil, first. Time, 3.17.

One-mile professional—H. G. Crocker, first; W. J. Morgan, second; W. M. Boyst, third. Time, 3.40.

One-mile tandem tricycle handicap—W. E. Crist and H. L. Kingsland, scratch, first; F. R. Steel and A. A. O'Neil, 15 sec., second; P. Brown and M. K. Crenshaw, scratch, third. Time, 3.42.

One-half-mile, boys', handicap—C. E. McCluer, scratch, first; E. C. Valentine, 20 sec., second; S. J. Young, scratch, third. Time, 2.10.

One-mile championship Old Dominion Wheelmen—Only two starters. W. G. Long, first; W. H. Bodeker, second. Time, 4.12.

Half-mile, without hands—P. S. Brown, first, M. K. Crenshaw, second. Time, 1.50.

Half-mile consolation—Isaac Hinds, first; C. H. Lucy, second; M. K. Crenshaw, third. No time taken.

Rather a remarkable case, that of allowing Crenshaw to start in the consolation when he had won two seconds.

SECOND DAY.

Condition same as first day—track heavy and wind high.

One-mile handicap—P. S. Brown, scratch, first; A. A. O'Neil, 10 sec., second; Isaac Hinds, 20 sec., third. Time, 3.11.

Half-mile novice, Virginia Division L. A. W.—J. H. Downing, first; C. H. Lucy, second; F. K. Wonycott, third. Time, 1.30.

Half-mile ride and run—W. G. Long, first; W. E. Buell, second. Time, 2.08 1-4. Long made claim of a foul, and it was allowed.

Three-mile professional—H. G. Crocker, first; W. J. Morgan, second; W. M. Boyst, third. Time, 10.25.

Half-mile, steeplechase—W. G. Long, first; H. L. Kingsland, second. Time, 2.10.

Half-mile open—H. L. Kingsland, first; W. E. Crist, second; P. S. Brown, third. Time, 1.25 1-2.

One-mile team race, Virginia Division L. A. W.—Norfolk Club, I. B. White, A. A. and C. W. O'Neil; Portsmouth Wheel Club, F. K. Wonycott, J. H. Dickenson, J. H. Downing. Tie between these two clubs; time, 3.09, for A. A. O'Neil. Also started, C. H. Lucy, C. L. Bowman and A. K. Schaap, for the Old Dominion Club. The tie between Norfolk and Portsmouth was run off in a half-mile dash and was won by Norfolk. Time, 1.30, for A. A. O'Neil.

Referee—Samuel T. Clark, Baltimore.

Judges—H. Wilson, Richmond; E. V. Williams, Richmond; C R. Eisenbrandt, Baltimore.

Timers—Daniel Lyons, Jr., and J. W. East, both of Richmond.

Starter—J. C. V. Smith, Washington. "SENATOR" MORGAN.

READING (PA.) CLUB TO "ARIEL."

Editor Bicycling World: In your issue of 26th Oct., 1888, on page 496, one of your correspondents, signing himself "Ariel," wilfully and libelously misrepresents the Reading Bi. Club.

Many false statements about us have been made by him in the past, which have been ignored by us, but the present instance is so malicious, and so entirely false that we feel it a duty to ourselves to show you the way in which your excellent journal is made use of by "Ariel," to vent his spite on a club the character of whose *membership is far above* his level. Five falsehoods are stated by him in the article mentioned, viz:

First—The Reading team *would not consent* to a *neutral* course.

Second—The Reading Bi. Club *insisted* on the Harrisburg Pike.

Third—The Wilmington men *wanted* the Lancaster Pike selected.

Fourth—The road is a poor one, being hilly and stony, and

Fifth—The hills are *specially* rough and stony, and a crank machine cannot be ridden down them at speed.

Now, Mr. Editor, in refutation of the first falsehood, we beg to hand you enclosed a copy of our letter of the 17th Oct., 1888, to Mr. J. H. Wells, containing stake money, and naming the Harrisburg Pike as the place for the race.

(Being the challenged parties we had the right to select the course, and did so knowing that our opponents were *riders*, who could hustle on any road.) Also letter to Merrihew, of Oct. 23, informing him of the arrangements made with Mr. Wells; also Mr. Merrihew's acceptance of selection of road, etc., dated Oct. 26. From these letters you will see that we were not *asked* to consent to a neutral course.

The challenge from the Wilmington Club read: "To be run on the Lancaster pike, or any other suitable road."

Several circumstances combined to influence us in favor of this road, viz:

a. Information from several Philadelphia cyclists that unless the matter were kept very secret we would be prohibited from racing on the Lancaster pike, and the difficulty in getting a twenty-mile straight away course on the Lancaster pike.

b. We are reasonably certain of not being molested on the Harrisburg Pike.

c. We can have the use of five telephones along the course, with four others at the finish, a very important consideration.

With regard to the second falsehood, the above mentioned letters will show that there was absolutely no *insistance* on our part, nor occasion for any.

In reply to the third falsehood, the Wilmington men may have *wanted* the Lancaster pike, but as Merrihew's letter will show, have not expressed any preference.

The fourth falsehood is particularly malicious, the Harrisburg pike is under control of the Berks and Dauphin Turnpike Co., and is one of the best, if not *the* best in this State. Every bit of it is in good condition and a great deal of it is better than any part of the Lancaster pike. "Ariel" is well aware of this himself, he having been a Reading man and having often gone over it. There are of course hills on the course, as it is impossible to get twenty miles of road in this State without them.

In denial of falsehood number five we enclose statements made and signed by different crank riders who have made speed on this course and portions of it, which will prove to any fair minded man that the road must be good.

We also beg to refer to Mr. Hickok, of the Pope Mfg. Co., who made the run from Harrisburg to Reading, 58 miles, in 5 hours on a large machine.

We quote from the L. A. W. Pensylvania Road Book, New Jersey and Maryland points on route 25 as follows: "Via Sinking Springs (5 miles), hilly; Robesonia (11 miles), rolling; Womelsdorf (14 miles), all fair; remainder direct, via Myerstown (22 miles), level and good." We also refer to the Owen brothers, of Washington, D. C.

The Reading Bi. Club can point with pride to its past record, and we defy any one to prove that we have ever been guilty of any dishonorable action, in any race contested by us.

We sincerely hope that you will give the matter a full investigation and take such steps as will insure us from being subject to attacks deliberately calculated to injure us in the opinion of the cycling fraternity.

Since writing the above we are in receipt of the enclosed letter from Mr. Merrihew, dated Oct. 31st, which will speak volumes in refutation of "Ariel's" lies.

We also enclose a letter from "Ariel" to one of our club members, which we think will go far to prove our claim that he is not a fair-minded, disinterested correspondent.

You are at liberty to publish any and all of the enclosed letters if you see fit, with the exception of "Ariel's" letter to Mr. Schmidt.

For the Reading Bicycle Club:
W. I. WILHELM, Capt.
C. C. GRAEFF, Pres.
L. D. DOUGLASS, Sec.

The letters referred to above we have in hand, from Messrs. H. B. Swartz, J. C. Schmidt and C. G. Wellson, all riders of cranks, who speak in high terms of the route selected.

Under date 17th Oct., W. I. Wilhelm writes Mr. Wells, enclosing the $25, and says: "I also name Nov. 3 as date for said race, and race to take place on Harrisburg pike, from Myerstown to Reading. This is a twenty-mile stretch, straight away, of good pike."

Under date Oct. 23, Mr. Wilhelm writes Mr. Merrihew, and uses practically the same language as to date and route of race as to Mr. Wells.

Under date Oct. 26, Mr. Merrihew answers Mr. Wilhelm, and says: "Mr. Wells has advised me of the date and course selected by you of the road race, and although we had supposed that a neutral course had been selected still we are satisfied with the one you have chosen." Mr. Merrihew then continues and asks that the Reading men make the necessary arrangements as to time keepers, checkers, etc.

Under date of Oct. 31, Mr. Merrihew further states in answer to letter from Mr. Wilhelm: "Much obliged for your remarks concerning the road from Myerstown. Our Mr. Dampman was over it last week, and speaks in high terms of its surface. 'Ariel' is evidently mistaken as to its present condition."

We present to our readers the above letters and facts.—ED.

BICYCLING IN BELGIUM.—II.

BY CLERICUS.

FOR the first time in many dull days the sun shone clear at noon in this weltering, old Flemish town. The spell of bad weather seemed to be broken at last, and I made ready to avail myself of it. I had already arranged for a box of supplies at Brussels, so a little after three o'clock I mounted my wheel and set off on my projected tour. Just as I emerged from the archway under the ramparts that make Antwerp one of the strongest fortresses of the world, out of what I thought was a clear sky there burst a single thunder peal, like the explosion of a columbiad on the ramparts above me. I thought it was the latter for a moment, but the illusion passed, and I saw I had before me a battle with the elements.

I was not to be deterred, however, and I only sped on the faster to gain as much ground as possible. The first peal was soon followed by a second attended with premonitary drops, like the signal guns before the onset. The thunder continued like an intermittent battery of artillery, but the rain was insignificant for quite a season. It looked like a retreat on the part of the enemy, and so I pursued with unslacking speed. At last I overtook what seemed the main body, and the abundant small shot of the musketry of rain proved more formidable than the harmless great guns from the cloudy ramparts overhead.

As the battle was on I had to prepare for it. I alighted at a peasant's cottage, and let him see me draw out my gossamer suit and encase myself in it. When his wonder had subsided sufficiently he stooped to help me button on my leggings. He earned an American ten-cent piece of which I wished to be rid, and he was studying it with stupid fascination when I mounted and rode off again in the rain.

Sheathed in my suit from head to foot I felt like a mediæval knight clothed and rivetted in his armor. Just then a huge towered windmill brandished its great arms in the distance in front of me, and I could not but smile at my own expense. To many a person my riding after this storm would seem no whit wiser than Don Quixote on his Rosinante charging on the phantom form of his windy challenger. Let every such person at least hope and pray with me that I may be spared the ignominious header that would complete my likeness to that worsted knight errant. A fall on Belgian blocks would make my knight errantry indeed "A Fool's Errand."

I still pressed on in what seemed to be pursuit of a flying enemy, but it was only a Parthian flight, and soon I was made to feel that I was both near the main body and all its reserves. I was battered by big drops which my suit turned aside harmlessly, but as discretion is the better part of valor I thought it best to seek shelter in friendly fortifications. Like Wellington at Waterloo, I would then need only to wait on the enemy on chosen ground. This I did several times, pressing on again at every lull. Did not McClellan lose his laurels as "the young Napoleon" because he failed to follow the enemy at once to the last ditch? The excessively cautious are the fatally slow. Forward!

Compensation again! I took shelter under the eaves of a cottage. Presently I was at the doorstep, then I was inside, then I drew my steed in so far as to shelter the saddle. The good Flemish family of mother and several children, one of them a young man and another a blue-eyed Gretchen, all seemed friendly. I bestowed a half franc on one of the little ones, and explained that I was "Englay." Then I tried to say "English, no! Americain! Americain!" and I poked myself with my thumb just over my heart. I may not have made it very clear, but then I lit it up with a luminous smile. The light may still have been a minus quantity, but there was no doubt about its sweetness. It kindled kindred smiles in them all, and where ignorance was bliss it were folly to be otherwise.

When in a moment of inspiration I found the word "wassar." Gretchen ran right out in the rain and brought in a brimming pitcher of water. I nearly drained it to show the extent of my gratitude for such kindness.

While here in this friendly shelter the allies of the rain came down, like the Prussians upon the French, in the shape of thunder and lightning and a shower of hail. The wonder of it! Hail on the first day of August! But being such a fire eater I gathered several of the hail shot as large as marbles and ate them. The urchins acted on the hint and gathered me a handful, and I churned them up and swallowed them with as much relish as if they had been so much ice water.

Just before I started there was a serious confabulation in the family. What it all meant I knew not, but presently the good housewife advanced to me with the coin I had given and put it again in my hand. Plain as English her look and action said, "Take money of an American stranger driven under the roof by the storm! Might mother and brood be all houseless first!" Then I tried to bestow it again, despite her expostulations, on the smallest of the group. Not a mother's child of them would accept it. They smiled, put their hands behind them and backed away. They were too many for me, and I surrendered at discretion, and could only get away by leaving all my heart in hostage. Love is the only full equivalent for kindness.

The stone-block road did me good service from here onward. The side paths, however, were made of tough clay and sod, which were but little softened by the rain. The clouds and all their armaments were gone beyond pursuit when I rode over the stone bridge into the old city of Malines, the ancient Mechlin, so famous for its lace. It was pleasant to be received here to the tune of "The Conquering Hero Comes." No one need question it; I made the music myself. I am an indifferently good whistler. Onward I rode through the stony streets, until I reached the Place St. Rombold, where I alighted just at the foot of the cathedral tower that I had seen from the spire at Antwerp. A sweeter music than mine presently greeted my ears, for the chimes in the old tower broke out in what seemed to me sweeter strains than I had yet heard from any belfry. It was a pleasant ending of the first stage of my wanderings in the Netherlands.

(To be Continued.)



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

WE have had a very large demand for Mr. Porter's article on "Macadam Roads," and in order that we may supply it we reproduce the article in this issue. We shall have printed slips struck off and will send them on application to any member who may wish to send the article to the local road committee or have it reproduced in the local paper.

MACADAM ROADS.

HOW TO MAKE AND KEEP THEM.

Compiled by L. H. Porter, of the Orange Wanderers. (Reproduced from Bulletin of August 26, 1887.)

MCADAM'S SYSTEM.

McAdam's plan was to thoroughly drain the road bed; properly shape it, sloping it each way from the centre, so as to discharge water, and not crowning it by a greater thickness of stone in the middle.

On this bed is placed, on a dry day, a coating of *three* inches of clean broken stone. A roller is then used, or traffic allowed upon it, until well packed. If traffic is admitted, men must be on hand to rake in all ruts as soon as formed. The second coating of three inches is added at a wet time, as moisture helps the consolidation. This coating is treated as before, and a third coating is then added, and finally a fourth, if necessary.

The stone is to be clean, nothing being laid on for so-called "binding." Clean, broken stone will combine by its own angles into a solid surface.

A heavy roller will help the consolidation. One made of a hollow cylinder, with several chambers, which can be filled with sand, and so increase its weight as the road becomes packed, is most excellent.

A road just completed requires careful attention for some time, and all ruts and ridges must be removed as soon as formed, until the materials become thoroughly consolidated.

TELFORD'S SYSTEM.

Telford's plan differed somewhat from McAdam's, and was as follows:

He prepared a level bed, and set in it a layer of medium-sized stones. These rested on their broadest edges, and lay lengthwise across the road. They were to be seven inches high in the centre and to slope off to three inches at the sides. The interstices were to be firmly packed by a light hammer by hand with stone chips.

Four inches of small broken stone, like McAdam's were then to be put on, and be worked in by traffic, care being taken to keep men removing ruts, and to keep the surface smooth. Then, a final coating of two inches of the same stone was to be put on and treated in the same way. Care, however, was to be exercised not to make these last coatings as thick at the edges as in the centre, so that the final convexity of the road would be six inches. The whole was to be covered with an inch and a half of clean gravel.

Neither one of these systems is literally followed in this country, but the principal features of Telford's are generally adopted.

KEEP, OR REPAIR OF THE ROAD.

A road which is kept in proper condition by means of constant little attentions seldom requires elaborate repairs; but this system is almost never followed. The almost universal method is to leave a road alone until the surface is covered with holes and ruts and then cover it for a long distance with several inches of stone, coated with earth.

To *keep* roads in repair requires a permanent corps of men, working under competent orders. One man can keep in repair from three to four miles of well made and well drained road. The roads once being in good shape, it is the duty of this corps to keep them so. To accomplish this, it is necessary:

I. To have in progress a daily removal of the dust, mud and other wear and accumulations from the surface. This can be best done by means of wooden hoes and birch brooms.

II. The application of new materials, which must be kept in depots, not far apart, so that they can be conveniently brought to any required spot in wheelbarrows. They will unite most readily when applied after a rain. This division of the subject will now be examined more in detail.

The proper system of repair is this:

I. Put down where wanted, and not elsewhere, hard stones broken as nearly as possible to an even size of *one and a half inches in the largest dimensions*.

II. Mix no earth or sand with them, but let them be worked in by pressure, so that they *fit together by their own angles* into a solid mass, like the pieces of a puzzle or mosaic.

McAdam always attached the greatest importance to the small size of stones which he used, and made his surveyors use a two-inch iron ring, with which to try the largest stones in a heap, to see that they would go through the ring in any direction, so that the largest stones in a heap would be less than two inches in their greatest dimensions. He also made the stone-breakers test the size of the stones by putting them into their mouths, any stone that would not go into a man's mouth, or would not go through the two-inch ring every way, was to be broken again. All the authorities agree with McAdam in recommending this small size of stone and McAdam himself, though he allowed the use of a two-inch ring to save the expense of breaking the stone smaller, yet says, "*every piece of stone put into a road, which exceed an inch in any of its dimensions is mischievous.*" Telford agreed with McAdam as to the size of stones to be used for surface repair, however much he may have differed from him about the foundations of a new road.

The neglect of this principle is the main cause of the badness and costliness of most of the macadamized roads of the present day. Small stones, broken to the proper size, viz., one and a half inches in their largest dimensions, fit much tighter together, work in much quicker, make a much smoother road, and wear much better than the stones such as are usually put down.

It is easy to see that a large stone working in among smaller ones, will project and cause a roughness of the road and also that the interstices between stones of one and a half inch will be less than between those of three or four inches. Stones of this large size, besides making a rough road and greatly increasing the labor of the horses, are very slow to work in and either involve the expense of a steam roller, or remain on a surface, to the great annoyance of all who use the road. Moreover, *a cubic yard of stone broken to an inch and a half gauge will cover six or seven times as much surface of road as it would if only broken to four inches* and as three-quarters of an inch of consolidated road is admitted to be as much as a highway usually loses in thickness in a year, even under heavy traffic, it is evident that to put down a greater thickness of stone is a mere waste of material. All the authorities agree that the slight extra cost of breaking the stones to the proper size is repaid many times over by the amount of material saved, and by the superior smoothness and consequent reduction in the wear of the roads. Macadam roads are very frequently "repaired" by covering the surface with about an inch of screenings. This material is completely pulverized by the passing vehicles, and becomes, in a week or two, a fine powder, very disagreeable to ride over, easily removed by wind or rain, and of no value for repairs. The alleged object of "protecting the surface" is, of course, not secured.

McAdam's next point is that the stones are to unite by their own angles into a solid mass, and that no earth, screening, or other so-called "binding material" should be mixed with them. Cohesion is the first thing to be aimed at in a road. *If the stones unite properly by their own angles* the result will always be a smooth, economical road, with but little need of repair. The traffic will always provide more mud and dust than will be sufficient to cover the surface of the stones, and to fill up the very small interstices which will be left when they have been properly bound together. Yet there is no point on which greater wastefulness is exhibited in the repair of roads. Large sums are used in providing earth to throw over the newly-laid stones. The authorities seem to think that all this is necessary to "bind the stones together," ignoring the cardinal principle that the stones must unite by their own angles, and being unable to see that if earth is placed on a road it becomes muddy, or if screenings, then dusty; or to understand that the public does not desire to pay for either of these luxuries.

Stones are frequently laid down three or even four thick and over the whole surface of the roads for hundreds of yards at a time, to the extreme discomfort of all travellers. And this is done where the roads, though full probably of holes, puddles and ruts, have ample strength and thickness and only need to have the surface rendered smooth. All that is needed in such a case is simply to fill up the ruts and puddles with properly broken stone, and if this be enough, it will obviously save a great deal of cost in material and labor, to say nothing of the great convenience to the users of the road in having fewer stones to go over. If the middle of the road really requires to be raised, *the puddles and ruts should still be filled up a week or two before the stone is spread over all the middle of road*, otherwise the new stones will sink more quickly into the ruts and puddles than elsewhere, and the same holes will reappear just where they were before. Stones should never be laid down more than one deep, otherwise, they are much slower about working in, and great waste of material ensues from the grinding of one loose stone against another. Yet it is the rule rather than the exception to put down stones two or three deep. Three quarters of an inch of wear is quite as much as usually takes place in a year, even on a much-frequented road; the wastefulness, therefore, of putting down two or three inches of stone is self-evident; the annoyance to travellers is also extreme.

The proper drainage of roads is also of the greatest importance for their maintenance in good condition, and a road cannot be properly drained unless it preserves a smooth and slightly convex surface. Water should never be allowed to stand in ruts and puddles, and a road should always be patched up as soon as the puddle appears. "The stone in time saves nine" in road repairing as much as the proverbial stitch but repairers usually wait till the state of things has become intolerable, and then spread four or five inches of stone over the whole road. Long wide patches of stones should never be put down; vehicles will avoid them, and will go on the path or by a longer road to do so; or, if they cannot be avoided, the ruts will very soon appear in the middle of the road, which will become concave instead of convex. A rake *should be constantly used to lift up the mud among scattered stones back to their places.* Patches should seldom be more than from two to four yards long. A patch of stones twenty or thirty yards long on a country road, where there is no steam roller to work it in, is an expensive mistake. Patches should not be square, but should vary according to the shape of the hollow they are intended to fill, i. e., usually round or oval, and should be so arranged that vehicles can go by with only one wheel on the stone.

Mud should always be removed entirely before putting down the stone; it is not wanted on roads, and it means extra labor to horses and increased wear of the road. Yet this is very generally lost sight of, and most repairers actually spread earth on the top of the stones.

The importance of using a good hard material which will wear well is very great. Flint, granite and the igneous rocks generally, and some few of the *harder* sandstone, will make an excellent road if properly broken and spread; but oolites, limestones and the softer sandstones will never make a good road, for the simple reason that they are not hard enough, and that they wear quickly into ruts. Besides, they suffer far more from frost than harder stones. Granite will, if properly broken and spread, pay very well in spite of its extra first cost. But flint has no superior except for roads where the traffic is excessive.

To sum up the matter in a few words, the points to be insisted upon are these:

I. The stones broken must be small; *i. e., one and a half inches in their largest dimension.*

II. Hard material, flint where obtainable, or granite should be employed.

III. No earth, screenings, sand, or so-called "binding material" must be used, but the stones must unite by their own angles into a solid mass.

IV. Economy of material must be promoted by filling up holes at once, and by never putting down stones more than one thick; also by spreading small patches of stones where wanted, instead of large ones whether wanted or not.

V. All mud must be removed.

VI. Attention must be paid to drainage, especially by filling up puddles at once, and keeping them so filled by the use of the rake.

The adoption of this, the only proper system of repair, will diminish the road rates and will conduce to the comfort of every one. *In short, much less should be spent on materials, and rather more on skilled labor and superintendence.* The majority of the present road repairers and highway authorites must alter their system or they will assuredly have to give way to more competent men.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By Laws. Upon the approval of the Board or Officers, or committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and address are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 104—Total 13—11,884

BOSTON, NOV. 9, 1888.

CALIFORNIA DIVISION—1—308.

San Francisco Bi. Club.

21939 Williams, F. I., Register Department P. O. San Francisco

COLORADO DIVISION—1—92.

Social Wheel Club.

21956 Banks, Austin, 800 16th st., Denver
21957 Harris, M. L., Appel and Co., "
21958 Kelly, A. W., 1450 Curtis st., "
21959 Shaw, Herbert, 2402 California st., "

ILLINOIS DIVISION—4—740.

Illinois C. C.

21960 McKindley, D. P., McField & Co., Retail Chicago
21961 Tuttle, F. H., 155 So. Wood st., "

Unattached.

21962 Coe, Wm. S., Hyde Park
21963 Coe, Mrs. Wm. S., "

INDIANA DIVISION—1—164.

Peoriana Bi. Club.

21964 McJimsey, Guy A., Vincennes

KANSAS DIVISION—1—153.

Unattached.

21965 Bond, Wm. T., Box 168, Multonvale

MASSACHUSETTS DIVISION—1—1228.

Roxbury Bi. Club.

21966 Dolph, J., 30 E. Newton st., Boston

MISSOURI DIVISION—4—352.

St. Louis Cycle Club.

21967 Jones, H. H., 810 No. 17th st., St. Louis

United Wheelmen.

21968 Cuttiss, Geo. W., 337 West 5th st., Kansas City
21969 Mosely, Fred C., 1416 W. 10th st., "

Unattached.

21970 Groth, Edward, 3325 Caroline st., St. Louis

NEW JERSEY DIVISION—8—710.

Paterson Wheelmen.

21971 Beggs, Wm. P., Park ave. and 24 st., Paterson
21972 Childs, W. F., Jr., 200 Ryle st., "
21973 Lamb, Jr., A. C., 725 East 25th st., "
21974 Goodspeed, Burt, L., 110 Fair st., "
21975 Ingle, Mortimer, 150 Carroll st., "
21976 Morse, Edwin Chipon, 280 Fifth ave., "
21977 Pulver, George B., 110 Fair st., "

Y. M. C. A. Cycling Club.

21978 Logan, Edwin W., Orange

NEW YORK DIVISION—11—2113.

Albany Wheelmen.

21979 Brown, J. L., 198 Elk st., Albany
21980 Phipps, Wm. B., 51 Howard st., "

Buffalo Rambler Cl.

21981 Bagg, George Herman st., Buffalo
21982 Butler, Wm. H., 1208 Michigan st., "
21983 Earll, A. C., 957 Elliott st., "
21984 Keith, H. M., 77 W. Chippewa st., "
21985 Milley, W. B., 540 Masten st., "
21986 Ritter, H. L. Jr., 75 Huron st., "
21987 Stephan, Albert R., 490 Oak st., "

Manhattan Bi. Club.

21988 Shuttleworth, Edw., 148 East 57th st., New York
21989 Wadhouse, F. L., 955 3d ave., "

Riverside Wheelmen.

21990 Yale, Wm., 215 E. 11th st., "

Unattached.

21991 Kelly, A. F., Lyons

PENNSYLVANIA DIVISION—1—1471.

Lehigh Wheelmen.

21992 Bendon, Richard, Tatore

RHODE ISLAND DIVISION—3—258.

Pawtuxet Wheelmen.

21993 Harris, Guy S., 11 Mountain st., Providence

Unattached.

21994 Enge, Jr., H., 17 Truth st., "
21995 Wilson, Edgar V., 95 Charlestown st., "

NEW MEXICO—1—8.

Capital City C. C.

21996 Wetherwet, W. L., Santa Fe

MICHIGAN—1—13.

Unattached.

21997 Kirkland, Abbott H. Jr., Jackson

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5207, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References: *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

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The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

New York Mail and Express.

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L A W

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BOSTON, 16 NOVEMBER, 1888.

Volume XVIII.
Number 3.

HISTORY REPEATS ITSELF

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

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EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 16th NOVEMBER, 1888.

THAT Mr. Luscomb has raised particularly Cain in the L. A. W. ranks by the issuance of an official circular calling for the votes of members for Gov. Hill is an undoubted fact. To say the least of it the action of Mr. Luscomb was ill-advised. We have heard sundry excuses and reasons given, but we cannot ignore the fact that the introduction of politics into any non-political association by the method pursued by Mr. Luscomb is fraught with the greatest danger to said organization. We fully appreciate the feeling of gratitude that all riders should have for Gov. Hill, and as *individual* cyclists we have a perfect right to urge upon our brother riders the claims that Gov. Hill has upon our suffrages. The *official* action of Chairman Luscomb was unfortunate, but we trust it will have no ill effects.

IT can be now said that the season of 1888, from a cyclist's standpoint, is at an end. From the manufacturers and importers we have the most cheering news. The year of 1887 was a splendid season for the dealers and the past season of 1888 is reported as being fully equal if not in excess of the previous year.

In the matter of machines the safety has steadily advanced in popularity and general use. In fact it can be said that the demand has been in excess of the supply in some localities. The WORLD has always held that the rear driver had come to stay, but we are not of the radical wing, which asserts that the ordinary is doomed. Both machines will be in demand, and with this view of the matter manufacturers and importers will do well to stock up accordingly.

The introduction of the safety has had a depressing effect on the sale of tricycles, for in the later forms of the dwarf, ladies can ride, after having once mastered the narrow gauge they have no further use for the three-wheeler.

To the increasing family of manufacturers in this country we have to welcome only one addition during the year 1888, and that is the Warwick Cycle Co., of Springfield, Mass. Several other companies are forming but as yet they are embryotic and cannot be classed among our "active" makers.

From the rider's point of view as a whole the season has been a good one.

Racing managers and clubs are not as happy as they might be, and in every case except the Hartford tournament we are told that financial loss was entailed. The cause of this is patent on the face of it, and many times before have we called attention to the fact that people will not flock to see processions and loafing matches.

We will not dwell on the remedies; we have hopes for the future, as the present racing board is full of life and energy, and will, if such a thing is humanly possible, devise some means to give the long-suffering public "sport as is sport."

England has been quite prolific in the way of new records, both on the path and on the road. America in this respect has been comparatively barren of new results.

We shall be satisfied if the year of 1889 pans out as well generally as the present year has so far done. We shall not complain, however, if the coming shows an improvement on the past.

THE CAMBRIDGEPORT BI. CLUB HOUSE WARMING.

ONE of the most active cycling clubs in Massachusetts is the Cambridgeport Club. The members are all cyclers in the full sense of the word. The organization is an off-shoot of the Christian Association, and was formed in the summer of 1886. Last Tuesday night the club formally moved into and opened its new quarters, No. 555 Main street, Cambridgeport, and they made this the occasion of a celebration to which prominent cyclists of this vicinity were invited. The quarters now occupied by the club consist of a recreation room, a parlor, billiard room and lavatory. There is no regular wheel room. The rooms are tastefully furnished, and the club is to be congratulated on having such a pleasant home.

The exercises of the evening consisted of music and recitations. Captain Roopacted the master of ceremonies acceptably, and he was ably supported in his endeavors to entertain the members and guests by Messrs. Cutting, Fay, Hacket, Rodie and others.

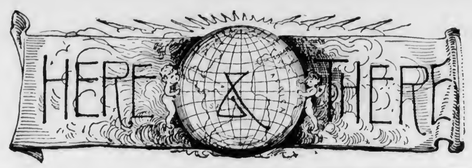
The Cambridgeport Club has about fifty names on the membership rolls. The present officers are: President, J. S. Sanborn; Captain, W. T. Roop; First Lieutenant, F. E. Carmen; Second Lieutenant, C. E. Leach; Treasurer, G. D. Mason; Secretary, E. P. Craig; Standard Bearer, J. E. Holmes; Bugler, J. R. Jacobs.

FROM WORCESTER, MASS.

THINGS bicycular in this "Heart of the Commonwealth" are by no means dead, though we seldom make ourselves heard in the papers. Cycling has changed its character considerably within a very few years in this place, and I presume has done so in many other cities. A few years ago none but the well-to-do thought they could afford a wheel, now there are so many cheap, second-hand machines to be had that a man is poor indeed who cannot afford one; consequently, or coincidently, there are quite a number of riders to be seen about, whose education in gentlemenly conduct has been slightly neglected. This is to be expected, and must be met in some way. [Can it be that some of our Reservoir rowdies have gone to Worcester?—ED.] Thus far we have been permitted to have our own way pretty thoroughly, the authorities putting little or no restriction upon us. This may not always last.

The ladies of this burg have not taken to wheeling with a grand rush, in fact our town is inclined to be a little conservative in the matter, but gradually the truth seems dawning upon them that there is health as well as fun in it. So cautiously, oh so carefully, a few of our school teachers have this past season hired a friendly boy to ride the tricycle over to Park avenue, our favorite pleasure drive. There the aforesaid schoolma'am would take charge of the machine, and so hidden from the cold, unfeeling gaze of Mother Grundy, and while the slowly sinking sun shed its golden glories with a rich effulgence through the autumn foliage, and the song of the robin and wren mingled with that of the cricket, these dainty dames would disport themselves, and drink in the joys of a ride a-wheel. And so the leaven is working. L. A. W. 2178.

EX-CAPTAIN ELMER G. WHITNEY is at present in New Orleans. He is expected home shortly, and it is said the city of Boston will be his permanent home. As Whitney says, New Mexico is an excellent country—for those that like it.



NOTES BY THE "CAVILER."

HAVE just returned to Boston; I went home to vote. You could easily tell which side I voted on if you only saw my face. But to the point; as my home is in ——, N. Y., I naturally made it convenient to stop over in New York and attend the Berkeley Club races. I arrived in New York at 10 A. M. Tuesday, and, by agreement, met a friend, also a wheelman. We lunched at a down-town restaurant, and as we sat quietly at the table awaiting the provender, a very much excited individual accosted my friend and at once launched into the bitterest tirade against the political circular issued by Chairman Luscomb, asking for wheelmen's votes in support of Gov. Hill. During the day we met many League members of both parties, and while the supporters of Miller were rampageous the supporters of Hill chuckled, but the most of them admitted that Luscomb's *official* appeal was rather bad taste. The Executive Committee, however, have the matter under discussion, and the decision arrived at will be waited for by New Yorkers with bated breath.

I WENT up to the Oval to see the races, and my friend C—— acted as cicerone. I am not acquainted with New York wheelmen, or cycling celebs. of Gotham, and so naturally I wanted to have some of them pointed out to me. "There, do you see that aristocratic looking blonde over there?" said C——, and when my optics rested on the object pointed out I was told that was George Bidwell, the Chief Consul of New York. There are few cyclists in the country who have not seen Mr. Bidwell, but poor I, had never seen the gentleman before. I was honored with an introduction. The gentleman was suavity itself, and is apparently the embodiment of composure and good breeding.

I HAD never seen Prial, and as I had recently read his spicy compliments to ex-Referee Merrill, of Springfield, whose peppery letter to Prial had in turn called for the New Yorkers red hot reply, I of course was anxious to see ye editor of the *Wheel*. A slight, wiry, nervous, dark-haired gentleman, wearing "specs," was pointed out as Prial. His every gesture showed alertness and push. If I had never read his writings I should have put him down as a man of impulse. He has "wide awake" written all over him. I was anxious to meet the gentleman, but opportunity did not offer, and so I am the loser, and Prial will never appreciate the narrow escape he had from meeting face to face one of the WORLD'S most honored contributors.

REALLY I am writing myself down as an absolute nonenity in averring that Bidwell and Prial were never seen by your contributor until election day, but what will your readers think when I write myself down further as being a man unfit to write for a cycling paper, when I say that on the Oval I saw young Windle for the first time. I do not claim to be a judge of an athlete, but what little I do know of anatomy is sufficient to convince me that Windle's successes are not "accidents," or, as your sporting men would say, "flukes." I will not tire you with telling you about all the celebrities I saw for the first time and how I longed to be on familiar terms with them. At the present stage of my connection with the cycling press the cycling celeb. is a "Little Tin God." I wonder if "familiarity will breed despise." I almost dread to put this query to the test. The desire to hob-nob with all the cycling lights at present consumes me, however.

THE little P. S. in your last note to "find out on what ground certain members of the Chelsea, Mass., Club objected to the Dorchester Club taking the E. R. C. Cup on default of the Cambridgeport Club to appear at the appointed time," rather staggered me, but like a faithful servant I obeyed orders, and found out—nothing! That is, I found out that a few of the members of the Chelsea Club very unwisely took exception to the Dorchester Club taking the cup on a walk-over. Why should they object? I give it up. The Cambridgeport Club notified the referee that they could not race the tie off, and so that ended it, and the Dorchester team rode over the course and took the cup, and very properly too. I further found out that the sentiment of the *club* was not in accord with that of the aforesaid few members.

NEW YORK.

"HAWKSHAW."

ANOTHER proof of the truth of my statement made, not long ago, in this column, that New York wheelmen are, as a rule, opposed to road racing, is shown in the recent action of the New York Bicycle Club at their semi-annual meeting on Monday, at which the delegates of that club to the Alphabetical Association were instructed to vote for the disbandment of the Association, as the New York Club disapproved of road racing. Should the delegates not be able to accomplish the disbandment as above, they were instructed to resign their membership in the Alphabetical, giving as the reason therefor the disapproval of the New York Club of road racing. This is a move in the right direction I have long wished to see, and at last puts this prominent club on record in the right position regarding a practice that they have too long sanctioned nominally by allowing the club to remain a member of an association that the unanimous vote of withdrawal shows they were not in accord with.

DID you ever notice in club affairs that as soon as some energetic member gets lifted from the ranks to the elevation of some petty office, how, as a rule, he at once imagines he is a Grand Mogul, a Maharajah, a Tycoon and an Ahkood of Swat, rolled into one, to be reverenced by all and amenable to none? If you didn't, it's evident you never belonged to a bicycle club, or that it was not a New York City one if you did.

DO you know where the wheel appears as a prominent feature in the construction of a god? Of course you don't! Neither did I, until I came across an account recently of a collection of Northern antiquities in the museum at Berlin, among which are the idols from which sprung the names of the days of the week. From the idol of the sun comes Sunday. This idol is represented with his face like the sun, holding a burning wheel, with both hands on his breast. The "new member" says that he has looked this subject up, and finds in the above fact the explanation of the heretofore undiscoverable reason of a wheelman's desire to always run up his mileage to such an extent on Sunday, and that the idol was the product of a pre-historic cycler, who has therein shown the way that the ancient sun took his header, etiquette then demanding that in doing so he should save his wheel by retaining it against his chest protector. I have been trying to see the "Old Vet," Pitman, concerning this, as you know he is personally acquainted with every cycler since Adam, but since the election the whereabouts of Pitman have been a mystery.

OFTEN in my feeble attempts at proselytism in favor of women adopting cycling as a pastime or as an exercise, I am met with the argument that to do so is both unfeminine and unfashionable. How idiotic these statements are, any thinking person well knows. As to the first, any impartial observer will admit that cycling is more modest and more graceful than horseback. Did cycling entail upon its fair devotees one half the display of form and figure that modern horseback riding by women does, I would blush to encourage its adoption by any woman. As to the second count, "it is not being fashionable;" perhaps it is not, nor is horseback riding. Riding schools have taken the place of roller skating, the ring naturally succeeds the rink, in fact the latter has been altered into the former in most cases. Women claim to ride to reduce weight, improve their figure, or a thousand other feminine evasions of the fact that they do so in most cases because they now meet the same lot of young women and sappy young men at the riding schools that they formerly did at the rinks. They will ride any sort of a horse, or spend a hundred dollars for a riding habit, without turning a hair, but adopt cycling, never! All because their feeble brain causes them to think riding to be an aristocratic and swell sort of entertainment, while cycling is not. Sometimes riding is fashionable, but not always, especially, not always.

THE games of the Berkeley Athletic Club brought forth an unusually fine crop of seekers after cheap notoriety, in the shape of individuals who accept positions at race meets and then fail to assume any of the labors attached to same, being satisfied to let others do the work, so long as their names appear upon the programme in some official capacity. One of the most flagrant examples of this unworthy course of action, was in the case of the scorer, a well-known wheelman accepting the position and then, instead of appearing to do the work, he grandly reviewed the races from a seat in the grand-stand, allowing all of the labor to fall upon his club mate, Mr. Shaw, which gentleman, by the by, deserves the thanks of every one for the able way he performed his onerous task. It is time that race meet managers make a black list of these incompetent and untrustworthy acceptors of official positions when once they have acted as above, so that afterward they can be entirely ignored. The success or failure of a race meet depends more upon the track officials than upon the racers themselves, as even a poor entry list, if well managed by competent officials, will present a good day's sport, whereas the finest field of flyers results in failure when the track officials are incompetent, or shirk their share of the labor necessary for a success. I am a believer that to those alone, who are competent and willing to act as officials, should the barren honor of their names appearing upon the programme be given. A man who accepts a position which he does not fill neither honors himself nor is deserving of honor from others. Strong words perhaps, but just ones at that.

ST. LOUIS.

"LINNEUS."

THE Clarksville trip, which was taken last Sunday by a number of wheelmen, will long linger in the minds of the participants as being one of the most enjoyable affairs that they have had in a long time. The party left Saturday night and arrived at Clarksville at 11.20 P. M. They repaired to the Carroll House, where accommodations had been secured by telegraph. Sunday morning was spent in running over the fine gravel roads of Pike County, a party going to Eolia and another circling around the Belt road. The trip to Eolia was much enjoyed, particularly the one-mile coast on the return. Dinner was had at 12.30; the afternoon was spent in making the usual trip around the Belt, and taking in the numerous fine coasts on the road leading into town from the South. Hal. Greenwood climbed Crank Hill, grade one foot in eight in some places, twice in succession on his Star, and Dick Hurck performed the same feat once on a Springfield Roadster. Pomarade had the misfortune to take a free bath in trying to coast through a creek, coming from Paynesville. Apples, milk and cider were had in profusion at each stopping place, and were given with the usual Pike County liberality.

THE Cycle Club races at Forest Park take place on Thanksgiving Day, Nov. 29.

W. H. BARRON has had his crayon drawing, "After Regnault," which was exhibited at the Exposition, hung in the Missouri's reception room, where it adorns the West wall and is pointed out as the *piece de resistance* of the club house.

BOB GERWING, the Denver crack, was in town a week ago, the guest of the Cycle Club. He is a whole-souled, generous wheelman and a rider from away back. Your correspondent is indebted to him for an account of the Denver riding district.

H. C. CAKE, of Clarksville, deserves and should receive the thanks of all St. Louis wheelmen for the manner in which he took care of them while at that place Sunday. He was with the visitors from morn till night, and even went to the extreme of seeing them off on the 2.30 A. M. train.

THE wheelmen from Quincy to the number of ten came down to Clarksville Sunday and took in the runs with the St. Louis delegates. A number of them were mounted on safeties. The intended trip to Louisiana was abandoned on account of the swollen condition of Buffalo creek.

"MENTOR" stated in one of his letters that Nelson C. Haynes, of Kansas City, could beat any of St. Louis' riders, barring Stone. Harry Gordon and Jno. Hodgen authorize me to state that they are willing to race him any distance from one to fifty miles, for a $25 medal. So there, now!

ED. SELLS, the "Kamera Krank" of the Missouris, has a number of views taken by the Kodak camera. The pictures are small but very fine, and are easily developed. He states that this little instrument is just the thing for cyclers, and will largely increase the amateur photographers among them.

THROUGH the efforts of President Brewster full election returns were received at the Missouri's club house on Tuesday, by special wire, and after being transcribed were shown on a screen in front of the club house by a stereoptican, which was in charge of Messrs. Christianson and Louderman. Between the returns views of cycling adventures, taken at various places, were shown, and were loudly praised.

I AGREE perfectly with "Ariel" in his statement that a 50 or a 100 mile record has to be made in continuous riding, total elapsed time to count and not the actual riding time. This leaves C. C. Hildebrand's record of 100 miles in twelve hours still the local record for the distance. This was made at night, and all subsequent attempts have been made in full daylight, but the elapsed time was greater in every instance.

PRESIDENT LUCAS, of the Cycle Club, while coasting the long grade into Rockford on the Clarksville Belt road, forgot that he had to make a short turn at the toll gate and came down the hill brakes off. But for the warning of a number of cyclists he would have been treated to a free bath in the creek at the bottom of the hill. H. G. Wolzendorf thought "the road was as level as a floor," and was in the same fix.

GEO. E. TIVY and Frank Mehlig, who claims to have ridden 100 miles in 9h. 3m. last Sunday, will ride a 100-mile road race Sunday, starting from the Missouri Club's house to the 25-mile house and return, for a $25 medal. The race is the outcome of a discussion relative to Mehlig's claim of having done the distance in the time mentioned above. The race will be for blood, as both contestants are determined to win.

SUNDAY, Oct. 28, the Missouris had a very enjoyable run to Kirkwood, via Stringtown, Sappington, Tesson Ferry, Gravois and Denny roads. The roads were all in fine condition, particularly the Tesson Ferry, which resembled asphaltum more than a gravel road. Dinner had been ordered in advance at Kirkwood, but to the dismay of the Missouri lads the Cycle Club was noticed leaving the restaurant just before they got there. An investigation followed, and it was shown that the landlord had mistaken the Cycle boys for Missouris, and given them the latter's dinner. This also accounts for the Cycle's surprise on being told dinner was waiting for them.

PERCY STONE states, in reply to the "Stroller," that he is willing to race Lumsden any distance up to 100 miles, on track or road, for a $100 medal. He states further that he never made the remark to the Quincy lady in regard to not having to train for the Quincy races, which the "Stroller" claims he did. Stone won two out of four races with Lumsden when he was entirely out of trim, and claims he can beat him again, and St. Louis money will back him in the assertion. Still, he does not under-estimate Lumsden, and says that he is one of the best third class men he ever met. By the way, "Stroller," what has become of that promised Chicago-St.-Louis road race that Bob. Garden wrote to Brewster was to be arranged upon his return from the Buffalo meet?

KANSAS CITY.

"MENTOR."

THE United Wheelmen will be housed Dec. 1, in a handsome three story, brick house, located on Broadway, the best West Side street in the city. The building is an imposing one, and the move will prove conclusively the strong hold wheeling has on Kansas City. The building is of an antique design, something on the order of a medieval baronial castle, with its turreted roof and general appearance. The first floor will have the parlor, reading room, billiard room and lavatory, while the pool table room will be on the next floor. The remainder of the club will be furnished and rented exclusively to club members. The rooms will all be elegantly furnished and new billiard and pool tables will be put in. The club will be more of a social organization, and application for membership will be closely scrutinized. A number of entertainments will be given this winter, chief of which will be a grand full dress ball. Besides, a number of social affairs will be given. A committee on revision of constitution and by-laws has been appointed, and it will report Tuesday, Nov. 6. The club will incorporate under the laws of the State. The dues and initiation fee will be raised commensurate with its increased comforts. The club is in very prosperous condition, and it is destined to prove a very strong organization. It is stated that the United Wheelmen will have a club house built to their requirements and plans a year hence. Among the members of the United Wheelmen is one whose wealth is rated at least $500,000.

A NUMBER of ladies' bicycles will be seen on our streets next season. The asphalt paved streets are well adapted for riding.

HARRY G. STUART, for four years closely identified with wheeling and bicycle clubs here, leaves about Dec. 15 for Los Angeles, Cal., where he will take a position on a morning newspaper there. He has for years furnished the morning papers here with gossipy cycle notes.

C. H. LEIG, a well-known professional trick rider, formerly of this city, in the employ of C. B. Ellis, but now of Omaha, Neb., was in this city a short time since, and had a week's engagement at a local variety theatre. Quite a delegation of cyclers attended one evening and gave him a rousing send-off.

SOME of our riders have got on to a new mount, which is the most graceful of all. It consists of running alongside of wheel and jumping on the pedal and rising with it into the seat. It is very similar to the pedal mount, only instead of putting foot on pedal you jump from ground to pedal, and rise gracefully into the saddle. It is easily accomplished, with no danger of fall.

PORKOPOLIS NOTES.

"STAR."

The following item has been going the rounds of the press: "A new idea in tricycling has been invented by an Englishman, who has been travelling with his wife through France on a machine fitted with a bamboo mast, on which a sail can be hoisted. The wind has sometimes kept him moving, even on up-grades, without using the pedals." This might be practicable in France, but here, where the winds are almost always head winds, it would certainly prove a dismal failure.

Levi and the Centrals don't speak as they pass by.

Wonder why Marqua is so anxious for Helen to get the ax.

It is whispered that Greenwood and Milholland are to fight a duel.

The streets of Newport, Ky., like the life of a hod-carrier, are full of ups and downs.

A. A. Bennett has been elected President of the "Veloce" Club. Now look out for some lively road riding.

It is reported that Meyers said something on colliding with Wendt. Wonder what it could have been.

On the way to Alexandria "Toot" High cut loose that infernal chorus of his, to the great consternation of the natives, who thought a gyranicus or some other horrible monster had escaped from the "Zoo."

The Secretary of the Cincinnati Bicycle Club is in search of information concerning laws regulating the width of tires on the wheels of vehicles used on the public highways, and will consider it an especial favor if Consuls in localities where such laws are in force will correspond with and give him the needed information. Address, Dr. Wm. D. Kempton, 550 Freemsn avenue.

The reason for E. R. Webster's persistent refusal to attend a club run is at last apparent. He is the possesser of one of those cameras with which 100 pictures can be taken without its being reloaded, and has taken over 1700 views this season. He has become so addicted to its use that he carries it with him wherever he goes, and as he has a mortal dread of being guyed, he always goes out by himself.

The consolidation of the Dearborn and Chicago Bicycle Clubs recalls a similar effort made in this city, in the early spring of last year, by several broad-minded and enthusiastic wheelmen, who thought one large organization would exert a much greater influence on the authorities and the public, and consequ ntly advance the interests of cycling to a greater degree than the divided efforts of several smaller clubs. This scheme, however, did not meet with favor; but even if it had, the ages, tastes, habits, dispositions and capabilities of our wheelmen differ so widely that the organization would in all probability have had about as much cohesion as a rope of sand.

The Alexandria run of the C. B. C. on Nov. 4 abounded in mishaps. While climbing Metcalf's hill Dr. Kempton broke one of the levers of his "Star" and was obliged to return. Captain Galway mashed one of his fingers while monkeying with Longley's "Swallow." Norton lost one of the valves of his air-brake. Nelson, on discovering that there were thirteen at the table, left the room and refused to eat. While coasting a long hill, on their return, the tire of the rear wheel of Nelson's goat came out, and becoming entangled in the gearing had to be cut out, obliging him to leave his wheel to be brought in on the bus and to take passage in a private conveyance that fortunately happened to be coming to the city. Two of the Newport Club, Meyers and Wendt, in attempting to pass the Cincinnati boys collided with each other, and came to grief directly in front of Captain Galway, who, to avoid running over them, made a sudden backward spring, but, the little wheel flying up, the step came so violently in contact with his reinforcement that he had to be hung over a fence while the damage was repaired with pins and adhesive tire tape.

NEW ORLEANS.

"NOKOMIS."

The last monthly meeting of the Louisiana Cycling Club was held at the residence of its Vice President, Mr. C. M. Fairchild. When the roll was called fourteen members were found to be present. After the usual routine of business two applications for membership were read, and voted favorably upon, and three members were "fired." A bountiful supply of lemonade and cake was passed around by Mrs. Fairchild, and Miss Fairchild enlivened the evening (and the boys) by singing several songs, which of course was highly appreciated, and the meeting was voted as the most enjoyable ever held by the club. It is said the way the cake and lemonade disappeared in the locality where "Polly" was, was a sight. His storage capacity is immense. Watermelons and sugar cane fared the same way.

Hathorn, the club's champion, went to the State Fair at Baton Rouge again and captured everything. The Louisiana Cycling Club is the only club which has sent members out of New Orleans and taken prizes in a strange city.

Captain A. M. Hill has returned home after an extended trip North and East, and says Buffalo is the greatest cycling city in the country.

The first race for the Batson medal will probably take place in the early part of December, and as the races are to be all road races and none less than five miles in the length, the winner will have to do some hard work.

The wheelmen on the various committees of the lantern parade are working hard, and there is every indication that we will have it. Those wheelmen of the North who have snow and ice in February and March, who are thinking about a trip to this city to see the Mardi-Gras festivities, would do well to bring their wheels with them, for they will be sure to want them, and then they can take parade, which would be highly appreciated by the local cyclists. One of the mystic organizations has kindly offered the wheelmen the use of its costumes, or such ones as will be of any service to them, to represent the characters they wish, which will probably be the characters in Mother Goose's Melodies, and as for novelty, this will undoubtedly take the palm. Imagine Mother Goose on a bicycle, surrounded by Chinese lanterns.

TERRE HAUTE.

"WABASH."

Wheeling has been very quiet for the past few weeks. The hill-climbing craze has taken a hold here. This the fact that J. F. Probst, on a Star, climbed Probst Hill four times, and A. Hulman, on an ordinary, mounted it five times. A few days later Probst went out to the hill and broke the record by riding it ten times. Probst Hill is about 800 feet long, and has a rise of about one foot in three. It is not a very tough hill, but there are some of the boys who have not been able to surmount it.

Silas Lynn, who had his arm broken from a bad header on Oct. 7, is rapidly improving, and will be on his wheel in the spring with the crowd. He is one of the fellows that is not easily bluffed.

A nice little rumpus has been kicked up among the ranks of the T. H. B. Club. At the beginning of the campaign some one spoke of organizing a political club on wheels, but it was thought that it might cause ill feeling, so it was agreed that neither side would turn out and the agreement was kept up to last Tuesday, when the the Republicans had a big turn out. Certain of the T. H. Club men announced in the Republican organ of this city that they would turn out as the T. H. B. C. It was spoken of in the club room the night before the parade that they would turn out as the Terre Haute Club. The Democratic members present were righteously indignant, and threatened to resign if the Republican members carried out their programme. The Republican organ came out the next morning and advised the Republican wheelmen to pay no attention to it, saying it was only another case of "Democratic bluff." About fifteen turned out, and the consequence is that some of the members are going to resign.

A great many members agree that the club should not take part in political demonstrations *as a club*. In all probability the outcome of the whole affair will be the organization of another club. If this should be the case it will benefit wheeling in this locality, as it will cause rivalry, and consequently more interest.

By the way, what has become of the *Referee's* six-day race? Did it come off? We have heard nothing of it. [No, it will not "come off;" it was "declared off."—Ed.]

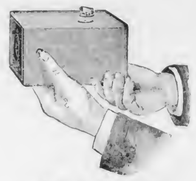
Mason's ride was a creditable one, but do not think it can be taken as record, for it was made on a course less than fifty miles long. Nevertheless it is a ride to be proud of. [Twenty miles is the standard adopted by this paper.—Ed.]

SYRACUSE.

"SALINA."

At the last club meeting held recently, an appropriation of one hundred dollars ($100) dollars was made, with which to furnish our new rooms. Our club is on the boom, and with a few more active members and the forthcoming piasters, we will most certainly make a creditable showing for so young an organization.

A CAMERA FOR WHEELMEN---THE KODAK.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for Descriptive Circulars.

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ROCHESTER, N. Y.



SINGER CYCLES

We had the pleasure of trying one of the Singer Safeties the other day, and we can bear witness to the excellence of its running qualities. We soon mastered the steering so that we could run it without hands. Although the machine was geared up to 57, we found no difficulty at all in driving it up good stiff hills.—*From Bicycling World and L. A. W. Bulletin, Oct. 26, 1888.*



☞ For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

On election night the club rooms were full—only the rooms. One of our members, of journalistic fame, took fiendish delight in coming in at stated intervals and making reports very dampening to our ardor, and also very disasterous to the game of pool then being played. However, he paid for his fun later.

Now there lived in those days a certain youth, and he was called "Bill" Nye, and he said, "come unto me all ye that are heavy laden with cash, and bet therewith on election." "Then did the people exclaim, "What indeed is the matter with Bill?" "Verily, he is all righ!" "Who is all right? Bill Nye" And the people spat on their hands and made a joyful noise on the fish horn and on the swing bridge. Then Bill did arise and say, "Behold, I will lift my voice 'steen times, if my man is elected. And you, my people, must celebrate with a hump. Bring forth the dish pan, the potato masher, and other musical instruments, and let us eat, drink and be merry." And it came to pass that before many moons Bill was defeated. Then he and his young men and maidens did betake themselves into a far off place, where they did not celebrate for many days. And those men who held the "other end" of Bill's bets rejoiced among themselves and said, "Come back, thou chump, and set 'em up!" And he came and sat, and they did whoop her up for many days, and did hoot and howl till Bill was sick unto death.

CHICAGO.

THE "STROLLER."

The Directors of the Fort Dearborn and Chicago Bicycle Clubs have sent out a stirring circular to the present members and ex-members, setting forth the advantages offered by the new combination. Both club houses will be maintained, and the dues are the ridiculously low sum of $1.50 per month. Among other things the circular says. "You will find the average social and mental rank of the C. C. C. fully equal to any of our large purely social clubs. You will find that you are in the company of men fully as able and intellligent and of as high standing as you are. Let none think himself above the associations of the new club. A little attention to club matters or the contrary will either make or unmake its future."

Once more I would ask, where is that report of our Constitution Committee, Mr. Chief Consul?

Van Sickles and Roe are already advertising in the *Referee*. See "Alabama's" notes last week.

The Illinois Club raffle, for the chair given them by their President, Mr. Sloan, netted them about two hundred dollars I am told.

Garden is practicing daily at pool playing, and says his highest ambition is to be able to beat "Verax," his bosom friend, at the above game. Success to you, Garden.

I understand that a full dress ball is to be given by the C. C. C. on or about Dec. 15th, to celebrate the consolidation in an appropriate manner. Particulars are not given as yet.

Weather permitting the three Cs Club will have a "follow my leader" run Thanksgiving Day, with Mr. W. C. Thorne as leader. What a run he will give them. Excuse me from trying to catch William on a rough road.

Our Indian summer fled with the election of Harrison and Morton, and wheels are being put away for the winter day by day, and only the most courageous of our wheelmen are to be seen now spinning along on the wheel.

The Chicago wheelmen worked hard for their fellow wheelman on election day, Mr. Carlson, who, although defeated, ran way ahead of the rest of his ticket. Mr. Carlson was a candidate for County Surveyor on the Democratic ticket, and was only defeated by a small plurality.

The ladies will have charge of affairs Thursday evening, the 22d inst. (Ladies' Night), at the Chicago Cycling Club's Lake avenue club house, and they promise to surprise the members on that

ONE MORE.

EDW. J. DOUHET, M. D., Dentist,
106 Euclid Ave., Rooms 55, 56, 57.

CLEVELAND, O., Oct. 20th, 1888.

Coventry Machinists' Co., 239 Columbus Ave., Boston:

Dear Sirs—In reply to yours of Oct. 16th, inquiring as to the safe arrival and appreciation of the SWIFT No. 1 you sent me Sept. 20th, will say am sorry to have delayed so long, but waited until I could give the machine a fair trial, as I have done in the last month. When the machine came here it was criticised and an attempt to run it down, on account of its lightness, all being afraid it would not stand our rough and bad roads, as we have some of the worst roads in Ohio. All I said was, "Wait and see." We waited, and I am now ready to report. I find that as it name implies, it is Swift-er than any other machine of its kind, runs easier, nicer build, lighter, and as strong as any other machine made. It stands as hard usage as any, as I have not spared it anything; it goes wherever any other kind of machine can go, and is not stumped at anything. I am acknowledged to be as hard on a machine, and harder, than most riders here. The machine now, after one month's hard work, not only by myself, but by my friends who have borrowed it daily, is as good as when I took it out of the crate. I have not touched a tool of any kind to tighten it yet. It is the favorite machine of the kind in this city. One friend is about to sell an 1888 pattern Special Star, and another one an 1888 Rudge Bicyclette, to get the SWIFT No. 1; You will see their orders in a few days. I am in love with the little machine. I hope my report may be satisfactory to you, and expect an early answer. I am, yours respectfully, E. J. DOUHET.

SECOND VOLUME NOW READY, AND COMPLETION OF

THOMAS STEVENS'S GREAT WORK

AROUND THE WORLD ON A BICYCLE.

WITH OVER 200 ILLUSTRATIONS AND COLORED FRONTISPIECE of AUTHOR in VOL. I.
IN TWO VOLUMES, 8vo, $8.00; SINGLE VOLUMES, $4.00.

WITH the publication of the second volume, this unique and the most moumental work of its kind ever published, is completed. It is a work that should be placed foremost in the library of every bicyclist, or any one interested in a journey never before equalled for its daring exploits and heroic courage. The work constitutes a library in itself, and has been conceded to be the most remarkable book published for many years.

Covering the most dangerous portions of the daring bicyclist's journey, this second volume is even more interesting than the first. The pages are alive with thrilling adventures.

"It completes one of the most attractive narratives ever put in type."—*Buffalo News.*

"Rich in incident and adventure, sometimes highly amusing, and always crisp and frank in the telling."—*Boston Gazette.*

"Whether read for pleasure or information, it will well pay perusal."—*N. Y. Times.*

"From first to last, the book is intensely interesting. Never egotistical, always terse and picturesque, it is a valuable contribution to the literature of travel."—*Philadelphia Record.*

"It is a most entertaining book. We admire the pluck and manliness of the author, his intelligence and resources. His descriptions of people and places are fresh and vivid. The 'wheel' draws to itself a crowd in every village. It introduces its owner to men and women whom another tourist would never meet, and it makes him welcome and at home in the greatest variety of company."—*N. Y. Observer.*

*** *Mr. Stevens's work will be sent, postpaid, to any address, upon receipt of price, by*

CHARLES SCRIBNER'S SONS, 743-745 BROADWAY, NEW YORK.

☞ Mention this paper.

European 'Cycle Tour,
[LIMITED.]
SUMMER OF '89.
For particulars address
F. A. ELWELL,
152 Pearl St., Portland, Me.

The Referee Annual,
Ready Dec. 15, will contain Sixty-four pages of matter of interest to all wheelmen;
250 Pictures of Celebrities.
50 Humorous Sketches.
Tables of Records. Cycling Stories and Reminiscences.
A Review of Cycling in America Since 1860.
The past season's doings at home and abroad, and other features.
An interesting Budget for Xmas reading.
Sent to any address on receipt of 10 cents.
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199 S. Clark Street, Chicago, Ill.

JOHN HARRIOTT,
MANUFACTURER OF
Bicycle and Athletic Medals,
CLUB PINS & BADGES,
DESIGNS ON APPLICATION.
3 Winter Street, Boston, Mass.

occasion. What the nature of the entertainment is to be is not known, but a success is guaranteed.

THEY say Skinkle is a candidate for the position of Club Liar, and many and various are the yarns they credit to him to prove their assertions. But I shall claim the title for him from a statement made the day of the election, and that was that he voted the "Prohibition ticket." Think of Skinkle voting that ticket and then say he is not entitled to the honorable title of Club Liar.

PENNSYLVANIA.

"ARIEL."

DIMON, of the South End Club, carried the new badge of the club—a wheel cleft by an arrow—in the 100-mile road race last Tuesday, the first time it has been borne in a contest, although it is not likely to be the last, with such men as Bradley, Becktold, Dimon and L. J. and E. G. Kolb to wear it.

THE Haverford College Athletic Association last Wednesday held their Fall sports, among which was a half mile bicycle race, won by Stokes, '89, in 1.56; Rhoads, '91, second. Bicycle races are getting to be one of the regular cards at all of the school sports here.

THERE are now four of the Psycho tandem bicycles in this city, owned by Mr. and Mrs. H. B. Hart, Mr. and Mrs. Kirk Brown, Mr. Cope, the young banker, and Mr. Tucker, of Germantown. They are going to be great factors in introducing bicycular locomotion to the fair sex.

COMING home from the run of the Century Wheelmen, out the Lancaster Pike, last Sunday, Kirk Brown and A. G. McGlathery scorched in on the former's Psycho tandem bicycle, from General Wayne hotel, to the club house on Broad street, a distance of nine and a quarter miles, in thirty-five minutes. W. G. Speir rode in on his Star in thirty-nine.

LAST Friday night the street cars were brought to a halt and the pedestrians stopped to gaze in front of the Pennsylvania Club House on Girard avenue, the occasion being a jollification on the head of the result of the Presidential election; and small wonder. The passers-by evidently though bedlam had broken loose. Capt. Supplee had donned a long swallow tail coat, made of American flags, ornamented with tin buttons the size of dinner plates and presented quite a gorgeous spectacle. The defeated politicians were quite willing to eat crow but they objected to having it rubbed in on them and consequently when the Captain's demonstrations of delight began to be too exuberant they quietly laid for him, and catching him in the hall, immediately mobbed him, tearing his patriotic garment off his back in a trice. In truth, Mr. Supplee presented a rather dilapidated appearance when he emerged from the melee and his vigorous shouts of "To the rescue, Republicans!" brought dozens to the scene; when for a while it would be well to draw a curtain over the picture. When the smoke of conflict had cleared away and comparative quiet had been restored, the Democracy set out doughnuts by the dozen and tapped a barrel of cider, which was most thoroughly enjoyed. Singing and music, winding up with an old-fashioned Virginia reel, soon spun out the evening, and with many wishes for another election the party broke up; but the broken hats, torn cuffs and collars and dilapidated shirts which were carried home, evidently made the family at home set the club house down as a very lame excuse.

NEWS AND COMMENT.

HARRY COREY met with a painful accident on election day. He was riding his safety over to the polls to vote; the wheels got into the car track and he received a heavy side throw, sustaining a severe sprain of the ankle, and while he managed to continue riding until he reached the polling place he had to be taken home in a carriage. Mr. Corey, we hear, is still confined to his bed in consequence.

"Is cycling a failure?" asks a worthy contemporary, and the response comes back quickly. "In the rain, yes, most decidedly."

EDITOR PRIAL, of the *Wheel*, paid Boston a flying visit on Monday last. "We met by chance," etc.

PHILADELPHIA next to Washington has probably the largest number of lady riders of any city in the Union.

"ARIEL" sends us a reply to the Reading, Pa., Club, which reached us too late for this issue. It will appear in our next.

CYCLERS in need of any sporting goods, guns, pistols, or in fact any goods needed by a sportsman should notice W. Read & Sons advertisement on another page. Send for catalogue and please mention this paper.

MRS. L. H. JOHNSON of Orange, N. J., holds the American long distance road record for ladies, she having ridden 150 1-2 miles in one day with her husband on a tandem tricycle.

THE Marlboro, Mass., riders are requested by a local paper to bear in mind that the law forbids them running their bicycles on the sidewalks, especially in the evening. Several ladies have complained of their nearness to an accident on dark nights.

ENTRIES for the two mile bicycle handicap, to be given Thanksgiving Day at the Fall Games and Burlesque Exhibitions of the Prospect Harriers of Brooklyn, N. Y., close on Saturday, the 24th. All entries should be sent to J. W. Schoefler, Brooklyn Bicycle Club, or Geo. Paynter, 332 1st. street, Brooklyn, N. Y.

THE date of the handicap race to be given by C. P. Daniels is fixed at Saturday, Nov. 24, at 2 P. M.; distance about 1 1-6 miles, and the limit will be 200 yards. Entrance fee, $1, for medals. Entries close Thursday, Nov. 22d, and should be made to C. P. Daniels, B. Y. M. C. A. Gymnasium, Boylston and Berkeley streets, Boston.

IT is gratifying to wheelmen to hear the name of W. S. Slocum mentioned in connection with the Speakership of the Massachusetts Legislature. That this gentleman stands so high in the estimation of his colleagues, as to command attention for the honor named, is not surprising to those of us who are personally acquainted with the gentleman.

MR. DUCKER has already begun to lay pipes for the next year's tournament at Buffalo. By the fall of 1889 the track, which during the late tournament was, to put it mildly, "away off," will no doubt be in excellent shape. We doubt if Mr. Ducker will make the fatal mistake of leaving such an important matter as track building to an incompetent third party hereafter. The great tournament projector will no doubt give the track his personal attention next year.

MR. HILLIER, in last issue of *Bi. News*, has a scathing article on so called English hospitality. He cites example of the way the wholesouled Irishman, the fair haired Dane and the hardy Norwegian, show the kindest attentions to the strangers within their gates, and then compares certain exhibitions of downright rudeness strangers have experienced in England. The article will raise a howl of condemnation from those who hate the truth *always*.

A PRACTICAL amateur photographer said to us the other day: "I had always been dubious as to the merits of the Kodak as a practical machine, but lately I have given the wonderful little instrument a full trial, and I am more than delighted with the exquisite results." We have been constantly asked the cost of developing, etc., and for our readers' benefit we state that the developing of 100 negatives, the printing of 100 pictures, and the furnishing or reloading camera ready for 100 more pictures, costs in all the ridiculous sum of $10. No cycler can afford to be without one.

RIGHT in line with what we have preached privately and in print is the following, taken from *Bi. News*. The old theory of vertical tread has by experience been completely busted, but it is astonishing how many safety riders persist in this old style riding. "The mania for riding at too great a stretch is as prevalent with them as with ordinary riders. Nineteen out of twenty safeties sit too far forward, and too high, and what is more, you cannot get them to see their error. Scientific pedalling is out of the question when the rider is posed in such a style, steering is more difficult, the machine is more prone to sideslipping, and the work increased twofold. The saddle of a safety, like any other machine, should be put well back (some six or more inches behind a perpendicular drawn through the crank-axle), and the rider should be able to easily circle the pedals with his instep."

DORCHESTER TAKES THE E. R. CLUB CUP.

REFEREE EMERY notified the Dorchester and the Cambridgeport Clubs that the tie for the Eastern Road Club cup would be run off, starting at 2.30 from the Faneuil House, Brighton, Thursday, November 8th.

The Cambridgeport Club sent in word that its team would not start, and therefore, as the Dorchester Club turned up at the appointed time, Referee Emery ordered Clark and Benson to ride over the course, which they proceeded to do, and thus the race and the cup become the property of the Dorchester Club until next year. Clark finished first in the excellent time of 1.34.45. A. P. Benson established a safety record for 25 miles in the time of 1h. 35m. 25s.

This club has now won the cup twice, and by the terms of agreement it will become this club's permanent property if won the third time.

SCRANTON, PENNSYLVANIA.



NEW CLUB HOUSE.

I OBSERVE by the WORLD this week that we, the Scranton Bicycle Club, have entered into a compact for a twelve thousand dollar club house and now to prove to you that we are pushing it we send you a small wood cut showing how it now appears to the passer-by. We expect to have it finished and furnished by the holidays and then have our house warming.

But we see you are also "on to" our Fair. Well, that is taking up the attention of everybody in this town. It is not an every day undertaking but one of those mammoth conceptions where we beg something of everybody from Dan to Beersheba, and take anything we can get from a one to a fifty dollar contribution, cash, merchandise or live stock. If this article strikes the eye of any one who has not sent in a contribution, they will, of course, see their duty clearly at once.

Our city armory has been laid out in booths for everything and in one department we expect to make quite an exhibit of cycles and sundries contributed by our brother wheelmen and dealers.

If the Fair turns out the success we anticipate and the State municipal law is declared constitutional so we can have a few more miles of asphalt pavements next spring, I think we shall have to invite the League to meet here with us in 1889. You see when some people get a good slice of the surface they are not satisfied until they get the whole *earth*.

I will not try and give you our discription of our club house but close with a clipping from the Scranton *Republican* of Oct. 15.

"Among the many new and fine structures rising on Washington avenue, there is one on the corner of Olive street that is attracting no little attention by reason of its unique order of architecture. This is the first club house, designed and erected as such, in the city. Some surprise is manifested because such an enterprise has not been before undertaken. The conception embodies the club feature admirably in all its details, and its arrangement for banquet and reception occasions is quite complete. The basement—all above ground—contains the wheeling department, with its wheel-room, bath-room and dressing rooms. The first floor is so arranged that, although it contains several apartments, it can be thrown into one spacious hall for large receptions. The second floor is divided into a reading room, smoking room, pool room, bath room and secretary's room or office. The third and top floor contains the janitor's apartments, with a kitchen complete in every detail, dining room, living room, dormitories and all the conveniences of a residence or apartment house. The building is not finished, by any means, but will be ready for occupancy about the first of December, when its opening will afford a much better opportunity to set forth the features of this enterprise more fully. It is believed that the Scranton Bicycle Club is about to have a home such as no other club in the State can boast, notwithstanding that there has been no ostentatious proclaiming of this enterprising fact on the part of the club.

VAN.

IS THE TIME MADE IN THE WILMINGTON-READING RACE A RECORD?

CHIEF CONSUL MERRITHEW, of Delaware, who was one of the Wilmington team in the recent Reading-Wilmington road race, informed me, a day or two since, that according to his cyclometer—which he considers accurate—the distance traversed in the race was but a little over 20 1-2 miles. If this be so, then I presume the claim for record, as made in my report of the race, cannot stand. He also states, that contrary to the information I had received relative to the course, the road was in excellent condition, with the exception of some rough places on the hills. In fact, he says it is better than the Lancaster Pike in some places. The spalling which my informant found on traversing the road two months back, had all been beaten down smoothly by the heavy rains and traffic over the road. All the same you wouldn't catch me racing down some of those hills, and he says it was only their determination to win or break their necks which induced them to do it.

ARIEL.

[We would very much like to have an accurate survey of the above course. Unless the distance claimed, 21 miles, is verified, we cannot of course allow the record.—ED.]

ELIZABETH WHEELMEN.

THE ten-mile handicap race held by the Elizabeth Wheelmen on election day, resulted in a victory for F. C. Gilbert, (5 minutes), with H. McNiece, (10 minutes), second; L. B. Bonnett, (4 minutes) third. L. B. Bonnett's actual time was 39m. 45 sec.; F. C. Gilbert's time, 40m. W. H. Caldwell, the only scratch man, did not start, as he had some engagements at the Berkeley Oval on the same day.

THE ONE-HUNDRED-MILE AMERICAN ROAD RECORD IN COMPETITION.

IN our report of the *Sporting Life's* 100-mile road race at Philadelphia, on election day, we omitted to state that the times made by Dampman, 7h. 20m. 17s., and McDaniel, 7h. 20m. 18s., both beat the American record in competition. The best previous has been held by W. S. Doane, in 7h. 24m. 3s. Before putting this record away for good we must ask our worthy Philadelphia contemporary what was the length of the course ridden?

FIFTY-MILE TRICYCLE ROAD RECORD.

ON Thursday, 25 Oct., Mr. G. P. Mills made the onslaught on the fifty-mile road record for a tricycle. The whole journey was made at an even pace; indeed, the second half was exactly 1m. faster than the first, whilst the last 12 1-2 miles was done in 38 1-2m., the 50 miles being done in the grand time of 2h. 53m. 25s. Mr. A. J. Wilson, of the North Road C. C., timed and checked him at Kate's Cabin, Mr. A. J. Hills, of the Biggleswade C. C., checking at Biggleswade *en route*.

KINGS COUNTY WHEELMEN'S TWENTY-FIVE-MILE HANDICAP RACE.

THE Irvington-Milburn course was selected to settle the club race of the Kings County Wheelmen. The following members with handicaps started: H. J. Hall, scratch; T. J. Hall, Jr., 3 minutes; Beasly, 5; Marion, 7; Stevens, 10; Moorhouse, 11; W. Murphy, 14; Jones, 15; King, 18; Barnes, 20; Bensinger, 26; C. Murphy, 28; Wardill, 30. The race was won by W. E. Murphy, in the actual time of 1.39.35; Bensinger, second. T. J. Hall, Jr., made the fastest time, 1.35.

MASON'S GREAT RIDE.

FURTHER advices received in regard to John Mason's ride against time lead us to state that we cannot accept the performance as a road record. Our reason for thus refusing to accept this remarkable performance as a road record is because the course travelled was largely up and down some street. In fact, during the night Mr. Mason rode up and down Ashland avenue, a distance of about a mile, and during this time, and in fact during the whole ride, it does not appear that he was properly checked.

We do not doubt but that Mr. Mason really rode the 277 miles, as claimed, but for the reason that the course selected was not at least twenty miles straight away, and for the reason that checkers or pace makers did not watch him all the time, we cannot allow the claim as a road record.

Mr. Mason's ride will be looked on as a remarkable feat of endurance. He rode a Veloce Columbia, the same machine on which he has ridden over 6000 miles.

HARVARD BICYCLE CLUB ROAD RACE.

THE annual fall road race of the Harvard Bicycle Club was held November 8th, over the nine-mile course, beginning near Harvard square and extending up North avenue, Day street and Broadway to Arlington. The course is about the roughest that could have been chosen, and was very hard on Davis and Brown, who have trained entirely on the track this year. The latter dropped out, and the former was distanced and came in a number of minutes behind the others. The times of the first six men were taken, who finished as follows:

	Start.	Actual Time.
	M.	M. S.
1—Barron, '91,	7	38 45
2—Greenleaf, '92,	3	35
3—Holmes, '92,	7	39 05
4—Bailey, '91,	2 1-2	34 45
5—Rogers, '90,	6	38 30
6—Kelley, L. S.,	6	38 45

The Institute of Technology Bi. Club has accepted the challenge of the Harvard Bi. Club to a road race, which will be conducted on a somewhat original plan. The Tech. does not know who its best riders are, so each club may enter as many men as it chooses, but only the first five men from each club shall count. The race will take place Saturday, the 31st of November, over a course including the reservoir and Massachusetts avenue. The Harvard Club will probably be represented by Davis, Brown, Bailey, Greenleaf, Rogers, Kelley and Barron.

CAUTION.

THE St. George's Engineering Co., makers of the "New Rapid" cycles, ask us to caution our readers against buying machines, except from their duly authorized agents, as some unscrupulous maker in England is not only making an inferior imitation of the celebrated New Rapid safety, but has also imitated as near as possible their trade mark, which is registered in all countries where cycles are used. We regret we have not a block of their trade mark for insertion in our columns, but have asked for one, and will insert it in a later edition.

A. A. MCCURDY WANTED.
REWARD OFFERED.

THE following letter from the commanding officer of the Jefferson Barracks, St. Louis, sets at rest any doubt as to whether A. A. McCurdy is the man who assaulted his keeper. The letter is dated Jefferson Barracks, Mo., Nov. 11, 1888, and is as follows:

Mr. W. W. Stall, Boston, Mass.:

Sir: In reply to your letter of the 29th Oct., I have the honor to state, the records of this office show that Alfred A. McCurdy enlisted at this Depot July 28, 1888, and was placed in confinement on Oct. 3, 1888, on a charge of theft, but escaped from sentinel Oct. 20, 1888, and is still at large.

The description given by you, corresponds with that on file at this Depot.

A reward of $30 will be given upon apprehension and delivery of this man to the military authorities.

(Signed) GEO. H. SANDS,
First Lieutenant Sixth Cavalry, Depot Adjutant.

McCurdy is also wanted by the Civil authorities in several places, on the charge of theft, forgery and several other nice little criminal counts. After the United States army authorities get through with McCurdy we think the Civil authorities will not have much more than a body to work on.

PRESIDENT SHRIVER OF THE NEW YORK CLUB PROTESTS.

Editor Bicycling World: I regret to see that you have allowed your correspondent from this city to recommence the amusement of disparaging the New York Bicycle Club, so much in vogue among a certain class of writers for the cycling press a few years ago. The club's internal regulations, discussed by him with so much freedom, are the club's private affairs, with which the public have nothing to do, and the statements made by him are altogether incorrect. To set the matter straight and stop this unwarranted gossip, I will say that the question of card-playing in our new club house has never been considered by any one in the club from the standpoint of regulating individuals' morals, as he has tried to represent. We do not consider that it is our function to look after the morals of our members, young or old. Opposition arose to card playing, on the ground that it might injure the club standing by giving the impressions that it was a gambling club. The Board of Trustees respected both sides of the question and submitted the matter without prejudice, to a meeting of the whole club, which voted to allow card playing but to prohibit all kinds of gambling, not on moral grounds but simply because public opinion—rightly or wrongly—frowns on gambling, and all respectable clubs have subsequently found it necessary to restrict it. Yours truly, EDWARD J. SHRIVER.

New York, Nov. 11, 1888. President New York Bi. Club.

AN IMPORTANT DECISION AT NEW ORLEANS.

A CIVIL suit of some little interest to the outside cycling world was decided last week in one of our local courts. It appears that for years back the New Orleans Bicycle Club has been accepting resignations provided the member was "square on the books" at the date of his resignation, and not the slightest question had ever been raised until recently, when resignations became all too plentiful, and with a high-priced club house on hand the club found itself nearing a "nine hole," and "the faithful," discerning in the dim future a not-over-pleasing going-down-in-the-pocket performance, it was speedily decided that something must be done. The Constitution and By-laws were read and re-read, and studied and re-studied, with the result that a lawyer was consulted, and on his advice all resignations were rejected and the parties notified that unless a year's dues were forthcoming suit would be instituted for the amount. Naturally, a commotion followed. Some paid, some didn't. Mr. E. W. Hunter was amongst the latter, and he politely informed the club that he stood ready to face the music. They sued and the case has just been decided in favor of the club, the Judge ruling that an organization can interpret its laws as it pleases. The question, it seems, hinged very considerably upon the interpretation of the clause in the club's Constitution stating that "the annual dues shall be $18, payable quarterly," or something to that effect.

Mr. Hunter's attorney made a masterly argument, and scored point after point, and when he finished things looked so blue for the club that the Court's decision was very much of a surprise to all concerned. The amount involved was but $13, too small to carry the case to a higher court, which would surely be done were it possible.

Mr. Hunter was one of the organizers, and at one time President of the N. O. B. C. He worked hard and faithfully for its interest in its early days, and naturally feels sore that his former comrades-in-arms should have pursued such an unfraternal course.

The matter has been the source of some little comment, and it looks much like a case of driving nails in one's own coffin on the part of the New Orleans Club, however, the "powers that be" doubtless knew what they were about, and it is their funeral, not mine.

BI.

BICYCLING IN BELGIUM.—III.
BY CLERICUS.

THE storm had so delayed me that I was not able to ride through to Brussels as I had aimed to do. This gave me more leisure at Malines and so I determined to see more of the latter. While still standing at the foot of the old cathedral tower, huge in itself, but disproportioned by the gigantic face of the clock on its spireless head, I got out my city map and pocket compass to take my bearings. Already I was surrounded by a crowd of excited youngsters, eyeing me with open mouths, but the compass set them wild with curiosity, and they bumped their heads together about mine in their eagerness to see it. Several of the heads, too, belonged to old shoulders.

Then mounting once more, and still clothed in my rubber suit, an extra gossamer sheet, pinned on like a talma, floating and shimmering in the wind, I was certainly a very novel figure. As I rode down through the centre of the city one expression I heard so often that at last it dawned upon me, "Priest! Priest!" No wonder! My sable suit resembled the black robes so common in this land of priests. There was doubtless a shade of humor in the term, but certainly it was more complementary than the endless iteration that one hears, for instance, in like circumstances in the streets of the Quaker City—"Devil, on two wheels!"

Of course I had an escort from one side of the city to the other. It was at an hour of the evening when work was ended and the people were at their doorsteps. The women and girls especially, bare headed and knitting, were out in numbers, looking and laughing, and exchanging their merry quips at the expense of their black, ghostly visitor gliding by on his spider webs. In one narrow street an excited old frou ran ahead of me screeching for her neighbors to turn out, and out they turned. The clatter of the wooden sabots of my body guard of boys would itself have drawn a crowd. In their eagerness to keep up some of them pulled off their sabots and ran along in their stocking feet. One small, bare-footed musician had a pair of "bones" in the fingers of one hand, which he rattled away as he ran, challenging me with his eyes for my admiration.

Seeing my chance I sped away quite to the outskirts, and there alighted alone on one of the many bridges of the lazy rivers and canals of this sleepy old city. It was just at the sunset hour, and the wide canal stretched its long mirror, like a pier glass, in unbroken lines, until lost in the perspective of the dim distance. Both sides of it were bordered interminally with splendid rows of linden trees, and between their dark trunks, on the far horizon, shone the great declining orb of day. Weltering in his own red blood, grandly he sank to his rest, like a warrior on the field of his glory.

Standing there on that old bridge I be-thought me of Browning's stirring stanzas on the ride from "Ghent to Aix." Across this bridge, in harmony with the poet's conception, might the three couriers have galloped at their break-neck pace to carry the "good news" in time. It made my blood flow quicker as I remembered the lines:

"Behind shut the postern, the lights sank to rest,
And into the midnight we galloped abreast.
Not a word to each other: we kept the great pace
Neck by neck, stride by stride, never changing our place.

'Twas moonset at starting, but while we drew near
Lokeran, the cocks crew and twilight dawned clear;
And from *Mechlin* church tower we heard the half chime,
So Joris broke silence with, 'Yet there is time!'

* * * * * * * * * * *

Then I cast loose my buff coat, each ulster let fall,
Shook off both my jack-boots, let go belt and all,
Stood up in the stirrup, leaned, patted his ear,
Called my Roland his pet name, my horse without peer!

And all I remember is, friends flocking round
As I sat with his head 'wixt my knees on the ground,
And no voice but was praising this Roland of mine,
As I poured down his throat the last measure of wine."

I could hardly refrain from hugging my own Rosinante, who like Roland, his rider, had borne me so well and so far through the storm to-day. I had still hoped, however, to ride a few miles further to the village of Villevarde, in homage to the memory of John Tyndale, the Bible translator, who was there strangled and burned, and his ashes thrown into the river; not, however, before his work was done, for in the following year his prescribed translation was given to England by royal license, and ever after to the English speaking world. Forgoing my pilgrimage to this shrine I made my way to the railway station, where after luncheon I shipped my wheel to Brussels. It went by the same train with me, and after being detained in the baggage room all night I heard the familiar tinkle of its bell, as sweet to my ear as the neighing of his steed to a Bedouin of the desert. It rose from the hotel courtyard early next morning as it was being safely delivered by a railway porter without further charge. Arriving in Brussels in the early evening there was yet time, after a thorough change of clothing, for a promenade along the gay boulevards of the *petite* Paris. My rest after this most eventful day of my cycling in Belgium was like the sleep of "Araby the Blest."

(To be Continued.)



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

"IN order to reduce our stock, we will offer great bargains," is a familiar saying as the year draws to a close and the desire for a good showing on the books of account. We are reminded that we have a surplus stock of bound volumes. These should be on the shelves of club libraries. In order to reduce our stock we will sell the volumes at $1.00 each, which is about the price paid for binding. Please send in your orders. In years to come, these bound volumes will be valuable possessions.

Texas Appointment.

I take pleasure in hereby appointing Hugh J. Blakeney, of Dallas, as Chief Consul for Texas.

T. J. KIRKPATRICK,
President.

ROAD IMPROVEMENT.

A theoretically perfect road is one that connects by the easiest possible gradients, and by the most direct lines, the points between which it is desirable to effect communication. It should be well grounded on a solid foundation that effectually isolates the road crust from the subsoil; it should be efficiently drained, and provided with proper watercourses and side channels; its tranverse section should be approximate to the arc of a circle or ellipse; it should be free from ruts and all inequalities; and should theoretically present to the traffic a surface like a solid slab of stone, free from mud, dust, and all shifting detritus.

Such a road offers far less resistance to the passage of vehicles over its surface than does the road usually met with, while the cost of maintaining it in this condition will be more than counterbalanced by the saving in horseflesh and the ensuing cheaper transit of merchandise. Upon this point all road authorities are practically agreed, for it is an admitted axiom that efficiency and cost are invariably in inverse ratio

A number of experiments made by Prof. J. W. Sanborn, of the Missouri Agricultural College, show that on a moist dirt road a force equal to 487 pounds was necessary to move a load of 3,665 pounds, or 57 per cent more than was needed to move the same load on a gravel road having a grade of one foot in twenty-eight. On a level gravel road, the force needed was only one fourth as much as on the dirt, and on a plank floor but one seventh as much power was required as was needed in moving the load over the dirt road. This made no allowance for energy wasted by the horse in pulling his feet from the mud and in lifting them over the little elevations always before them on a muddy road. These facts suggest a few calculations that may not be entirely without interest to those who have to haul loads in town or in country.

Supposing that the highways on each alternate section line be well made of gravel or other equally good material at a cost of, say, $2,080 per mile, and that this cost be equally divided between the sections adjoining the improved highways, the annual interest to be paid by each section of land at six per cent will be $124, or 19.5 cents per acre per year. Can farmers afford to pay this tax for the sake of having well-graded, hard, smooth roads every day in the year from their doors to the market town? How many loads must each haul to save enough in the time and wear of men, horses, harness and wagons to equal the interest, assuming that a fair day's work should average fifteen miles of hauling and be worth $3 per load of whatever weight, could be safely hauled over dirt roads. According to the conclusions reached through the experiments mentioned, forty-two loads on the dirt road, twenty-seven loads on a well-gravelled road having an incline of one foot in twenty-eight, and ten and a half loads on a level, well-gravelled road would equal the interest, on the above basis of $3 per day. If wagons strong enough to bear the burden were used, the number of loads on smooth and level macadam might be reduced to six. The pay would practically be, for hauling loads over the several kinds of roads, equal to $3 on dirt, $4.67 on inclined gravelled, and $12 on leveled gravelled roads respectively, per load, while on level, smooth macadam it would be equal to $21 per load.

These figures are all based upon a comparison between the forces necessary to move a specific weight over a dirt road only slightly moist and those required for moving the same weight over the other descriptions of roads. The advantages of the improved over the dirt roads would not fully appear until wet weather or spring or a mild winter should come to make channels of deep mud of the highways through districts where the soil is rich like that of the fertile bottom lands of the unctous prairies of the West. At such times, work with teams becomes extremely difficult, if not quite impossible, so far as the roads are concerned: and in the fields no hauling should be done for reasons that will appear to any good farmer. In such seasons, horses and men lie idle, thus wasting time and food that, with better highways, might be made to bring profit to the farmer. With hard and level roads, good use could be made of those days when work with teams could not be done in fields without cutting up their surface and over-working their horses.

HINTS ABOUT ROAD BUILDING.

A road bed of clay is good in dry weather, and one of sand is tolerable in a wet time and the latter is but slightly affected by the frost but we need one that is good in all seasons.

Not being able to make the surface "water tight," there must be a substratum that will carry the water from above, and that from below, as quickly as possible to the drains. Whatever may be used for this under layer, stones greater than an inch in diameter should not be placed within ten inches of the surface, for otherwise when there is a compact foundation, they are sure to work up, from the downward pressure of gravel, forcing itself beneath them. Clean gravel, rejecting stones above an inch diameter, put on in successive layers of three to four inches, to the depth of ten inches, each layer being well worked down with a heavy roller, assisted by the daily travel, with a small admixture of finer gravel or loam upon the top in some cases will make as good a surface as one can expect for the majority of our country roads.

Pebbles, about an inch in diameter to two or three inches placed upon the surface, will not pack together on account of their hardness and smooth, round surface. It should be understood that McAdam and Telford roads are made of *broken* stone—angular fragments.

A pure sand road is improved by a topping of clay or loam; and it may be six inches in thickness, or more, according to the depth of the sand.

Quite passable roads have been made in a region where a vegetable mould and loam lay upon pure clay and no sand or gravel was at hand, by leaving the surface as nearly as possible in its natural state and flanking with deep ditches, throwing the excavations from them *out*, and not upon the road bed.

A very good use of stones, if they are abundant, is to place them in a slough that must be crossed. But if it is deep, a better method is to use poles or brush in alternate layers first across and then lengthwise covering the whole with not less than two feet of the best material at hand.

A thoroughly under-drained road-surface will not be seriously affected by the heavings of frost, will dry up speedily after rains, and will be passable at all seasons of the year by the average load, though the material composing it may be of an inferior character, *i. e.*, more depends upon the drainage than upon the materials of surface. By drainage, we mean, of course, not the crowning of the road and the digging of a ditch for surface water, but the laying of proper drains under the road itself so as to keep the ground free from moisture with which the frost works its mischief. By proper drains we mean the broken stone of various degrees of coarseness with which a road bed is made permeable by water below and smooth on the surface.

The vicinity of a road should be kept clear of trees and bushes as they obstruct the sun and wind and prevent evaporation. Hence shade-trees set along the margins for beauty and comfort to the traveller, should not be placed too frequently and only in dry and exposed places.

HINTS ABOUT REPAIRS.

After a road has been properly rolled and the surface made compact and smooth it should always be maintained in that condition no matter how great is the amount of travel on it. "A stitch in time saves nine," here as elsewhere. The tendency is to produce ruts: these gather water: this soaks up the road bed and spoils the whole. The problem can be put in this way. To have a good road it is necessary that there be no dust or mud on the same and that there be no ruts: therefore, remove the dust and mud as fast as they are formed and fill up the ruts as fast as they are made. The whole matter is here in a nutshell. It may be thought, at the first view, that this is too expensive a system, its principal beauty lies, however, in the fact that it costs less per mile of road kept one year than the pernicious system of annual or semi-annual repairs as will be shown and proved. The above two rules—sweep off the mud and dust as fast as they appear—are all that is necessary to be carried out in order that there be *continually* a good road. Without continual repairs, there can be no such thing as a constantly good road, a proposition that cannot too often be repeated. By repairing a road annually, or twice a year, it matters not which, the result is, strictly speaking, a good road at *no time* during the whole year. The road is wretched just after repairs; it becomes *passable* after a while and deteriorates from that day forward until it is again made wretched; and so on *ad infinitum* according to the present only too commonly followed system. By the other method is offered us a road as smooth as a floor, year in, year out, and let it not be forgotten at a less expense.

A little mud on the surface causes ruts and much mud softens up the whole road-surface. The mud should be raked up in heaps alongside the road, there left to dry and then carted off. To hinder as much as possible the formation of any mud, the surface drainage must remain unimpaired; should it be out of order, the water standing on the road is to be swept off.

Dust and mud should never be allowed to remain, both will entail infinitely more inconvenience and damage than the cost of removal would amount to, while in the case of the latter it serves as a wet blanket and keeps the highway in a disgraceful condition long after the effects of a rainy day should have entirely disappeared. A road kept free from dust in dry weather will seldom be impassable to foot passengers in the wet season and it will be a source of pleasure and profit instead of annoyance and loss to the tradesmen whose houses of business lie *en route*. Dust should always be removed before the road is watered, instead of being left on the road to become a sea of mud as soon as the water cart passes or rain appears.

Road scrapings, consisting of dead leaves, horse droppings, etc., together with sods of grass and the *debris* from the gutters should under no circumstances be put back on to the road. The practise we condemn is as common as it is detrimental to the maintenance of the highway in a clean and efficient condition for all the rubbish thus laid on the new coating has sooner or later to be removed, either as mud or dust.

Repairs are best made in damp weather. Should it, however, become absolutely necessary to repair a piece of road in dry weather, the place where the new material is to be deposited must be loosened up with a pick, then the new covering put on and a solid top formed by the judicious use of stone dust or other binding material and sprinkling with water and pounding down with the shovel or by what may be called "puddling" until the whole be solid. Should a frost or very dry weather occur immediately after material has been put on the road in wet weather so that the same will not join on the rest of the road surface, the whole must be removed cleaned and returned to the storage heaps for future use.

It is cheaper to have a few men to watch for the beginnings of any wear upon the roads and to mend a defect when it first appears than it is to wait until the trouble becomes serious and then set a large force at work. One man, with a shovelful of broken stone, can prevent when it may require half a dozen, with a team, to cure after a few months' neglect.

America is behind all civilized nations in the art of road making but she is moving forward and soon we may join with the Highlanders in singing:

"Had you seen these roads before they were made,
You would hold up your hands and bless Marshall Wade"

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 105.—Total 20—11,824

BOSTON, Nov. 10, 1888.

CALIFORNIA DIVISION—1—300.

Unattached.

21070 Thorpe, Ben F., 149 So. Hill st., Los Angeles

MASSACHUSETTS DIVISION—3—1231.

Unattached.

21072 Owens, Hugh, Quincy
21073 Wilbur, Henry E., Somerset
21088 Kelh, W. E. jr., 70 Forrest st., New Bedford

MISSOURI DIVISION—3—355.

St. Louis Cycle Club.

21077 Campbell, J. Hayes, 3502 Laclede ave., St. Louis

Unattached.

21078 Eaton, A. F., 4 S. Court st., St. Louis
21079 Ring, V. P., 110 N. 4th st., "

NEW JERSEY DIVISION—1—711.

Unattached.

21080 Marshall, Geo. P., jr. 19 No. 3d st., Camden

NEW YORK DIVISION—9—2450.

Buffalo Bi Club.

21080 Baecher, E. Chas., 707 Main st., Buffalo
21081 Donaldson, Geo. S., 877 Delaware ave., "
21082 Donaldson, Walter J., 973 Delaware ave., "
21083 Markham, Chas. E., 383 Fargo ave., "
21084 Nicklis, E. E., 50 Linwood ave., "
21085 Rudolf, Edw. J., 28 Park st., "
21086 Tillinghast, Jas. F., 422 Prospect ave., "
21087 Jackson, Geo. E., Tonawanda

Unattached.

21070 Avery, W. R. M., Portland

PENNSYLVANIA DIVISION—2—1472.

Unattached.

21071 Grandin, Wm. J. Jr., Tidioute
21074 Fox, Henry K., L. Box K, York

RHODE ISLAND DIVISION—1—259.

Unattached.

21075 Mason, Chas. B., Warren

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References: *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

The Le Sueur News.

LE SUEUR, MICH.

E. H. DEARTH, Editor.

AN OPEN LETTER.

I have ridden a Columbia Light Roadster for the past two years, over all kinds of roads and am frank to say that I would not mount any other. It is to-day just as good as the day I purchased it; and other than a broken spoke I have not expended a cent for repairs. In fact it is a *Jewel* that occupies a prominent position in my heart's affections. I have that satisfaction when starting out on a long trip that I am going to be brought home without any breakdowns. I find my steel steed to be an almost indispensable requisite in my business. *E. H. Dearth.*

THE BICYCLING WORLD & BULLETIN.

FOUNDED 1878 — L. A. W. — DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy. | *BOSTON, 23 NOVEMBER, 1888.* | Volume XVIII. Number 4

HISTORY REPEATS ITSELF

again, and we are obliged to step modestly forward and gather in another laurel leaf for the VICTOR.

This time it was at Philadelphia, and the occasion was the

SPORTING LIFE 100 MILE ROAD RACE.

There were thirteen to start, but only two to finish, and both of these rode VICTORS. The course was a hard one, being profusely ornamented with hills, but notwithstanding this, both these men broke the American amateur record, which, by the way, already belonged to the VICTOR.

No, we don't think it is fate that gives the VICTOR its success in road racing. It is a fact that they are made of the best of everything, and built to be winners.

More and better road races have been won on VICTORS than on any other machine in the market, and we submit this fact as very good evidence that they are stronger, lighter running and more reliable than any others. Ask VICTOR riders.

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We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

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5th Prize—Coventry Rotary Tandem	100.00
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8th Prize—54-inch Rudge Light Roadster	60.00
9th Prize—44-inch American Safety	50.00

All in good condition. **855** tickets at **$1.00 each.** *References*—Wm. Bostwick, Cashier Nat. Hudson River Bank; F. L. Pitcher, City Clerk; H. J. Baninger, Jr., President Hudson Bi. Club, Hudson, N. Y. E. B. MALLESON, Manager, Hudson, N.Y. Box 514.

JOHN HARRIOTT,

MANUFACTURER OF

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MEDINA, N. Y., Oct. 5th, 1888.

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Dear Sirs—In May last I purchased a Springfield Roadster, and since that time I have ridden as many miles as any rider in the country, and over every kind of road. I have ridden up sandy hills and down steep stony ones. I have ridden over rails and off of curbings; in short, my Springfield Roadster will take me almost anywhere in safety. It takes but little effort to propel it.

Respectfully, NEIL F. POSSON,
Teacher 4th Grade Medina Free Academy.

"I believe the Springfield Roadster is the best wheel manufactured for all around use." F. E. EASTLACK,
Crawfordsville, Ind.

"I would ride no other." JONATHAN KOLB, M. D.,
Oxford, Ind.

"The most practical Roadster on the market."
W. H. GARDINER, Fairfield, Neb.

"Too much in favor of the Springfield Roadster cannot be said. As an all around machine it has no equal."
C. L. ROBERTS, Dunlap, Iowa.

"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on." F. M. MILLER, Coldwater, Mich.

"I know from experience that for comfort and ease, long distance riding, over good or rough roads, it is the best bicycle made." C. D. MCINTOSH, Salem, Ind.

"My wheel works very nicely and has never got out of order."
JOHN S. COPP, Coldwater, Mich.

"There is no doubt in my mind that it is the most serviceable all around wheel in the market." C. E. WALKER,
Secy. Pastime Cycling and Athletic Club, Chicago.

"I am very much pleased with the Springfield Roadster."
P. H. SERCOMBE, Milwaukee, Wis.

"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal." ROFTMAN & PUGH, Terre Haute, Ind.

"It is the wheel of all wheels." CHAS. HEWITT,
Arcola, Ill.

"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels."
A. LEROY, Springfield, Ill.

Catalogue Free.

JOHN P. LOVELL ARMS CO., 147 Washington Street, New England Agents.

SPRINGFIELD BICYCLE MFG. CO., 178 Columbus Ave., Boston, Mass.

☞ For further information see Page 52.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

NEW RAPID SAFETY and a 48-inch Special Star for sale cheap. Call or address HOWARD M. WHITE, 118 N. Greene st., Trenton, N. J.

EXTRA FINE D.B.B.L. Shot Gun and outfit. Cost $100, for Victor Safety. R. H. BURR, Middletown, Ct.

AMERICAN CHALLENGE TANDEM for 50 cents a chance; only been run 250 miles; as good as new; perfect in every way. Drawing to take place December 22, 1888. Send 50c. by postal note and get your ticket. Refer to Farmer's National Bank. H. G. WEIDENHAMER, Watsontown, Pa. 20,870 L. A. W.

FOR SALE—An '88 Victor Safety cheap; almost new. E. S. EVERETT, Binghamton, N. Y.

WANTED—Victor Safety in good order; 1887 pattern preferred. State condition and lowest price. RYDER, P. O. Box 1381, Providence, R. I.

FIVE BICYCLES to be raffled; tickets 25 cents each. The holder of a ticket has five chances, equal to 5 cents a chance. Bicycles to equal value of tickets sold. Raffle will take place Dec. 22d. Get Bicycles for Christmas presents. S. L. HOUSE & CO., 113 Fifth ave., Chicago, Ill.

FOR SALE—Singer Traveler Tricycle, bicycle steering; very little used; splendid order; cost $175. Will sell for $75, net. Address ALTHANS, Cramer D. P. Works, St. Louis, Mo.

European 'Cycle Tour,

[LIMITED.]

SUMMER OF '89.

For particulars address

F. A. ELWELL,
152 Pearl St., Portland, Me.

Bicycles, Tricycles, Tandems and Safeties.

SHOP WORN and SECOND-HAND.

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

W. B. EVERETT & CO.,
6 and 8 Berkeley St.,
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SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

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The Referee Annual,

Ready Dec. 15, will contain Sixty-four pages of matter of interest to all wheelmen;

250 Pictures of Celebrities.
50 Humorous Sketches.
Tables of Records. Cycling Stories and Reminiscences.
A Review of Cycling in America Since 1860.
The past season's doings at home and abroad, and other features.

An interesting Budget for Xmas reading. Sent to any address on receipt of 10 cents.

THE REFEREE PUB. CO.,
199 S. Clark Street, Chicago, Ill.

THE STRONGEST KNOWN
Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

WE DO NOT NEED TO BLUSH

AT THE FOLLOWING RECORDS,

Neither Do We Want the Earth,

BUT WE DO WANT THE HILL CLIMBING RECORDS.



Read the following, and then draw your own inference as to where the records are held, also jot down in your diary where these practical hill climbers and speedy wheels can be purchased.

Eagle Rock Hill, Newark, N. J., November 19th, 1888, by J. Harry Shurman, on a Springfield Roadster, 24 times without a dismount, breaking all former records for speed for 13 times, and placing 11 times additional to our credit, and for our competitors to practice on.

Corey Hill, Boston, 11 times without a dismount, by Samuel B. Sterling, of Bridgeport, Ct. (age 45 years.) Stickney Hill, Lynn, Mass., 4 times without a dismount.

These hill records, together with the fastest quarter mile ever ridden and the fastest half mile in competition by J. Fred Midgley at Rochester, N. Y., August 30th, 1888, we think should convince the most skeptical regarding the qualities of the Springfield Roadster on the track, road and hill.

We solicit the investigation of those who anticipate purchasing, and to those who are not pleased with their mounts, we would say, TRY THE SPRINGFIELD ROADSTER. Watch for 1889 Catalogue Jan. 15th. Agents wanted in all unoccupied territory.

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, - - - - - BOSTON, MASS.

☞ For further information see Page 51.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

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League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 23 NOVEMBER, 1888.

WE wonder if the day will ever come when the average wheelman will not be looked on, or desire to be considered as a separate and distinct specimen of the *genus homo?* Unfortunately for the sport, the original desire to appear conspicuous, that obtained when cycling was in its infancy, still clings to many of our later day riders.

In the "good old times," when the art of balancing on one wheel was looked on as something only within the capacity of a comparatively few, we cannot wonder that the riders liked to be considered as beings endowed with more than ordinary skill, and that the onlooker was inclined to view the cycler in somewhat the same light. In those days it was natural that the cycler should look on himself as rather a remarkable individual, and one to be admired and wondered at by that large class of humanity who depended on "shanks' mare" or the slow plodding horse as a means of locomotion. In fact the tendency of public opinion in the early history of cycling was to make the cycler feel rather "sot up," and to arrogate to himself certain privileges that the dear walking and driving public submitted to with a good natured grace.

When the bicycle first appeared on the highways of the country the rider first took unto himself the privilege of riding on the sidewalks at full speed, and yelling or blowing a whistle to warn the grovelling pedestrian from his path. In those days the good-natured ped. would stand aside, and as the flying wheelman whirled past, he or she would remark "how wonderful, how graceful!" and the modern feather-weight Juggernaut would go scooting on his way, yelling or whistling warnings for other plodders to make way for him and his wonderful wheel to pass. Now that was all right and natural, but it seems that the wheelman in a good many places still considers that the public must "make way" for him as of yore. In this the wheelman is different from the dear public: the old wonder has ceased to move non-riders when they see a bicycler, and when the noisy, and in some cases insolent, demand for room is made, the old-time admiration and expressions, have given place to "deep drawn curses" and imprecations on the head of the cycling nuisance. The same general tenor of remarks also applies to the old and new relations as existing between cycler and horseman.

Let us try and get down from the pedestal built in the year 1879. The false exaltation of those days is now obsolete. Let us try and be natural on the wheel, and not do and expect things when riding a cycle any different than if we were mere commonplace plodders, and above all let us strive to dispel the notion that cyclers are, as a class, a nuisance, to be avoided and sat upon.

IMPORTANT DECISION IN ENGLAND ON THE BOWN BEARING PATENT CASE.

IN the great suit of Wm. Bown vs. Sansome, Teale & Co., of Birmingham, Eng., for infringement of the Bown ball bearing patent, the defendant on the eve of going to trial admitted the validity of the Bown patent, paid the claims of Wm. Bown and took a license for the use of the patent. This suit is remarkable, as several companies had banded together to test the validity of the patent, and presented a very bold front up to the time of trial.

Mr. Bown has been uniformly successful in maintaining this patent, and will now, in all probability, enjoy a peaceful posession of his rights.

VICE PRESIDENT HAYES WILL DEPART FOR BRAZIL.

THE members of the League and those more closely connected with Mr. H. W. Hayes, of Boston, will learn with regret that the active Vice President of the L. A. W. has accepted the responsible position as manager of the Brazilian branch of a large Boston commission house, and that he will leave for the land of Dom Pedro about the first of January next. Mr. Hayes will have his office in Para, the great entry port of Brazil and the river Amazon. Mr. Hayes' engagement covers a term of five years, during which time it is not probable that he will visit this country.

We do not wish to dwell on the loss of Mr. Hayes' services in the councils of the L. A. W. Conservative, clear headed and active, the Vice President's advise and help will be sadly missed in the councils of the Executive Committee.

All members of the League, and all others who personally know Mr. Hayes, will join us in wishing him the greatest success and happiness under the new conditions and in his new home on the equator.

A EUROPEAN CYCLE TOUR.

MR. F. A. ELWELL, of Portland, Me., issues a very attractive and comprehensive circular on his proposed European cyclists' excursion to start from this country in May next.

After much careful consideration the following route has been selected:

IRELAND—Cork, Fermoy, Clonmel, Kilkenny, Carlow, Dublin. ENGLAND—Liverpool, Chester, Birmingham, Coventry, Warwick, Stratford-on-Avon, Oxford, London, Brighton, New Haven. FRANCE—Dieppe, Rouen, Versailles, Paris, Fontainebleau, Melun, Joigny, Montbard, Dijon, Auxonne, Dole, Poligny. SWITZERLAND—Geneva, up Lake Geneva to Villeneuve, Aigle, Gesseny, Thun, Berne, Lucerne, up Lake Lucerne (make trip to top of Rigi), Brunnen, Zug, Wadenschwyl, Wesen, Rapperschwyl, Zurich, Schaffhausen, Basel. GERMANY—Strasbourge, Baden-Baden, Heidelberg, Mayence, Coblenz, Cologne; from here steamer will be taken part or whole of distance to Rotterdam, where the tour proper will end, leaving members free to carry out any private scheme of travel. Steamer can be taken here for England (six hours) and rail to Belgium, France or Northern Germany.

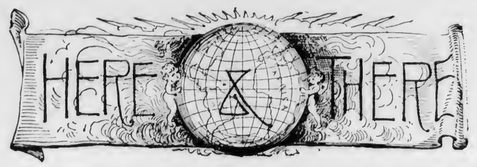
The pace will be an easy one, and made with a view so that ample time will be given for sight seeing. It is expected the party will reach home about the first of September, and the cost of the trip will be about $400 per capita.

Safeties are recommended as the proper wheel to use, and one with good luggage carrying capacity should be selected.

It is also suggested that members of the party join the C. T. C., of which Mr. F. W. Weston, of Savin Hill, is Chief Consul for the United States.

The party will be limited to twenty-five in all. For further particulars address, F. A. Elwell, 152 Pearl street, Portland, Me.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written; see advt. Send in 25 cents for a copy. It's value received.



NOTES BY

THE "CAVILER."

From my perch over the transom of Room No. 6, Parker House, I had an excellent opportunity to witness the effect of the very unexpected and consequently dramatic entrance of ex-Captain Whitney into that room, during the special meeting of the Boston Bicycle Club on last Tuesday evening. It was a wonder to your faithful henchman that the little Captain was not torn limb from limb, so enthusiastic, so demonstrative were his friends. The New Mexican stood the hand shaking and the hauling like a good sheep ranchman that he is. it was refreshing to see the stately Josiah S. Dean beam down from his six feet of altitude on to the five feet five of the returned wanderer. I do not know if tears of joy dimmed the specs of the present worthy Captain Kendall, but I noticed that he wiped his glasses in a suspiciously frequent manner. A great many of the gentlemen present were strangers to me, but there was one other than those already mentioned, who attracted my attention from the whole-souled, hearty, unctious manner with which he greeted Whitney. This gentleman was tall and rotund, and the very quintessence of good nature, if I am a judge of face , but just before I had to descend from my coign of observation I heard Whitney address him by the familiar title of "Dick." Yes, "Dick;" but Dick who! Can any one answer the groping Caviler?

You will remark that I hinted at a sudden descent from my perch. Well, yes, I did have to beat a hasty retreat, and I *am* afraid undignified retreat, but with my usual good luck I escaped detection. I, however, waited downstairs until the meeting adjourned, and then hung round to see if I could pick up some points as to Whitney's reason for coming home. I did not get much satisfaction, but judging from the fragmentary remarks I heard from Whitney I think that New Mexico and he are not congenial.

It is very pleasant to get postals and letters from prominent wheelmen that my notes are missed when material is lacking, and I fail to send in copy. As my work is sedentary and of a character that accumulates when I am away, I found lots to do on my return last week from New York, hence I have been unable to get around much.

What *is* in the air, and is it a fact that a cycle club on a large scale in Boston cannot be made a success? My query is made because of the late action of the Massachusetts Club. When I came to Boston three years ago, the club was on the very top notch, and now to see it "dying, dying" is a very sad comment on the condition of bicycle clubdom in the hub. While walking along Washington street the other day I noticed Peck and two other men who I took to be Massachusetts men standing on the corner talking. Now I am opposed to eavesdropping, but as I passed I heard enough to convince me that Peck was talking "cause and effect" pretty strongly. The question as to whether a strictly bicycle club on the splendid lines of the Massachusetts Club can be run successfully in Boston has been pretty (un)satisfactorily answered by pointing to this case. The management of the Boston Bi. Club called a halt last summer and until now have been without headquarters. I hear that steps have been taken to secure proper headquarters, and that the club will not be much longer without a home. This club, however, acknowledges that the social element has strengthened the backbone of that organization greatly. I am inclined to believe that *purely* bicycle clubs with expensive houses will prove a losing venture in other places besides Boston.

With the departure of our well-beloved and much-esteemed Chief Consul H. W. Hayes for Brazil the question has already been broached as to a fitting successor. I heard the name of a certain "Jack" Seward mentioned, and why not? "Jack" is a good fellow and level headed withal. Another name I heard bruited was that of Doctor Kendall. Well, there are two good nominations by the Caviler; if there are any better, name 'em! Hayes has been a good Chief Consul, and any one less active and efficient will scarcely fill the bill. There is the right man in Massachusetts now who can name better names than I.

PORKOPOLIS NOTES.

"STAR."

A series of races next season, it is believed by many, would intensify the interest in cycling and increase the number of the knights of the wheel. Several spasmodic efforts in that direction have been made during this year. Early in the season a road race was run for a medal offered by Mr. A. A. Bennett. Later several races were run in connection with the Carthage Fair. Even if we had the right to drive our wheels along the public highways at the rate of seventeen miles an hour, the only one at all suited to the purpose is the Carthage, Glendale and Hamilton pike, but it abounds in ruts and is always heavy. The only track to which we have access is the one in the Carthage Fair Grounds, but it is over nine miles from the heart of the city, and is never in the best condition. If we expect to make track racing a success we must have a course nearer the heart of the city in order to give prospective contestants abundant opportunities to practice. The following are some of the locations suggested where a track might be built: The Athletic Club's grounds, the Cincinnati Ball Park and the Zoological Gardens. The two former are objectionable for obvious reasons, but the latter has much to commend it; still it will depend on whether the corporation controlling that resort can be made to see that it would pay. If those interested expect to do anything towards securing a track for next season, now is the time to begin.

The "Veloce" Club now have a library and gymnasium, and both well patronized.

As several members of the C. B. C. were ploughing through the mud in the streets of Lockland, O., on the Sunday after the presidential election, they were asked if they were out paying election bets.

The Kenton Club who are determined not to be outdone by the C. B. C. in providing amusements for the winter, are organizing a "Kazoo" band, with guitar, banjo and violin accompaniment. Now look out for a rapid depreciation in the value of real estate in that neighborhood.

From the frequent and continued rains it begins to look as if the riding season, as far as the outside of the city are concerned, is about at an end. But when the boys gather about the Thanksgiving board next Thursday to masticate the juicy turkey they will no doubt recall much for which they should be thankful; there were but two Sundays prior to Oct. 1 when the rain at all interfered with riding, and then the crop of spring chickens—my!

The squabble in the Terre Haute Club, referred to in the News and Comments in the Bicycling World and L. A. W. Bulletin of Nov. 9, only emphasizes the folly of permitting either political or religious discussions to disturb the harmony of a bicycle club. While it is extremely doubtful if they are ever the cause of any one changing his belief, it is absolutely certain that they are productive of enmities and hard feelings that will sooner or later result in a disruption of the organization.

NEW YORK.

"HAWKSHAW."

To show what concerted action can do to influence those in power, the following is an example: On Wednesday fifteen members of the Fordham Club, a small, social organization, appeared before the Park Board and asked that ten feet on each side of Jerome avenue, from Kingsbridge road to Fleetwood park, be macadamized. They represented that the avenue became impassable in wet weather on account of the mud, a statement that I am sure can be certified to by every wheelman, and that in such cases the macadamized strips became a necessity. The Board promised to do as requested, and the result will be hailed with gratitude by every rider here, be he a horse or cycle one. See what organization does. Will anyone say that the same number of citizens of an equal status would have had the same effect? No, decidedly not. It was the name of an organization that these petitioners claimed to represent that carried the weight with their request.

The New York Club now proposes to make things particularly lively in their new house this winter. The appointment of the well-known writer of things theatrical, John Reginald Blake, as Chairman of the Entertainment Committee, at once sets the seal of success upon the New Yorks' social aspirations, and we shall now see what we shall see.

Of late years there has grown up in wheel clubs a custom of bedecking their members with medalistic mementoes of miles measured, or to express the idea less alliteratively, the bestowing of prizes for various riding feats of the members. The excuse given for this numismatic system of reward, on the part of its supporters, is that riding must be encouraged in the clubs, and that this means is best reached by the offering of these glittering incentives to the members. I am of the opinion that the idea and the practice are both wrong. When a man becomes a member of a wheel club he does so, as a rule, to receive the companionship of his fellow members, and to secure at the same time the comforts and conveniences of a club. The club man is usually supposed to be a rider who rides for sport, seeking as a reward for so doing only the pleasure and health that must at all times result from any indulgence of cycling in moderation. This at least is the theoretical position he occupies and is the one that should be encouraged. Now the medal maniac occupies no such logical or sensible position, either in club or wheel world, and is an excrescence upon the body cycling that should be lopped off and extirpated by the diseçting knife of censure. The offspring of this medal-giving plan of encouraging cycling is that particularly unpleasant individual, or machine, known as a "mileage crank," who views the rising or the setting of the sun simply upon the basis of how many miles old Sol has travelled in the journey, who states his astronomical distances by a figuration of how many years it would take him to ride the distance between earth and planet. In fact he resolves everything in life into a question of miles and machine. The product is not a credit to cycling, and should not be encouraged. To the mileage fiend everything is sacrificed that in the end he may wear a medal advertising the fact that he has been idiot enough to cast aside the comfort, health and pleasure of riding to gain a given number of miles during the year. Really I do not think this picture is over colored, it is unfortunately but too correct to suit those who recognize this evil. Cycling, like virtue, should be its own reward, and not a seek-to-be the recipient of any unworthy encouragement in the above shape. Any rider who, belonging to a club, can find no other encouragement to ride than in being awarded a medal to do so, had better be given a nice pleasant nook in the club room and allowed to sit there undisturbed, till accumulated dust of years has dimmed his incipient insanity and produced a sane rider out of him. I do not think these riders "for revenue only" are a success.

CHICAGO.

THE "STROLLER."

The programme for Thanksgiving Day has been slightly changed, and instead of a "follow-my-leader" chase there will be a grand hill-climbing contest in Lincoln Park, weather permitting. This will be under the management of the "Chicagos," and all wheelmen are invited to enter the contest. There will be three prizes—i. e., a first, second and third—all medals. This ought to be well worth seeing, and will probably bring out a goodly field of contestants, although I look upon Will Thorne as a sure winner of first prize.

Carlson says he is not going to resign or anything of the kind from the C. C. C. I am glad to hear it: he is too valuable a man to lose.

Randall says he is not in the field for the Presidency, or any office, next year. What's the matter with Thorne? Can they get a better one? I think not.

Jim Sidebottom says it is pretty hard to be mentioned in the *Reforce* at all, but when they drop into poetry over him, why that is more than human nature can stand, and now he is looking for gore, and not Chapin & Gore either.

The three "Cs" will give a turkey raffle Wednesday evening, the 28th, and from the amount of fun that was gotten out of the one last year there will probably be a full attendance at this one. All wheelmen are to be invited, and a jolly time is promised.

A pool tournament, between teams from the Lincolns, Illinois and Chicagos, is a fixture for the near future. Just imagine Oliver, W. A. Davis, C. C., and Garden engaged in a loving game of pool, with Tom Roe as referee. What a game that would be.

Stevens and Whitgreave had a good joke on the Fort Dearborn men. As soon as consolidation seemed to be an assured fact they hastened to join the Chicagos, and are now full-fledged members of the C. C. C., much to the surprise of the Fort Dearborn fellows.

The Douglass Cycling Club, a promising West Side organization, gave their opening reception and ball Thursday evening last, and it was a very pleasing affair. John M. Stout, the trick rider, gave an exhibition of his skill on the "Star." Dancing until the "wee small hours" concluded the entertainment. They are a jolly set of men, those Douglass Club boys, and may the club live long and prosper.

"Alabama" says the "Thursday nights" at the Chicagos' Lake avenue club house have fallen into the hands of a certain clique of ladies who run things entirely to the exclusion of the others. This may be so, but the only cliques I have been able to discover are two, the stay-at-home clique and the clique composed of the ladies who are there ladies' nights. Bring your wife around, "Alabama," and after one evening I will guarantee she will leave the stay-at-home clique and join the other at once.

Heavens! but how the poor "Stroller" caught it this week: all on account of saying that some wheelmen regarded those Roe-Randall records with a slight grain of suspicion. Roe is out with a challenge of a thousand dollars as to what he can ride next year, from April 1st to Nov. 1st, and refuses to wear the medal given by the club, while Randall says they can say what they please but he is going to wear that medal—he worked too hard to get it to give it up; and every old Fort Dearborn man seems ready to thrash the "Stroller" or the first "knowing one" he comes across, for insinuating anything about those records. In fact I have heard some of those whom I had heard speak of the records rather doubtfully now say that there is not a shadow of a doubt about the records being accurate. I myself do not doubt the records, but simply stated what I had heard.

NEWS

AND COMMENT.

The Washington *Hatchet* complains bitterly of the recklessness of some of the cyclists of that city. This paper says: "A couple of persons were more or less injured during the past week, by being struck by bicyclers turning corners at full speed." The *Hatchet* suggests a few well advised arrests as a good remedy.

Our advertisement of premium offer of Texas Siftings was crowded out this week, but the offer still holds good: (i. e.) $2.00 for the World and Siftings for one year to new subscribers, and $1.25 for Texas Siftings for one year to League members and present subscribers. Send in your order: postage stamps *not* received.

The Brookline (Mass.) Cycle Club are discussing the advisability of moving into larger quarters.

Chief Consul Bidwell of New York was in town last week, for a day, on League business.

Remember that Wm. Read & Sons deal in all kinds of sporting goods. See their advertisement and send for a catalogue.

Elmer G. Whitney has returned from the land of the Zuni and is glad enough to get back to the effete East. We are glad to see him.

Have you sent for a catalogue of the Kodak? This little instrument is creating a great furor among cyclists. To see one is to buy.

Vice President H. W. Hayes leaves for Para, Brazil, January 1st., under a few years' engagement with a large Boston Commission house.

The Massachusetts Club vacates the premises occupied by them on Newbury street. The matter of new and more modest headquarters is under discussion.

The Springfield (Mass.) Club management is making preparations for the winter. Additional boxing gloves, foils and home trainers are being put in stock.

A correspondent writes us that Terre Haute is pronounced Terre *Hot*, and that the name is very appropriate as the *earth* is *very* hot round there since the political split in the bicycle club.

"Senator" Morgan has been quite ill with a fever at Fort Valley, Ga. He writes that he fell into the hands of some good samaritans, otherwise he might have had to go to the hospital.

The bicycle has been a very prominent feature in the parades during the late campaign. One of the most successful of these bicycular-political organizations, was that of the Fostoria, Ohio, Club.

The town of Wakefield, Mass., is about to make purchases of road making machinery, and the riders of that town are consequently happy over the prospective improvements of the highways.

The articles on road making just completed in the official part of this paper are being put into pamphlet form, and will be distributed by the L. A. W. free of charge to those who can use them to good advantage.

A Brooklyn exchange, in describing a race, says "the riders quickly donned thin racing suits and *geared their wheels!!*" The

aforesaid paper had better employ a cyclist to do its reporting of cycle events.

W. S. MALTBY, the professional trick rider, has issued a challenge, through the New York *Clipper*, to all the world. He has made a deposit of $50 with that paper and is anxious to have it covered. Who will meet Maltby and contest for the trick riding championship of the world?

THE local championship of the city of New Bedford, Mass., was lately decided in a match race between H. E. Sisson and F. Clark. The distance was about 4 1-8 miles, and the race was won by Sisson in 16m. 50s.; Clark ten seconds later.

"IT is a safe bet that Seneca Falls can boast of the worst roads than any other place in the United States." As the above item is taken from an Auburn, (N. Y.) paper, this statement must of course be swallowed with a grain of salt.

RICHARD GOLDEN, who is an actor as well as a cycler, has written a play with the bucolic title of *Jed Prouty*, which, if his bicycle does not give him a fatal "header," he will inflict on the public in futurity and personate Jed himself.

Bl. News does not think any great shakes of Windle because he is only five feet six inches, and rides a 53-inch wheel. "He is not big enough." Has our worthy English contemporary forgotten that Temple was just about Windle's size? Was *he* "big enough?"

A COMPANION WANTED—"I would be pleased to know of one or more wheelmen contemplating a twenty or thirty mile 'spin' in this vicinity (weather permitting) whom I might accompany Thanksgiving, Nov. 29th. Wm. Stanton Macomb, 45 Saunders avenue, W. Philadelphia, Pa."

MR. AND MRS. J. S. DEAN received at their home in South Boston last week Wednesday. The affair was a brilliant one, and many of Mr. Dean's friends in the cycling world were in attendance. Mr. and Mrs. J. S. Dean will reside at 935 Broadway, South Boston, the residence of Hon. Benj. Dean.

IT has been held by an English magistrate that ten miles an hour is riding or driving at a furious pace. It is the hope of many London riders that the N. C. U. will bring the matter before the proper authorities so that a rule establishing the lawful pace of a rider in the Metropolitan district will be made.

ERRATA.—L. A. W. No. 13425 quotes from our Terre Haute correspondent, "Wabash," the item that states Probst and Hulman climbed Probst hill four and five times respectively without a dismount, and that Probst hill is 800 feet long and has a rise of *about one* in *three*. L. A. W. 13425 then very properly says, "I don't believe a hill 800 feet long with a rise of one in three can be ridden by any living man." The gentleman is correct; the copy stated one in *thirteen*, our types got it one in *three*, which was incorrect.

A FUNNY incident is told by an English paper—that is, funny to all but the person most interested—happened to an Irish safety rider some time back. He was on his way down hill, when he came across and rode over the iron hoop off a cask. This threw him somewhat heavily, and as it was after dark he was unable to understand the reason of his fall. Imagine his surprise, therefore, when a bystander came running up with the said hoop, remarking that the bicyclist had dropped part of his machine on the road. Where the iron had come from he did not attempt to explain, but no doubt he thought it one of the wheels.

WITH the splendid roads France boasts of it is curious that cycling and touring among the French is not more popular. An exchange, speaking of a tour made by Mr. Joseph Pennell from Dieppe to Marseilles, states that during his ride of some one thousand miles he did not meet a single cycler. Mr. Pennell states that his daily expenses averaged about 7f., or $1.40. He adds: "Not only can you ride all the way down hill from Lyons to Marseilles with the minstrel, the north wind, at your back, but by climbing up to Alais, on your return, you come down by the valley of the Allier all the way to Nevers with the south wind. This round trip is one of the most wonderful in the world, the return journey being through the Cevennes."

IT is very amusing to notice in our English exchanges the solemn way with which the champions of the ordinary vs. safety keep up their discussion. Ever since the dwarf cycle came into prominence the wordy war has waned and waxed, but never entirely stopped. Such discussions are to a certain extent very interesting and must be of inestimable value to the manufacturer. But taken from a purely rider's point of view, what Mr. A. and Mr. B. says to the effect that the safety is a craze, a fad, or that the ordinary is doomed, is absolutely of no value as an opinion. The safety is not a fad, a temporary craze, and the ordinary will prove a very active factor in the cycle business for many years to come. As we before have applied a homely saying to this subject and to the disputants, "Both are wrong and both are right, and both are very impolite."

BEFORE election ten Republican members of the Poughkeepsie (N. Y.) Bicycle Club made a wager with ten Democratic members of the same organization that Harrison would be elected, the losers to draw the winners in a wagon from the club rooms in Catharine street to the Post Office and return, and also to pay for a supper. Of course the Democrats were beaten, and paid the bet like men, on Thursday evening. The weather was rainy and the walking in terrible condition. There were nine Democrats attached to the wagon, while nine Republicans rode inside. In the wagon was a transparency bearing these words: "It is no more than we expected." Fireworks were discharged at intervals from the wagon. There was a large crowd gathered on the street, and at all points the paraders were saluted with fire works and bonfires. The march from first to last was an enthusiastic one and attracted much attention.

GEORGE B. THAYER, in the New York *World*, writes that he took his first "European" header as follows: That afternoon, just before reaching Montelimar, I took the first fall of the whole trip of over two thousand three hundred miles. I was riding along at a twelve-mile-an-hour gait when a long-haired, miserable-looking dog ran out of a house to accompany me for half mile or so. There was nothing uncommon about that, nor did I mind it much, for the dogs are so thick in Southern France that it was nothing unusual to have three or four at once barking at me as I rode along through the more thickly settled portions of the country. But this dog, singly and alone, brought me to the dust after a ride so long without a tumble. Whether the dog got careless and ran too close to the front wheel or whether, in turning slightly, I bore down upon him, I shall never know; but I do know that, going at the high rate of speed I was, I suddenly struck, full length, on my stomach, in the road, 'way head of the machine, dog and everything. I could not at first realize what had happened, but when I saw the dog running for home, with a reproachful look in his face, I knew I had done something to, at least, hurt his feelings.

IF the following modest claim and request should chance to meet the eye of the President-elect and come to the notice of the Republican members in the National Senate and Congress, we have no doubt but that gratitude will so swell their individual "buzzums" that each and every one of them will make it his personal business to see that our correspondent's suggestion is at once carried out. We quote: "Now that the smoke of battle has cleared away, and we find that the G. O. P. has made a clean sweep, and that a continuation of high tariff is thereby assured, the question arises, what shall we do with the surplus? I would suggest that, as the G. O. P. owes their success to the wheelmen of this country for furnishing them with their campaign cry ("he's all right"), they should appropriate as a starter, well, we would be satisfied with a hundred million dollars, to be divided among the different States of the Union, to be expended in grading and hardening a line of highways between all large cities, no grade to exceed one in fifteen. This would serve a triple purpose. First, it would set the surplus afloat in the hands of the poorer classes; second, it would give our unemployed labor work; third, and greater than all, it would give us roads that would not be (as they are now) a national disgrace."

FROM PITTSBURG, PA.

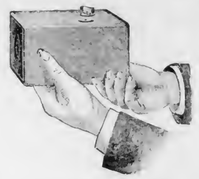
MR. W. D. BANKER, of Pittsburg, Pa., paid us a very pleasant call last Tuesday, and from him we learned many points of interest from the black country.

In the matter of distance over which Messrs. Banker Brothers made their famous record, on a Swift tandem bicycle, we have been promised a survey of the road, showing the grades and the exact distance, from the hands of the City Engineer. We understand that the survey shows that the finishing point is some three feet above the point of starting. In making the record it seems that five watches were held, and the time claimed, 2.38, was the highest any of the watches showed, some of them giving as low as 2.37 3-5.

A great six-day bicycle race between nine female riders is to be started next Monday, Nov. 26. All the contestants are new hands, that is, none of them ever mounted or rode a bicycle until some few weeks ago. Mr. Banker says that some of the girls have developed a wonderful power of speed and endurance, and that a close and interesting race may be looked for. Pittsburg is all agog, and very much interested in the coming race.

A big effort is being made to consolidate the bicycle clubs of Pittsburg, and Mr. Banker has hopes that this end will be attained.

A CAMERA FOR WHEELMEN---THE KODAK.



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One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds

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EASTERN ROAD CLUB CUP TIE.

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 25 miles in the time of 1h. 35m. 25s."--*Bicycling World, Nov. 16th, 1888.*

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Agents * Don't * Get * Left

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

MFG. CO. SPRINGFIELD, MASS.

We were told that the Pittsburg men were very anxious to have a go at the celebrated Wilmington road team. It seems that the affair was talked over at Buffalo, but naught has come of it. The team that the Pittsburg men would put up against the hitherto invincible Wilmington aggregation would be the Banker brothers and F. G. Lenz. It is now so late in the season that the idea of a race for this season at least has been abandoned.

WON'T THIS RECORD STAND A WHILE?

EAGLE ROCK RIDDEN TWENTY-FOUR TIMES.

J. H. SHURMAN, of Lynn, quietly waited until all the record fiends had taken their fill of tackling Eagle Rock hill, and then he took the train for Orange, N. J., and proceeded to just knock the spots off all previous attempts. On Sunday last a large number of riders started out to Eagle Rock because they had heard that Shurman was to make an attempt on the record. New York, Brooklyn, the Oranges and Newark were well represented. The weather was cold, too cold for excessive athletics out of doors, and the wind blew strong from the northwest. Shurman dressed warm, and with a silk handkerchief about his throat, mounted his Springfield Roadster and at precisely 8.50 was given the word go.

The length of Eagle Rock is placed at 4650 feet; average grade, 8 in 100. For 1400 feet the grade is from 7 to 11 in 100. The easiest grade in 7 in 100, and the heaviest 12 1-2 in 100. The altitude of hill is 185 feet 4 inches.

According to the above figures Mr. Shurman travelled about 42 1-5 miles in accomplishing this wonderful feat, and really many of the spectators grew tired, through sympathy, watching Mr. S. in his grind up hill and down.

The times per round trip and for the total distance are given below:

Start, 8.50.

	Finish. H.	M.	S.	Round Trip. H.	M.	S.		Finish. H.	M.	S.	Round Trip. H.	M.	S.
1	9	03	05	13	05		13	11	55		17		
2	9	16	30	*13	25		14	12	13	20	18	20	
3	9	30		13	30		15	12	33		19	40	
4	9	42	20	*12	20		16	12	50		17		
5	9	56	35	*14	15		17	1	07	40	17	40	
6	10	11	45	15	10		18	1	23	35	15	55	
7	10	26		*14	15		19	1	38	55	15	20	
8	10	40	20	*14	20		20	1	56	45	17	50	
9	10	53	45	*13	25		21	2	17	47	20	55	
10	11	08	05	*14	20		22	2	36	30	18	50	
11	11	23	20	15	15		23	2	54	20	17	50	
12	11	38		*14	40		24	3	14	15	19	55	

* Beats Coningsby's round trip time.

It will be seen by the above that Shurman beat Coningsby's record for 13 trips by 12m. 57s. Coningsby's time was 3.17.57, while Shurman did the 13 trips in 3h. 5m. The finish was made at 3.14.15 P. M., and Shurman's riding time was 6.24.15.

The timers were E. J. Desker, F. Brock, F. P. Prial.

Considering the tremendous feat, Shurman showed up pretty fresh at the finish.

His mount was the Springfield Roadster, and we doubt if this record established by Mr. Shurman will be beaten for many moons to come. Certainly 1888 will not see it bettered.

BLOOMFIELD (N. J.) CYCLERS ON EAGLE ROCK.

On the morning of Nov. 13th Mr. Wm. Van Wagoner broke all previous records for speed on Eagle Rock. His feat was timed by Mr. John Shurman, of Lynn, Mass., Mr. Howard A. Smith and friend of Newark and Mr. John V. L. Pierson of Bloomfield. Mr. Van Wagoner rode his 39-inch Star safety, and started from the willow tree at 10.55 A. M., and passed the summit at the sign, "No trespassing," at 11.01.47. This is fifty seconds under Greenwood's record, made on July 26th last.

At 4.17.20 on the afternoon of Nov. 13th Mr. John V. L. Pierson started on his attempt to beat his own record of two round trips, made last week.

Mr. Pierson's ride was witnessed by Mr. Philip Young, Mr. Wendall M. Strong and Mr. Wm. Lamson, all of Montclair; Mr. John Shurman, of Lynn, Mass.; Mr. Raymond Ball, of Orange; Mr. George Oakes, of Bloomfield; Mr. Fred Coningsby, of Brooklyn; and Mr. Wm. Van Wagoner, of Newport, Rhode Island. Dr. Gray, of Orange, was also present a part of the time.

The first up trip was finished at 4.26.56, making 9m. 36s. for the climb. On the second trip the summit was reached at 4.44.25; the third, at 5.04.56; the fourth, at 5.27. (Time of start was 4.17.20; time finish, 5.37.20.; elapsed time, 1h. 20m.)

The Bloomfield Cyclers boast the membership of both Mr. Van Wagoner and Mr. Pierson. The wheel ridden in this climb was a 52-inch Light Champion, with cranks at 5 1-2 inches.

CONINGSBY HAS A GO AT THE "ORDINARY" RECORD.

DURING the time that Shurman was making his great ride, Fred Coningsby made a successful attempt on the ordinary bicycle record, which was held by J. L. V. Pierson, in 1h. 20m. for four times. He mounted the hill and down again four times in succession, in 55m. 55s., thus beating Pierson's time by 9m. 45s. Coningsby rode a Victor Light Roadster, and he was timed by F. J. Desker and F. P. Prial.

EAGLE ROCK AND THE BLOOMFIELD CLUB.

I HAVE noticed in your paper an advertisement and an account of Eagle Rock Hill having been climbed on a crank wheel lately for the first time.

Several years ago R. D. Mead, on an old wheel, climbed this hill, and about a year since Dave Oakies was successful in an attempt; these men both on cranks of an old pattern, and with the same saddles and cranks used by them in daily riding.

To-day, at Irvington, the Bloomfield Cyclers and Elizabeth Wheelmen had a twenty-five-mile hare and hound run or paper chase, it being something novel in contests in this county I mention it; the Bloomfield Cyclers running as hounds, and winning the contest. T. D. P.

MEHLIG WINS THE 100-MILE ROAD RACE AT ST. LOUIS.

FRANK MEHLIG won the 100-mile match race with Geo. E. Tivy last week Sunday. It was a terrific strain on both men; the roads were very heavy and the hills told on the riders, as will be appreciated when we say that the 100 miles took 12 hours to cover. The course lay between the Missouri Club house and the Twenty-five-mile House. Mehlig showed the worst condition on the completion of the first round trip, and it took all manner of coaxing to get him to continue. Tivy showed up tired, but in fair condition. Percy Stone took Mehlig in hand and paced him on the second trip so well that he overtook Tivy at Bartold's. Mehlig was so used up that when he stopped for refreshments they dared not let him dismount. At the eleven-mile house Tivy was taken with cramps and quit, thus giving the race to Mehlig. It was cruel to start the men when the roads were in such a horrible condition. The men rode to the point of exhaustion.

KINGS CO., BROOKLYN, N. Y., CENTURY RUN.

CAPTAIN L. M. BRIDGMAN, Harry Hall, Jr., John Bensinger, Robert Hipson, and three others, of the Kings County Wheelmen, started on Sunday, at 6 A. M., to cover 100 miles. They had selected a course at Orange, N. J., which was seven and three-quarters miles roundabout, and they proposed to make the circuit of this as many times as possible. Harry Hall, Jr., had some trouble with his machine and had to give it up.

The roads were only in fair condition. John Bensinger did the best work of the day. He not only made his 100 miles, but his total score was 102 5-8. The last 16 miles he made in Prospect Park, Brooklyn, finishing at 8.30 P. M. It was not known at the Wheelmen's club house Sunday night whether any of the others had completed their 100 miles or not, but when Bensinger left Orange Captain Bridgman was still at work, and was determined to complete his run if it took until midnight.

SOME GOOD ROAD RIDING AT PHILADELPHIA.

THIS afternoon an attempt on the Lancaster pike ten-mile record was made by S. W. Merrihew, B. F. McDaniel and Victor R. Pyle, over the course from Wayne in to the first toll gate. The day was cold and raw, and a tremendous head wind made fast time an impossibility, but the men stuck gamely to it, and gradually Merrihew and McDaniel drew away from Pyle, who was accompanied by Jno. A. Wells, on a safety, and finished neck and neck, with a rattling spurt, in 38m. 36s.; Pyle and Wells came in two minutes later. The record for ordinaries was made by Frank Kahler, of the Pennsylvania Club, in 1886, 34.10, and Hill and Fuller, on their tandem bicycle, lowered it to 30.44 2-5 this summer. Both Merrihew and McDaniel are confident of their ability to cut down these figures on a favorable occasion. They rode Victor Light Roadsters, and Pyle rode a Springfield. Hall, of the Kings County, and Wilhelm, of Reading, were expected to ride, having written to that effect, but neither showed up. "ARIEL."

Philadelphia, Nov. 18, 1888.

MR. W. H. CALDWELL DID NOT SWERVE.

Editor Bicycling World: In your issue of Nov. 9th, "No Name," writing an account of the Berkeley tournament, speaks of my

swerving in a driving finish and striking Mr. Edwards, the starter, knocking him senseless, and taking a header. I desire to correct the above mistake.

Mr. Edwards was leaning forward and standing out quite a distance in the track, at least three or four feet from the rope.

Mr. Bowman barely escaped him, and as I was riding slightly at Bowman's right, my right handle-bar struck him on the upper jaw. I think that the accident was due entirely to Mr. Edward's carelessness and not to my *swerving*, as your correspondent states.

Yours, W. H. CALDWELL.

New York, Nov. 12th, 1888.

HERE'S richness from the *Bi. News:* "When Abbot Bassett compares the work done by himself and his two clerks on behalf of *the 1,200 members of the L. A. W.*, and the small portion of the BICYCLING WORLD devoted to its interests, with that done by E. R. Shipton and his thirteen clerks for the 21,000 members of the C. T. C., we can only remark 'bosh.'" It is remarkable what awful mistakes the intelligent Englishman makes when commenting on things American. The italics are ours, and are intended to emphasize the fact that *Bi. News* is only 10,200 wrong in its statement as to the membership of the L. A. W. With *Bi. News*, we can truly exclaim "bosh!"

"ARIEL" TO THE MESSRS. WILHELM, GRAEFF AND DOUGLAS.

Editor Bicycling World: "Oh, that mine enemy would write a book!" has been so often paraphrased into "Oh, that mine enemy would write a letter," that I can only express my thanks to Messrs. Wilhelm, Graeff and Douglas for the opportunity thus afforded me, premising that their letter in your issue of Nov. 9th is a tissue of distorted facts from first to last.

Imprimis: They state that I have wilfully and maliciously misrepresented the Reading Bicycle Club, and continue, "Many false statements about us have been made by him in the past, which have been ignored by us. * * * We feel it a duty to ourselves to show you the way in which your excellent journal is made use of by 'Ariel' to vent his spite on a club, the character of whose *membership is far above* his level." Now I simply give below *every word* referring to the Reading Bicycle Club which has appeared in my letters since I have been your correspondent, the dates appended being those on which the WORLD was issued:

April 4—"The Wilmington Wheel Club's racing team has challenged the Reading Club to a road race on the Lancaster pike, and intimate that the Pennsylvania Club will be likely to hear from them on the same subject. * * * With Wilhelm, Schmidt, Schwartz and Scheele to represent Reading it would take four good men and fast, to capture first prize from them."

May 25—"Reading wheelmen have been invited to 'ake part in the hill-climbing contest for the medal offered by Kirk Brown, and when Wilhelm, Schwartz and Scheele—to say nothing of Schmidt—get to kicking the pedals up grade some one has got to climb pretty lively if that medal is to stay in Philadelphia."

Aug. 24—"Four big men, in a boat is the latest development of the Reading Bi. Club, Scheele, Wilhelm, Roland and ———, and they are ready to take odds that no cycling club in the country can beat them on water. They row in the Columbia regatta next week." "Reading is doing well in cycling this season. I ran up to that city over Sunday and dropped in at the rooms of the Reading Bicycle Club, which are on Penn street above Fourth, and are as nicely arranged and furnished as any club rooms I have seen for a long while." "* * * * and as the Reading Club has almost entirely given up club runs I had to wheel it alone."

Sept. 7—"Reading also was dropped from representativeship, while Wilkes-Barre and Scranton have four between them."

Sept. 21—"* * * the Wilmingtonians say that if the Reading Club will only come out and name a date for the race, they will endeavor to prove to them that they can ride down here as well as at Buffalo."

Oct. 5—"The long-delayed road race between the Wilmington and Reading Clubs is also being arranged for, and will come off in the near future. Schwartz will not run on the Reading team; neither will Schmidt."

Respectfully presented as a specimen of the manner in which "Ariel" "vents his spite" on the Reading Bicycle Club! Comment is needless.

The only very lame leg they have stand on is in regard to the *condition* of the course from Myerstown to Reading, about which they have spent a great amount of space in the endeavor to prove my "falsehoods." Had they spared themselves the trouble they would have seen my own correcting comments on this subject in the next issue. Truly, a correspondent's life is not a happy one. Tom, Dick and Harry expect the latest information, and the most accurate, in regard to size, shape, *etcetera*, whether it be of roads, machines, or their own sweet selves. Ubiquitous, as I endeavor to be, it is manifestly impossible for me to *personally* see everything, and I *have* to take the most reliable hearsay evidence I can procure. Now with regard to the Harrisburg pike from Lebanon down: I *have* often gone over it, and can truly say that I seldom did so without cussing the stony road, as all my old clubmates will witness; and although at times, after rains, it *has* been in good condition, it never was the equal of the Lancaster pike. I speak now of the seasons during which I rode over it, and as I had not been on it this year at all I asked for information as to its then condition from a League man in our office here, who toured over it as late as September. His reply was: "From Lebanon down the road is in good condition *in places*, but it has been newly metaled in many parts, and is very rough and stony. Several of the hills were absolutely unrideable, and I had to walk my wheel down." This tallying with my own knowledge of the road, I supposed it to be correct. So it was, *at that time*, but the heavy rains and the traffic over the road have beaten down the spalling, and McDaniel told me day before yesterday, in speaking of the race, that the road bed was as good in stretches as the Lancaster pike, but that on some of the steep hills the large, knobby stones projecting through the upper surface made rushing them at speed a risky affair. In fact, on Eckett's Hill, at the finish, the three men, Dampman, Merrihew and McDaniel all lost their pedals, through striking those stones, and rode in that perilous position for some distance.

However, the point lay, not in the surface of the road, so much as in the hilly course. The greater portion of it is nothing but a succession of steep hills, and I said then, and say now, that a crank wheel cannot be *safely* ridden down them at speed (these gentlemen, in quoting me, very conveniently forgot to insert the word "safely"), and neither Messrs. Schwartz, Schmidt, Willson, or any other rider will dare to say that the ordinary bicycle can be rushed down at full speed, without danger to the rider. And what is more, every crank rider who has been on that road knows it. Mr. Tucker, President of the Associated Cycling Clubs of this city, characterized the Womelsdorf hill as being like the side of a house, in speaking at a board meeting of the Division of the incorrectness of that very report in the Road Book, which they have quoted so glibly; and tourists of the Philadelphia Club, as well as dozens of wheelmen here, will beat me out in these opinions of the road. To all of which the documentary evidence can be forthcoming.

They go on to say: "Information from several Philadelphia cyclists that unless the matter were kept very secret we would be prohibited from racing on the Lancaster pike." Pshaw! There have been dozens of races on the pike this season, and I have yet to learn of an attempt to prohibit one. Only last Tuesday the 100-mile road race was run, with thirteen starters, after being heralded through all the city papers.

The whole truth (which the writers are not men enough to come out and acknowledge) is that the course was selected because its natural features were advantageous to the Star as a "down grade machine." The opinion has long prevailed in Reading that the Star was the *only* wheel, and public expression has been made time and again by Wilhelm and other Star riders that the crank wheel was "no good in Reading, and never would be; Star riders could lay riders of the ordinary out every time on the road, etc., etc." Now I, in common with about ninety-nine out of every hundred wheelmen in the country, have a quiet preference for the crank machine, or if I wanted to ride a safety, have always advocated one that was safe in fact as well as in name; but I see no reason why a Star man should feel it his duty to treat me as an enemy on that account. In my own club here, all manner of fun is poked at the Star riders, but none of them take offence.

I say that I wanted to see the ordinaries win in this race, and as none of the men of the Wilmington team, except Dampman, had ever been over the course, I wrote the letter to Schmidt, to which the gentleman refer in their last clause, and which they request should not be published. As they do not publish it, permit me to supply the omission. I advised Mr. S. that Mr. McDaniel would be in Reading a day or two prior to the race, in order to go over the course, and requested him, as a favor to me (and also to the Wilmington Club, who had shown him some kindness last summer) to coach McDaniel over the road and give him what points he could, stating that I wanted the Wilmington Club's machines to knock out the Stars. And for this I am termed "not fair minded or disinterested. Heavens and earth! When I think of the rot we used to hear about Stars, it makes me tired. I wrote this letter to one whom I always considered a warm, true friend; and I can only say that I present to the consideration of every honorable, high-minded man, the "character" so highly vaunted which could thus, through treachery, obtain the use of a private, confidential letter, only to publish a garbled inuendo of the same.

My private character needs no vindication with my friends, and I merely beg leave to say that if I am again attacked by *personal* abuse for exercising to the best of my ability my capacity as general newsgatherer, I shall simply publish to the cycling world at large, not only a couple of inside facts about this very road race, but also Mr. Wilhelm's interview with a Reading *Herald* representative, as published in that paper, giving his verbatim remarks on the Wilmington Wheel Club; and I rather think that the *gentlemen* among the Reading Bicycle Club will hesitate somewhat before appearing before the wheelmen of the country as endorsing said actions. Certainly I never yet heard any *gentlemen* express himself in such a manner, in public print, of an honorable competitor. Query: Wonder if he thinks the Wilmington team can race "a little bit" on their crank wheels now?

One more point and I have done. It has pleased them to refer to the character of their membership as being far above my level. The *gentlemen* of the club—and I take pleasure in stating that there are many such, some of whom are my personal friends—can best appreciate this comparison; and the Philadelphia wheelmen who attended the Tioga meet, Sept. 29th, and whose comments on the characteristic behavior of *several* of the Reading contingent, whom Wilhelm brought along to cheer him on to the victories he *didn't win*, were very much to the point, will also see the joke.

Only the letters of the past fortnight or so are quoted by them, Mr. Wilhelm conveniently ignoring all that passed during the summer. It would take too much space to reply severally; nor is it all necessary. I can prove by the Wilmington men that the understanding was that the race *should* come off on the Lancaster Pike; that they *did* want that course selected as being neutral and fair to both parties, etc.; but what's the use? It's only a tempest in a teapot after all. Truly yours,

Philadelphia, Nov. 10, 1888. H. CROWTHER.



THE ELLIOTT SAFETY BICYCLE.

(Sterling Cycle Co., Newton, Mass.)

WE present to our readers this week a cut and description of the Elliott safety, wooden bicycle, which, as will be seen by the cut, is made for either sex to ride. In connection with the fact that the above is a lady's bicycle, Mr. Elliott informed us that some four years ago he conceived the idea of building a safety on the present general lines, but, that on presenting the idea to some of his lady friends, they scouted the scheme as being worthless, as "ladies never would consent to ride a bicycle, no matter in what form it was made." The point of the story is that the very ladies who were loudest in their condemnation of the lady's bike, are now enthusiastic converts and riders of the narrow gauge machine.

The wheel under discussion is wooden in every part except the bearings, the saddle post, front forks, the head, steering post, handle-bars, the gear wheels, the cranks, pedals, and the front part of back bone; the forks on the rear wheels are wood, as also are the mud and chain guards.

SPECIFICATION.

Driving wheel 30 inches in diameter, geared to 53 inches. Steering wheel 24 inches diameter. Rubber tire to both wheels 3-4 in. in diameter. Length between centres, 45 inches.

The frame is "composite," so to speak, that is, the front part, steering, forks, and the backbone down to the forks of the rear wheel are of steel, and the back wheel forks are second growth hickory.

The wheels are made of second growth hickory, and are constructed the same as on the quadricycle of this firm's make.

Tires are of rubber, and are attached in the same manner as already described in these columns, and it is claimed that they cannot come loose.

The chain is of hardened steel and self oiling.

The brake is applied to rim of rear wheel by a grip lever in front of right steering handle, through the medium of a steel chain passing entirely inside the tubular frame, leaving the outside of the frame smooth and free from levers, rods, etc.

The handle-bar is adjustable, and may be turned so as to stand parallel with the frame to facilitate storing.

The backbone is so shaped as to make mounting and dismounting a very easy matter, and also admits of the machine being ridden by ladies, many of whom are now availing themselves of the pleasures of bicycling.

The weight of machine, it is claimed, will not exceed 39 pounds, "all on."

We have been invited to try this machine on the road, and we shall avail ourselves of the offer at the earliest opportunity.

For further information apply to Sterling Cycle Co., Newton, Mass.

THE St. George's Engineering Co. advise us that the 1889 patterns of New Rapid cycles are ready for the market. The patterns include a tandem tricycle and an elegant ladies' safety, light, and as usual with cycles made by the St. George's Engineering Co., strong.

THE AMERICAN RAILWAY EQUIPMENT CO. of New York, have removed their office from 45 Broadway to 66 John street, and they will represent the Crosby Steam Gage Co. of Boston, as managers of the New York branch.

CHIEF CONSUL CLARKE, of Greenville, Miss., thus writes us: "Yellow fever and bicycles will not run together, we've tried it; hence our seeming luke-warmness. Our roads have never been finer, and we have certainly enjoyed the proffered treat. On Monday last we had the pleasure of entertaining Mr. T. C. Setree, of Tennessee Division, Nashville, Tenn. Our club furnished him a wheel, and we took him for a spin around Fish Lake, and he said it was one of the most enjoyable rides he has ever taken. This is our first year as a League club; we have ten members here, also a member L. A. W. in Natchez, and we are hopeful of large additions during coming year. So let our brother wheelmen all over the States give us a helping hand and a hurrah for the Mississippi Division. We trust all L. A. W. members who visit here or Natchez will make themselves known, and give us a chance to prove to you that we are still the 'hospitable South.'"

BICYCLING IN BELGIUM.—IV.

BY CLERICUS.

THE next morning after arriving in Brussels the air was again full of great guns, but my war-like mood was still on, and I determined to press on to Waterloo and leave Brussels to be seen afterwards. Only turning aside to see the old Hotel de Ville, where, if I mistake not, the Duchess of Richmond gave the famous military ball on the night before the battle. Of course Byron's lines rose fresh to remembrance, spoken so often by successive generations of schoolboys. But the familiar lines regained something of their original fervor when standing on such a spot:

"There was a sound of revelry by night,
And Belgium's Capital had gathered then
Her beauty and her chivalry; and when
Music arose with its voluptuous swell,
Soft eyes looked love to eyes which spoke again,
And all went well as a marriage bell;
But hush! hark! a deep sound strikes like a rising knell!"

The whole scene as limned by the poet's genius starts into life again. The kindred dance in that "high hall;" the heavy sound once more, "and nearer, clearer, deadlier than before." And then the hurrying to and fro, and "gathering tears and tremblings of distress;" and then the rushing in hot haste, the steed, the clattering car, the mustering squadron pouring forward with impetuous speed. The thought of it all impelled me to mount my wheel again in nervous haste, as if to join in that rapid flight to the field of Waterloo. More slowly perhaps, and yet in the very tracks of the

English and their allies, I rode southward over the hills to meet the French, and fought over again the great conflict that wrought a change of front in the nations of Europe. No trooper could have had a harder ride than I had down that stony thoroughfare, but the contagion of sympathy with those soldier flyers who sped this way more than seventy years ago sustained and bore me onward. The falling rain for a part of the way was not the slightest impediment.

Arriving at Waterloo one realizes forcibly that the name of the battle is a misnomer, for the battle-field is still three miles further southward. There, after luncheon, I visited the house which was Wellington's headquarters after the battle, and also the village church, which is adorned with a marble bust of the hero and many tablets in memory of those who fell. I here accepted of the services of a guide, a curious Frenchman, who lost his natural height by his legs making a right angle with each other from the knees downward. I objected to his apparent inability to walk, whereupon he cut up and down the road before me at a convincing pace. As he was bright and full of information, I told him he might follow me.

On the way down to the village of St Jean of course I left my guide far behind me, but I had an escort part of the way in the persons of a bevy of children who ran along by my side, and cried in metrical chorus, "Charite! Charite!" with emphasis on the last sylable. I managed to fillip some pennies to the girls, but the boys had to send a long way before they got their reward. One little girl still followed, unable to claim her own from her ungallant competitors. There was no help for it but to get off and put the penny in her palm and then press on at a speed that defied pursuit.

Arriving at the Hotel des Colonnes, I there waited for my guide, and meanwhile examined the curious pictures on the wall, illustative of the persons and incidents of the battle. I did not fail to remember that it was in this hostelry Victor Hugo completed his "Les Miserables," and that he penned his immortal description of the battle, here on the field. I was shown his working room which is the one adorned with the cheap illustrations. The landlady did her best of course to sell me some "relics," but I steadfastly declined her persistent importunities. I would not take even a bullet that may have pierced the heart of some dead hero—who knows! Seeing I would not buy she smote me hardest of all, if she had only known it, when she said as her final words, "Americans very good to the French."

My guide coming up, I ran away from him again on the way to the Lion Monument. I turned in at what was the sunken road to Chain, and although its high banks were gone I could not but feel that I was rolling over the dust of those fated Frenchmen who poured headlong into this dreadful ditch of death, and filled its twenty feet to the level with their bodies, to be a bridge for their no less luckless comrades who crossed that bloody chasm to hurl themselves in vain against the solid squares of the English. The splatter of blood-red poppies along the roadside did not render the suggestions of the scene any less vivid.

Arriving at the Hotel du Musee at the foot of the mammoth, cone-shaped mound, two hundred feet high, made of earth taken from the battle-field, and so deforming the ground it was designed to glorify, I alighted and examind the collection of many interesting and authentic relics. Some of them were too ghastly to bear description; others, however, give one a most lively impression of the personality of those historic heroes who took part in this famous victory and defeat. It is particularly rich in the pictures both of survivors and of those who fell. Two of the mementoes especially impressed me. One of them was a brief memorandum and drawing of a road and its bridges, in the hand of Napoleon, and made by him during his Italian campaign, and the other was a pair of spurs with his capital "N" stamped on them, and found in his carriage that was captured on the evening after the battle. The contemplation of these and of the myriad other relics and mementoes of the stupendous struggle at Waterloo was a stirring preparation for a survey of the field.

(To be Continued.)



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

Reinstatement.

By unanimous vote of the Racing Board, Mr. E. P. Burnham, of Newton, Mass., has been reinstated as an amateur.

CHAS S. DAVOL,
Chairman.

Kentucky.

I hereby appoint Nelson J. Edwards Local Consul for Pineville.

P. S. I have about twenty Kentucky road books which I wish to distribute among members who desire them.

Local Consul R. E. Turley of Richmond will be married on Nov. 15th.

ED H. CROSTNGER,
Chief Consul.

Missouri.

The following appointments have been made for this division, viz.:

Local Consul at Farmington, John H. Tetley, vice, John Koen, removed from the State.

Local Consul at Brookfield, E. H. Shepherd, vice, R. N. Bowden, resigned.

Local Consul at De Soto, M. S. Coxwell.

Local Consul at Oregon, John N. Zuchman.

The resignation of Mr. Chas. J. Case as member of the Touring Board has been received: nd reluctantly accepted.

Yours truly,
W. M. BREWSTER.

Wisconsin Division Appointment.

I have appointed the following as consuls:

Milwaukee, H. P. Andrae, 225 W. Water st.
Racine, John W. Knight, Main st.
Fond du Lac, W. Lamb.
Neenah, F. C. Bassel, Main st.
Sheboygan, A. C. Prescott.
Sparta, Louis P. Hill.
Tomah, L. W. Earl.
Waukau, C. J. Bean.
Ashland, A. F. Warner.
Drummond, L. F. Owen.
Evansville, H. H. Jacobs.
Wausau, Frank Grout, Main st.
Waukesha, Ed H. Paige.
Marrinette, A. A. Brabant, Main st.
Wauwatossa, Wm. Splitt.

League Hotels.

Revere, Oshkosh, regular rate $2.00, 40 cents for meal, L. A. W. rate, $1.50.

Spring City, Waukesha, regular rate $2.00, 40 cents for meal, L. A. W. rate $1.50.

Commercial, Sheboygan, regular rate $2.00, L. A. W. rate $1.50.

Jones House, Oconomowoc, regular rate $2.50 and $3.00, L. A. W. rate $1.50.

Dunlap House, Marrinette, regular rate $2.00, L. A. W. rate $1.50.

Merchants, Racine, regular rates, $2.50 and $3.00, L. A. W. rate $1.50.

JAY A. HINMAN, C. C. Wisconsin Division,
Oshkosh, Wis.

Connecticut Hotel.

I appoint the Cooley House as League Hotel in place of the Scoville House of Waterbury.

C. E. LAROM, C. C.

Tennessee Hotels.

The following hotels have been appointed up to date, and all travelling League Members are requested to stop at League house whenever possible. Other hotels will be appointed later:

List No. 1.

Place.	Hotel.	L. A. W. Rate. Per Day.	Meal.
Clarksville, Arlington.		$2.00	50c.
Chattanooga, Palace Hotel		$1.50	40c.
Franklin, Elliott house		$1.00	35c.
Knoxville, Lamar House		$1.00, $1.50	35c.
Nashville, Nicholson		$	50c.

10 per cent discount from regular rates.

Mr. Ed W. Beldin has been appointed Consul for Bristol.

Yours fraternally,
JOSEPH R. WILSON, JR.
Chief Consul.

Kansas Consuls.

I have appointed Local Consuls for this Division as follows;

Abilene, Elmer E. Judken.
Alma, W. F. Watson.
Arkansas City, Sam High.
Atchison, J. B. Loftus.
Bala, M. R. Davis.
Baxter Springs, E. B. Corse.
Belle Plaine, D. L. Hall.
Burlington, W. C. Kerr.
Cawker City, V. B. Tulane.
Claflin, G. A. Dusenburg.
Clay Center, Otho S. Huston.
Clyde, E. D. Curtis.
Colwich, W. B. Powell.
Concordia, P. B. Pulsifer.
Dodge City, Harry Ashcroft.
Emporia, W. R. Irwin.
Fort Leavenworth, E. M. Alford.
Galena, H. D. Hart.
Garden City, C. O. Harding.
Gar ett, D. K. Kirk.
Girard, Geo. W. Barker.
Horace, M. F. Montgomery.
Junction City, Hiram S. Hale.
Larned, L. H. Thorpe.
Leavenworth, W. C. Schott.
Lyons, J. H. Everest.
McPherson, P. G. Wakenhut.
Osage City, T. B. Price.
Olathe, Albert Ott.
Ottawa, G. S. McEachren.
Paola, C. W. Chandler.
Parsons, H. G. Woodrow.
Rossville, E. F. Barber.
Sabetha, Chas. Haines.
Salina, Chas. C. Davis.
Stafford, F. D. Larabee.
Topeka, W. E. Swift.
Wamego, W. S. Lydecker.
Wellington, E. W. Bowles.
Wichita, A. Jos. Henley.
Williamsburgh, J. R. Finley.

Respectfully,
W. C. BRADLEY,
Chief Consul.

Missouri Division Touring Board.

The State has been divided into seven districts, and the following assignments have been made:

District number 2 in charge of J. M. Tryon, care Woolson Spice Mills, Kansas City.

Jackson, LaFayette, Cass, Johnson, Bates, Henry, Benton, Vernon, St. Clair, Cedar, Hickory, Clay and Ray Counties.

District number 3, Chas. J. Care Carthage, Barton, Jasper, Newton, McDonald, Dade, Lawrence, Barry, Bolivar, Greene, Christian, Stone and Taney Counties.

District number 4, J. H. Kelly, Sedalia, Mo., care L. H. Smith Hardware Co. Saline, Camden, Pettis, Morgan, Dallas, Webster, Douglas, Ozark, Howell, Texas, Wright, Laclede, Pulaski and Miller Counties.

District number 5, Walter Williams, Booneville, Cooper, Moniteau, Osage, Maries, Phelps, Dent, Reynolds, Carter, Ripley, Oregon and Shannon, Counties.

District number 6, W. H. Cameron, 1712 Jule street, St. Joseph; Atchison, Holt, Andrew, Buchanan, Platte, Clinton, De Kalb, Gentry, Nodaway, Worth, Harrison, Davies, Caldwell, Livingstone, Grundy, Mercer, and Carroll Counties.

District number 7, L. H. Parsons, Edina; Putnam, Sullivan, Linn, Chariton, Randolph, Macon, Adair, Schuyler, Scotland, Knox, Clark, Lewis, Marion, Shelby, Monroe, Ralls, Andrew and Pike Counties.

District number 1, consisting of Howard, Boone, Callaway, Montgomery, Warren, St. Charles, Gasgonade, Franklin, Jefferson, St. Louis, Washington, Crawford, Iron, Wayne, Butler, Stoddard, New Madrid, Dunklin, Peniscot, Mississippi, Scott, Cape Girardeau, Ballinger, Madison, St. Francois and St. Genevieve, in charge of chairman.

Wheelmen are requested to send their road reports to the person in charge of their counties as soon as possible. Local Consuls are especially requested to assist in this matter.

ROBERT HOYT,
Chairman.

Statement Cash Receipts and Disbursements New York State Division L. A. W.

JAN. 1, 1888, to OCT. 1, 1888.

Receipts.

Jan. 1.	A. Bassett, Sec., balance due from applications and renewals 1st quarter '87	$135.50
	Applications 2d quarter '87, list 1 to 100 inclusive; 2 members at $.00	1.50
	273 members at $7 1-2	102.37
	Applications 3d quarter '87, list 61 to 104; 70 members at $7 1-2	20.25
	108 members at 25	10.50
	Applications 4th quarter '87, list 105 to 115; 14 members at 25c	3.50
	87 members at 12 1-2	10.87
Jan. 24.	R. S. Coon, Sec. Treas., balance as per his report	25.88
May 8.	A. Bassett, Secy, applications and renewals, 1st quarter '88, list 100 to 130 inclusive; 107 members at 50c	53.50
	Renewals, lists 1 to 143, 1887 members at 50c	940.50
July 1.	A. Bassett, Secy, applications and renewals, 2d quarter '88, list 131 to 145 inclusive; 13 members at 50c	6.50
	300 members at $7 1-2	111.75
	1 renewal number 7831	.50
Oct. 1.	Road Book, Sales by Geo. R. Bidwell	83.50
	Subscriptions for Liberty Bill Fund	0805.75
	Subscriptions for Relief Fund	52.00
		$2238.87

Disbursements.

1888.		
Jan. 4.	Abbot Bassett, voucher No. 20, application blanks etc	$18.25
Jan. 21.	E. S. Hart & Co., voucher No. 1, balance due Road Book	300.00
March 3.	Simpson & Co., voucher No. 25, stationery and printing	0.25
March 20.	Simpson & Co., voucher stationery and printing	1.50
March 21.	Simpson & Co., voucher No. 23, stationery and printing	10.00
March 21.	Simpson & Co., voucher Nos. 19, 21, 22, stationery and printing	7.00
April 5.	Liberty Bill in full voucher	500.00
April 24.	H. T. Russell, voucher No. 17, stationery and printing	75
April 30.	Simpson & Co., voucher Nos. 26, 28, stationery and printing	16.20
May 3.	L. W. Ahrens & Co., voucher Nos. 2, 3, 4, stationery and printing	30.00
May 8.	A. Bassett, voucher Nos. 18, 24, stationery and printing	0.00
May 15.	G. R. Bidwell, voucher Nos. 9, 10, 11, 12, 13, 19, office expenses	109.85
May 15.	G. R. Bidwell, voucher No. 8, stenograph	62.50
May 16.	A. Bassett, voucher No. 27, blanks etc	3.00
June 30.	G. R. Bidwell, voucher No. 35, expenses office	55.50
July 1.	A. Bassett, voucher No. 28 1-2 blanks etc	10.00
July 28.	Simpson & Co., voucher Nos. 29, 33, 31, 32, 33, printing and stationery	24.75
Aug. 25.	F. P. Prial, voucher No. 15, Liberty Bill Fund	12.00
Aug. 25.	John C. Gulick, voucher No. 39, stationery and printing	3.00
Sept 1.	E. S. Hart & Co., voucher No. 34, Road Books	36.00
Sept. 1.	I. B. Potter, voucher No. 14, stationery and printing	6.27
Sept. 18.	Simpson & Co., voucher Nos. 37, 38, 39, 40, 41, stationery and printing	51.25
Sept. 20.	G. R. Bidwell, voucher No. 42, expense of office	125.20
Sept. 20.	G. R. Bidwell, voucher No. 43, allowance for clerk hire	400.00
		$1911.33
Oct. 1.	Balance cash on hand	$327.04

Statement Assets and Liabilities New York State Division L. A. W., Oct. 1, 1888.

Assets.

Cash	$327.04
Road Books, 10 at 24 cents	1.80
Abbot Bassett, Sec. Editor	109.73
Buffalo International Fair Association	500.00
	$1008.33

Liabilities.

L. A. W. Relief Fund	$32.00
Net worth	$1040.33

Trial Balance, N. Y. State Division, Oct. 1, 1888.

Cash	$327.04	
Road Book	109.03	
Expense	803.61	
Stationery and printing	24.02	
Abbot Bassett, Secretary Editor	109.73	
Dues account		$327.15
Relief Fund		$32.00
International Fair Association	500.00	
	$1073.15	$1073.15

The Committee on Finance and Audit have carefully examined the accompanying statement of receipts and disbursements New York State Division L. A. W., Jan. 1 to Oct. 1, 1888, as submitted by the Chief Consul, and have found it a correct transcript of the cash book of the Division for the period named, and that the proper vouchers for the entries are on file.

The entries to the ledger accounts have been verified and the balance ascertained to be those given in the trial balance and in the statement of assets and liabilities. Respectfully submitted,

I. REYNOLDS ADRIANCE,
JOHN C. GULICK,
FRANKLIN W. LOUCKS,
Committee.

New York, Nov. 2, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 100—Total 30—11,851

BOSTON, NOV. 23, 1888.

KENTUCKY DIVISION—1—01.

Louisville Cycle Club.

21099 Lucas, Chas. G., 718 Second st., Louisville

MARYLAND DIVISION—1—163.

Unattached.

21095 Goet, Edw. H., 625 W. Fremont ave., Baltimore

MASSACHUSETTS DIVISION—1—1232.

Unattached.

21096 Haven, Edw. A., L. Box 4, Florence

NEW YORK DIVISION—3—2453.

Unattached.

21089 Spicer, Geo. F., Adams
21097 Kimball, Chas. A., 72 Downing st., Brooklyn
21098 Malloy, Samuel, Wappingers Falls

PENNSYLVANIA DIVISION—3—1475.

Pa. Coll. Bi. Club.

21094 Fochs, Rev. C. G., Gettysburg

Unattached.

21092 Watts, Isaac, Belleville
21108 Whitaker, Wm. L., T'kd P. O., Cedar Grove, Phila.

TENNESSEE DIVISION—20—107.

Unattached.

21088 Barham, Jas. H. care Bowers Bros. Nashville
21100 Bennett, O. J., Madison and Sulivan sts., "
21104 Benedict, Chauncey B., care Benedict Bros., Nashville
21102 Duff, Holmes J., Office M. M. Decatur Shops, Nashville
21103 Fuller, Wm. D., Commercial Nat'l Bank, "
21109 Gilbert, J. Sykes, Gilbert Parker & Co., "
21105 Hartwell, Will H., Cumberland Lumber Co., Nashville
21090 Jones, John C., 319 Broad st., "
21107 Keith, T. L., Valentine & Co., "
21106 Mathison, W. B., Station A, "
21109 Northern, Jos. B., 207 S. High st., "
21110 Palmer, Arthur, 513 So. Spruce st., "
21111 Phillips, Geo. L., 407 S. Summer st., "
21112 Rankin, Leland, Rankin Mfg. Co., "
21113 Reed, George, Rankin Mfg. Co., "
21114 Shannon, W. T., Rankin Mfg. Co., "
21115 Slack, Harry L., 312 S. Cherry st., "
21116 Straub, John L., 100 N. Cherry st., "
21117 Thrasher, Otho L., 1101 Broad st., "
21118 Webb, Will K., Junk Bros. & Co., "

VIRGINIA DIVISION—1—120.

Unattached.

21091 Probst, Fred, Old Point Comfort

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, *P. O. Address.*

References: *City*

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

TIRES FOR '89.

The value of a bicycle tire is determined by its elasticity, durability and adhesion to the felloe, and in comparing the Columbia tires with any others in use, they will be found well to the front in all of these essentials. The Pope Mfg. Co. does not claim that the Columbia tires never get loose, but it does not hesitate to affirm that very gratifying results have been obtained by its method of cementing the tires, and rarely has any complaint of loosening been submitted. This method has been still further improved upon, and by the new process of cementing, the Columbia tires of 1889 will adhere to the felloe firmer than ever, and the percentage of loose tires be reduced to the minimum.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 30 NOVEMBER, 1888.

Volume XVIII. Number 5.

HISTORY REPEATS ITSELF

again, and we are obliged to step modestly forward and gather in another laurel leaf for the VICTOR.

This time it was at Philadelphia, and the occasion was the

SPORTING LIFE 100 MILE ROAD RACE.

There were thirteen to start, but only two to finish, and both of these rode VICTORS. The course was a hard one, being profusely ornamented with hills, but notwithstanding this, both these men broke the American amateur record, which, by the way, already belonged to the VICTOR.

No, we don't think it is fate that gives the VICTOR its success in road racing. It is a fact that they are made of the best of everything, and built to be winners.

More and better road races have been won on VICTORS than on any other machine in the market, and we submit this fact as very good evidence that they are stronger, lighter running and more reliable than any others. Ask VICTOR riders.

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We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

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BICYCLING WORLD CO., 12 Pearl Street, Boston.

☞ For further particulars see Page 67.

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In this Department, 15 cents a line. ☞ Cash must accompany the order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

$75 WILL BUY Springfield Roadster, nearly new; splendid condition; balls all round. L. A. HOWELL, Millville, N. J.

FOR SALE—A 54-inch Special Star, cheap; good condition. E. S. EVERETT, Binghamton, N.Y.

NEW RAPID SAFETY and a 58-inch Special Star for sale cheap. Call or address HOWARD M. WILLIS, 118 N. Greene st., Trenton, N. J.

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FOR SALE—Singer Traveler Tricycle, bicycle steering; very little used; splendid order; cost $175. Will sell for $75 net. Address ALTHANS, Cramer D. P. Works, St. Louis, Mo.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha. Dries instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

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All Advertisements in this Department 50 cents a line.

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W. S. MALTBY, *Mimic, Novelties in Fancy Cycling, "The All Around the World and Champion Scientific and Artistic Cyclist."* Open for engagements with Bicycle Clubs for Entertainments, Balls, etc. Address care Bicycling World Co., 12 Pearl st., Boston.

A BICYCLE FOR 50 CENTS. In order to obtain an additional list of subscribers to the "STAR," an 8 page story and household paper, we offer premium of *Rural Mail Bicycle*, nickel. Numbered receipt for year's subscription will be sent on receipt of 50 cents. The bicycle will be awarded to the person holding the lucky number about Jan. 1, and will be conducted by disinterested parties. W. R. SANDERS, Pavilion, N. Y. (L. A. W. Consul.)

MAKE A CASH OFFER to W. H. PICKETT & CO., Warren, Pa., for a new Ball Bearing Springfield Roadster, not ridden 20 miles.

10,000 VALUABLE RECIPES Mechanical, Medical and Electrical. Will send ANY recipe desired for 10c. Address Lock Box A., Elwood, Ind.

BICYCLES Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.



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Patented. Price, $4.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 113 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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AMERICAN CHAMPION.

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20 Different styles, 20

☞ Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed

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To every person who, between now and the 31st January next, will subscribe for the BICYCLING WORLD, one year, and pay the yearly subscription price, **$1,** and $1 additional, we will send **FOR ONE YEAR** a copy, weekly, of the BICYCLING WORLD and also for one year a copy, weekly, of

THE CELEBRATED ILLUSTRATED HUMOROUS PAPER.

TEXAS SIFTINGS.

The subscription price of **SIFTINGS** is $4 a year. It is a 16-page paper, profusely illustrated by the leading artists and caricaturists of the day. In the matter of original humor, it is acknowledged to stand at the head of the illustrated press of the country, and has been well named "The Witty Wonder of the World." It is published in New York, and has a National reputation. The merits of **SIFTINGS** are so well known that we do not deem it necessary to refer to them further.

Both new subscribers and those who renew their subscriptions to the WORLD will have have the privilege of this offer.

REMEMBER that **TEXAS SIFTINGS** is offered at this price only to those who subscribe for the WORLD between this date and January 31 next. No such offer as this has ever been made. **We offer a $1 paper and a $4 paper for $2.**

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The amount for both papers, $2, should be sent *direct* to us by P. O. Order, Postal Note (*No stamps received*), and we shall order the publishers to mail **SIFTINGS** from New York to you for one year.

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Office 178 Columbus Avenue, Boston.

MEDINA, N. Y., Oct. 5th, 1888.

SPRINGFIELD BICYCLE MFG. CO., Boston, Mass.:

Dear Sirs—In May last I purchased a Springfield Roadster, and since that time I have ridden as many miles as any rider in the country, and over every kind of road. I have ridden up sandy hills and down steep stony ones. I have ridden over rails and off of curbings; in short, my Springfield Roadster will take me almost anywhere in safety. It takes but little effort to propel it.

Respectfully, NEIL F. POSSON,
Teacher 4th Grade Medina Free Academy.

"I believe the Springfield Roadster is the best wheel manufactured for all around use." F. E. EASTLACK,
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"I would ride no other." JONATHAN KOLB, M. D.,
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"The most practical Roadster on the market."
W. H. GARDINER, Fairfield, Neb.

"Too much in favor of the Springfield Roadster cannot be said. As an all around machine it has no equal."
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"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on." F. M. MILLER, Coldwater, Mich.

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"There is no doubt in my mind that it is the most serviceable all around wheel in the market." C. E. WALKER,
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"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal." ROTTMAN & PUGH, Terre Haute, Ind.

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"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels."
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☞For further information see Page 52.

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☞We received invoice and advices that these books were shipped from Berlin three weeks ago, and we cannot understand why they are not at hand. We must beg the kind patience a little longer of those who have ordered

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 30 NOVEMBER, 1888.

TENNESSEE has arrived at the dignity of a full fledged Division. The new Chief Consul is a worker and he has given the State a position it never before attained. A committee on the Improvement of Highways has been appointed and another committee is getting out a Road Book. Now let us hear from some of the other States that have never made themselves felt in League work.

THE retirement of H. W. Hayes as Chief Consul of Massachusetts will leave Dr. W. H. Emery, one of the most popular and energetic wheelmen in the country, to carry on the good work inaugurated by Mr. Hayes. Dr. Emery, by virtue of the office he holds as Vice Consul, will step into the shoes of the retiring Consul, which position he will hold until next July. We congratulate the Massachusetts Division that in the office of Chief Consul it is to have such a man in control as Dr. Emery. We do not for a moment doubt but that in the July election the doctor will be returned by a large majority for the office for another year. We have not heard who Dr. Emery is likely to name as his Vice Consul: we believe, however, that the selection will be a wise one.

THAT the belief in cycling racing and that the sport can be made an interesting one to the general public, is evinced by the fact that through our correspondents and through the columns of our exchanges we notice that the matter of establishing bicycle tracks is receiving warm support and attention at the hands of a good many cycle clubs in different parts of the Union. It is a significant fact, however, that these evidences of enterprise almost unanimously come from sections west and south of New York and the New England States. From Pennsylvania, Ohio, Illinois, Maryland, and in fact all the states outside New York and the New England States, where the cycle is now established in popularity, we have advices of activity in the matter of building special bicycle tracks. When we put New York down as one of the States wherein cycle racing has seemingly lost its hold on the public fancy, we are aware we may bring down upon our devoted head the wrath of friend Ducker, and a denial from the management of the Berkely Athletic Association. As for Buffalo, circumstances are yet fresh in the memory of most of our readers, proving that the great Buffalo Tournament was not that howling success that our national pride and anxiety for the good of the sport could have wished. The great and chief cause of dissatisfaction, the miserable track, will no doubt show up in fine shape next spring, and if the Buffalo Fair people decide to give Ducker another trial we have no doubt but that much that was wrong in 1888 will be remedied and made satisfactory in 1889. It must be remembered, however, that the crowd which witnessed the Buffalo races was largely made up of people who had come to visit the Exhibition.

As to the Berkeley Athletic Association, we can only congratulate Gothamites on the fact that this association has added to its many attractions that of a scientifically constructed track on which bicycle races can be run. It must be borne in mind that this fine athletic association takes in cycling as an adjunct only.

What the future of racing in the East will be depends largely on what can be done by our *savants* of the Racing Board toward putting the present very shaky skeleton on its feet, and fill out the bone frame-work with a good substance that will recall to our minds the robust condition of the racing interests of "Auld Lang Syne."

SPEAKING of the racing days of years agone, it has rather a depressing effect on the average cyclist to visit the grass-grown surfaces of Springfield, Lynn and the old Beacon Park tracks. The latter was the first track ever built in this country specially for bicycle races. Our memory involuntarily goes back to the early days of cycling when we speak of the Beacon Park track. Frye, Stall, Dean, Claflin, Clark, Edmands and Morris were then the bright, particular stars of local fame. It was here that the Boston and Massachusetts Clubs used to send their best men and true to ride for club honors.

It was on this track that George Hendee, then an amateur, beat the then invincible Lewis Frye and Victor Place for the L. A. W. championship, and all the cycling world was agog with amazement at the feat of the wonderful Springfield boy.

It is difficult now to distinguish where the once smooth surface was as the weeds and grass have nearly obliterated all traces of the once famous track. We have personal and kindly (?) remembrances of the track, because on it we rode our one and only track race. Modesty forbids us to relate the details of that brilliant event.

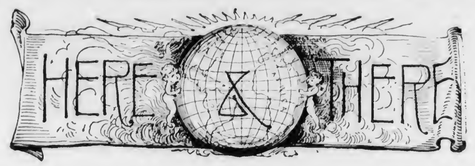
THE RESERVOIR NUISANCE.

Editor Bicycling World: I was very glad to read your article in reference to the Reservoir, as I think it is high time some action is taken to stop the rowdyism of the place. Three or four years ago the Reservoir was a resort for very much larger numbers of wheelmen than at present, and a class of men that no one need be ashamed of associating with. But lately the "hoodlum" element of our sport has acted so disgracefully that, while there are no doubt some decent cyclists seen there, the largest part of the gentlemen wheelmen consider the Reservoir a place to keep away from, if they have any regard for their reputation.

I have heard other wheelmen speak of this a great many times, and it seems too bad that a few low-minded and insulting loafers should not only drive away the better element of cycling but finally deprive all wheelmen of the use of the splendid drives of this beautiful park.

I can think of no suggestions to prevent the evil, but I write to show that your efforts for the cause are appreciated by at least one rider, and that the disgraceful actions of the scum of cycling have been noticed by others, and that anything that can be done to stop it will be appreciated by yours, very truly, "NEWTON."

A COPY of the BICYCLING WORLD AND L. A. W. BULLETIN of the issue of 23 November, will find a resting place underneath the corner stone of the new Boston Library.



THIS AND THAT.

"JACK."

I SEE that a "mannikin" writes to one of the cycling papers about a "nice vertical tread" for safeties. I should suppose he does not know what he is talking about, because if there is one thing in the world that makes a "safety" an absolute horror, it is having a saddle placed directly over the centre of the pedalling. A saddle placed well back is conducive to extra comfort, ease in steering and lesser liability to slipping on greasy surfaces. I am at present riding a "Referee" with 26 inch wheels (both) with 7-8 rubber to the rear wheel and 5-8 rubber to the front. The saddle is placed nearly over the centre of the rear wheel and I have never slipped, even while riding through crowded thoroughfares in London. Take Fleet street on a wet day and if you do not slip about considerably then your machine has little the matter with it. Although the saddle is placed upon the saddle pillar without springs of any kind there is little or no jar by reason of the large rubbers. But I should not advise any one to get wheels smaller than 30 inch front and 28 inch rear, as with the 26 inch wheels there is a decided tendency to bound or bounce about on a rough or uneven road, that is not a little trying at first and besides the steering is more difficult. The machine only weighs 28 pounds with everp thing included, and is practically unbreakable though I have run over no less than five dogs; a collie, a retriever, a fox terrier, a bull terrier and another fox terrier, the same being in the order of my meeting them. Once I tried to get under the wheels of a hansom in Piccadilly Circus but escaped with my life and the machine was but little hurt.

I HAVE had my machine geared up to 68 inches with seven and a half inch cranks and find no trouble in riding the Scotch hills, though it rather took it out of one's thigh muscles at first. But on the "other side" of the hill, you can just lie down and spurt your fill. For American "roads," I think about the same gear as a man would ride in an ordinary is about right. Say a man rides a 52 inch ordinary let him have his safety geared to 52 inches. This may look like an old woman's rule, but try it, and you'll find, that, unless a man is a very strong rider, or has a machine of about 30 to 35 pounds in weight, he will do better with a *very* moderate gear. But if your machine is high geared (say over 58 inches) then look out for "heavy slogging" in rough or muddy roads. Whew! man, but it is terrible. Then the moderate gear comes in handy.

The ordinaries seem to be dying an undeserved death here. Remember me, when I say, that they take a lot of beating. In a few years, unless a reaction in public sentiment sets, there will be very few men who either care to or "*dare*" ride an ordinary. Now I do claim that, on a very good road, the safety is far ahead in point of speed to the ordinary, especially if there are hills to "rush," but on a muddy, stony road, with a difficult path to pick, give me my old 52 inch. Give me my old butterfly ordinary, keep your "bally beetle" of a safety.

ONE thing which has made the safety appear to be "the fast" machine, is the fact that "*the fastest*" riders of the ordinary were about the first to take to the safety, while the novices for the most part, clung to the tall brother. On the road to-day, one rarely sees a man who can ride an ordinary decently.

I HAVE not heard of the Ripley Road Club, or of the "Wild Earth Manneries," or the "Freddy Cooperies," or the "Whoopee Whoopperies" for some time, and I trust they are all right. Nor yet have I heard from "the land where the whangdoodle mourns for its first born on the mountains of Hipsidam and the lion roars and the monkey smokes his pipe." Not a word, not a line. Nor have I lately heard of the gay and giddy Tommy Moore, he of the society for the prevention of "trade weeklies." When I last saw him he was in the "Criterion" bar reading me some of his little gems of thought. Here was one of them: "And, as the pale, silvery moonlight glinted through the lattice casement, it cast the cold, remorseless shadow of Murrill's last year's steel spring bustle upon the old man's ash heap, and naught was heard save the flopping of the screech-owl's wings, as she ground her beak against the cold potato which little Tommy had been using as a plug for his corn cob pipe." After this, what's the matter with American humor. *Il n'y a pas des mouches sur*, M. Tommy Moore.

IN the BICYCLING WORLD I notice that one "Hawkshaw" is in a great frame of skull to know what has become of "the very erratic individual of the hyphenized cognomen, J. Parvis-Bruce," and with rare humor, and appreciation of a choice jest, likens me to a sort of "sky-rocket performance:" thinks it about time to look for the stick, etc. Strange that a "Hawkshaw should not be able to ferret out information, or is he only an amateur detective with a big brass star. And he is looking for the stick, is he? Well, I hope he may get it. "A bridle for the ass, and a rod (or stick) for the fool's back." In answer to Mr. Hawkshaw, I may say that fishing and shooting has been my occupation of late, and after a long tramp on Scotch moors one does not feel "very fit" (F. E. Belden?) for writing "slush" for newspapers. In Scotland I have been among well-bred people, who mind their own business.

I WONDER how the "Senator" is getting along, and if he still has a big bank account. If he comes soon to "the Cape of Good Hope" he may see me there, for thither I go for a time.

I HAVE had many letters of late from American wheelmen, and those from J. R. Stockdale of Minneapolis, "Ratchet" of Newark, F. Belden of Hartford, and others will receive attention as soon as possible.

KANSAS CITY.

"MENTOR."

THE WORLD of this week contains an account of the United Wheelmen's new club house, but at the very last moment, the owner of the house refused to rent the house for club purposes. However, nothing daunted, the club members in the Western vernacular, "got a hustle on them," and leased a two-story brick house, only a few blocks below the other house, 1117 Broadway, and, in all probability, when this letter is read, the United Wheelmen will be comfortably located in their new quarters. The house now secured is specially adapted for club purposes, the rooms being large. Entering from Broadway, you pass through a wide hall into the reception room and parlor, practically one, the two rooms occupying the whole first floor. The floors will be finely carpeted with rich and luxurious velvet moquette. The furniture will be as equally fine. The pool table room will be in the semi-basement. The floor is specially adapted for the purpose, being alternate strips of red and white hard wood. The billiard room will be in the second story. A room in the basement will be utilized for a wheel room. The remainder of the house will be rented to club members exclusively, for private sleeping apartments. In the rear are two large verandas, where light refreshments can be served in summer time, or where a Havanna can be quietly smoked, or where a quiet tete-a-tete can be held with some dear creature. In the third story the janitor and wife will have their rooms. The parlor will be provided with an upright grand piano, the billiard room with a brand new table, the pool room with a new table also. The reading room will have a handsome book case, for the reception of books, and newspaper files. The house will be heated by a furnace, and in addition, all the rooms are provided with grates and handsome mantels. The social season will open in a few weeks. The ladies, friends of members, are taking a lively interest in the club, and they will add to the growth and success of the same. Ladies will be elected honorary members of the club. Provision has been made for non-resident members, whereby wheelmen in cities surrounding Kansas City can become members. This is a good scheme, as wheelmen throughout Kansas and Missouri who visit this city can have a club where they can spend their leisure time while in town. The fee will be nominal.

THE annual business meeting of the United Wheelmen will be held Dec. 4. It is altogether probable that a full list of new officers will be elected. The present officers are anxious to retire and give the new members an opportunity to manage the club.

D. B. THOMAS resigned from the club last Tuesday. He sails next week for England, where he will visit relatives, and then sail for Buenos Ayres, Brazil, his future residence. He will purchase an English wheel in Great Britain and take it with him to his new South American home. He was elected an honorary member of the club. His host of friends wish him unbounded prosperity in his new home.

AT last word comes from St. Louis, through "Linneus'" letter to the WORLD this week, that either J. M. Hodgen or Harry Gordon will race Nelson Haynes of this city for a $25 medal. Kansas City wheelmen are extremely sorry that the season is so far advanced that a race this season is impossible, but next season, if all parties are willing, no doubt a race can be arranged, and Kansas City will be there.

REED SPRINGS, near Liberty, fourteen miles from this city, will be a great resort for wheelmen next season. A boulevard will be constructed, and the ride will be fine. L. A. C. Ladish is financially interested in this summer resort, and promises a delightful place to spend Sunday. A fine hotel is being built, and a number of mineral springs are near. Mr. Ladish is a member of the United Wheelmen.

PENNSYLVANIA.

"ARIEL."

THANKS for the compliment, *Sporting Life*. Self laudation, quotha? And a blunder in grammar? Ten to one you can't point it out. And the local cycling news in the *Times is* more complete than that in any other city paper, not excepting *Sporting Life*, and such being the case I believe in giving the journal credit for it. Self laudation? Rats! It is nothing to a correspondent's credit that a great daily has shown its recognition of our sport. The object was solely and simply to induce local wheelmen to patronize the paper which best catered to their wants; just as I have always advocated. And if *Sporting Life* wishes to become popular among cyclers its correspondent should restrain its caustic criticisms on wheel writers, otherwise he will have his hands full. Take, for example, his fling at "Duquesne" in a late issue, for which the latter gave him a flaying. A little raillery is enjoyable all round, but uncalled for rudeness only reacts on the party who so far forgets himself as to use it. The *Wheel*, too, must needs comment. Is this for cause? There is quite a large-sized African in the latter woodpile, on which "Cycle" could perhaps throw some light.

MUCH obliged for your suspersion of judgment, "Westfield." The article referred to, however, was of itself such direct testimony to the truth of my remarks—to those who could read between the lines—that I was advised by a number of my friends to pay no attention to it whatever. This, of course, I could not do, as I owed it to the readers of the WORLD, at large, who do not know me personally, to set myself right with them. That I am perfectly able to do this let those testify who have in the past made the mistake of rushing into print without any ground to stand on. I can, on a pinch, dip a pretty lively pen when I am put on my defense.

"PENNSY" intends giving a grand ball in the near future, which is to be *the* event of the winter, and are also arranging for a series of suitable entertainments to be held at the club house during the season. The Philadelphia Club have already inaugurated a series of informal dances at the club house on Saturday evenings, and they have been a great success, while the Century "smoker," No. 1, will soon come off.

THE South End Wheelmen were unable to make satisfactory arrangements with their new landlord in regard to their present quarters, so they will remove, bag and baggage, to No. 1726 South Broad street, just below the old house, during this week. As their second anniversary occurs on December 4th, they intend having their house warming on that day.

"VISITED the Philadelphia Bicycle Club, Nov. 22d, a young man about 25, well dressed, light complexion, about five feet six." Above is a copy of a notice sent to the city clubs by Mr. Osborne, as a warning against a would-be thief, who endeavored to get away with a bicycle at that club. He represented himself as a League man to the janitor, but his actions aroused the latter's suspicions, and he headed off Mr. Thief.

THE Centurions will have a hare and hounds chase Thanksgiving Day, starting at 9.30, with Chestnut Hill as the objective point. Kirk Brown and another member, on a tandem bicycle, will be the hares. Assemble at Chestnut Hill at 12.30, noon, thence home for dinner.

CAPTAIN LE CATO, and Mr. Candy, of the Maryland Bicycle Club, ran over from Baltimore last Sunday, and were the guests of the Pennsylvania Club.

AT the Century, on Monday evening, I ran against Captain Fleming, and right glad I was to meet the genial Captain after his months' absence. He has been out in the West shooting.

BOTH the Century and the Pennsylvania Republicans enjoyed a good dinner at the expense of their unfortunate Democratic club members. Two of the latter club's affairs have come off. Poor Semple rashly bet a dinner for fifteen with mine host at Paoli, and he set 'em up last week; while on Thursday night, thirty-eight of the "Pennsy" men sat down to a menu at the Colonnade Hotel that would have tempted an anchorite. From half-past eight to twelve o'clock they discussed the good things, and when at length the party broke up, election bets were unanimously voted a great success—by the Republican contingent.

NEW YORK.

"HAWKSHAW."

AS much as I dislike to put my Hawkshawian ability to so ignoble a use, as an attempt to discover the personality of one of your correspondents, I cannot refrain from doing so in the case of the mysterious "Caviler." The letter by this writer, which is at all times so well written a one, has caused some inquiry here as to the identity of its writer, that as a matter of course I have felt obligated to undertake to meet this demand on the part of the readers of that individual's letter and my scribblings by exposing it. A careful scrutiny of the construction of "Caviler's" writings, especially of the recent letter dealing with New York subjects and individuals, convinces me of one thing. The sex of the writer might admit of the author being a "caviler," but never of being a cavalier, and that any vote that "Caviler' may have come to New York to cast went most likely to Belva Lockwood, through sympathy. In other words, I think "Caviler" is a lady. The very way that "Caviler" writes up "handsome George" Bidwell convinces me of this, as no male writer would have described him as "that aristocratic looking blonde." We are all well aware of our Chief Consul's good looks, and we are proud of them, but then as men we are not prone to praise them in print, so that I am of the opinion that "Caviler," if a rider, has as a mount either a tricycle or a lady's bicycle. I may be wrong but I don't think I am, and even if I am mistaken I hope that "Caviler" will not fail to accept the proffer of my most distinguished consideration and admiration.

To again refer to your correspondents in the same issue, being though in this case a seeker after information, rather than a giver thereof, as in the foregoing paragraph. Might I ask "Mentor," of Kansas City, to inform me what *he* calls the "pedal mount" if the "new one" he describes as follows is not it? "It consists of running along side of wheel and jumping on the pedal and rising with it into the seat." Here in the effete East we of the wheel are at all times watching the wild, woolly West for novelties, and to our benighted brains the above seems to be an old friend, the pedal mount of full ten years standing, and yet can it be that during all of that time that what we thought was the pedal mount, was really something "new," and we didn't get on to it? Only one thing makes me think that we must be unacquainted with "Mentor's" "new mount," and that is his statement that "it is easily accomplished, with no danger of fall." Any one who has tackled the pedal mount, as we know it, is but too well aware that in learning, it is often dangerous of accomplishment and easy of fall, being thus, in its initial stages, exactly opposite to the new Western discovery.

TO sit in the club during a boasting match of the "old guard," and hear those veterans relate, with many a laugh, of the accidents they have suffered upon road and path, has often caused me to think that in one respect, at least, headers are like love affairs, they are both good jokes after they are over.

THAT terrible disease, Presidentolatry, continues to spread under the invigorating influence and example of the recent political upheaval, and the earliest victim to it, in the cycling world, is Editor Prial. In a recent issue of the *Wheel* he proceeds to place upon their appropriate pedestals the various idols for Presidential honors in the L. A. W. They are all the "favorite sons" of States strong in the political arena of the League, and one and all present strong claims for their elevation to the position. "Fierce," however, "is the light that beats upon a throne," and not mild is the one which sheds its calcium effects upon L. A. W. candidates, however, "you pays your money and you takes your choice," so proceed, gentlemen of the L. A. W., to become either worshipers or inconoclasts as you may see fit, and whatever the result may be, and to whichever candidate you may award the prize, rest assured that we of humble ten thousand will not fail to throw up our caps and hail your selection with the time-honored cry of the populace, "*Le roi est mort: vive le roi!*"

HOW often does one hear the remark made, regarding the appearance of a racing man after he has distinguished himself by some notable performance upon the wheel, that "he is the last person, one would judge from his appearance, to be a racing man, etc.," and how very untrue in most cases this statement is. Even among those who should know better there seems to be the belief that a successful racing man should be large of limb and great of mould, displaying a mass of giant muscles like unto a blacksmith or a prize-fighter, whereas a little retrospection of their experience, if they have any, and otherwise they should make no such statement as the one quoted, will at once show them that with rare exceptions

the lady with the bugle has failed to toot over the deeds of any racing man who showed, either in his heighth of stature or preponderance of muscle, any difference from the ordinary rider, when viewed by the unpracticed eye of the casual observer. In many respects the racing man in his "points" differs not greatly from his competitor for racing honors, the thoroughbred horse. He must be lean of flank, deep of chest, clear of eye, strong of will, and capable of standing punishment when a bruising finish is demanded of him. All these points must be found in a successful racer, be he horse or man. What would be thought of a critic, who, being shown a herd of horses, and upon being requested to select therefrom a horse he thought from appearances was the most fitted for a racer, should choose one of those great Clydesdale brutes, simply because they were endowed with enormous strength and large frame? He would be accused of being a fool, and would deserve the title, and yet constantly is this same principle unconsciously endorsed by unthinking critics when referring to the personal appearance of such riders as have become famous through their performances a-wheel, when they say that the racer shows no physical cause for his success, simply because he is not built upon the Clydesdale model of strength of limb and magnitude of frame. As a sample of how even those whose position in wheel matters should cause them to avoid this error and yet fail to do so, the recent article in the *Bi. News*, which declares that Windle will not amount to much as a rider, because he can boast of but five feet six inches in heighth, is an excellent example. In the entire range of athletics, excepting such sports as are entirely a question of physical strength, such as putting the shot, throwing the hammer, etc., my experience has proven to me that almost in every case record has been made and held by those whose heighth will range between five feet five inches and five feet nine inches. Only in rare instances do those of greater stature receive even a smile from that hard-hearted old dame, Fame, or her twin sister, Record.

THE Berkeley Athletic Club, from whose kindly interest in wheeling much good is expected, has taken a new step in athletics that will benefit cycling in a new and much desired direction. Under the Berkeley's auspices there has been organized the Ladies' Athletic Club, which will be for women, what the New York Athletic and the Berkeley are for men, a first-class and perfectly appointed association for physical development. A club house adjoining the Berkeley will be built in 45th street, and a portion of the club house and grounds at Berkeley Oval set apart for these fair athletes, and every convenience and encouragement will be given the sweet girls. It will be safe to safe to say that Chief Consul George R. Bidwell, the Captain of bicycling in the Berkeley Club, will not fail to see that his branch of sport is properly brought before the ladies, and here at last seems to be the opening which will result in making cycling popular with society, an end most devotedly wished for by those who desire the welfare and elevation of wheeling.

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PORKOPOLIS NOTES.

"STAR."

TEDDY ALLSUP, the leading spirit of the Crescents, says in regard to scorching: "We believe in scorching. Our club is made up of tough and hardened young men that work. We like to ride. That's all that keeps our club together. We've got eight members. We don't take any new members in till we've had them out on a run with us to see whether they can stand the pace or not. We don't make any stops when we're on a run and so we don't want anybody in our club that can't keep up. We take our longest runs in the summer when the weather is nice, leaving the short runs till the time when the weather is bad. In that way we get to see a great many more places during the year than if we only took short runs, and don't get so tired of seeing the same places so often. Why what's a wheel made for if it isn't to hustle on? That's why I bought one. The fellow that sold it to me told me that I could ride 200 miles a day on it. The first ride I took on it was to Middletown (?) but I didn't get back till 11 o'clock that night and was done up for three weeks." (80 miles the round trip).

THE "Duke," in speaking of racing, said: "Yes we need a track. It would give the young men and the scorchers a chance to work off some of their surplus energy. Even men of your age would no doubt like to try their speed (imagine your correspondent in a race.) The "Zoo" would be a good place for a track as all the entertainments given there have been elevated in tone and that is what we desire. It would be very unfortunate indeed if cycling should ever get mixed up with either base ball or horse racing. Still the "Zoo" is a little bit out of the way. Perhaps a track might be built in the old base ball grounds now leased by the Order of Cincinnatus."

CHARLEY HANAUER, in discussing the racing question, said: "What we need to make racing in this locality a success is class races. Wheelmen, on seeing such men as Burroughs, Croninger, Perin and Dr. Green entered for a race, will say to themselves: 'I've no business in a race with such men,' and will refuse to enter. Now, if such men could be barred from certain races, and all races be for short distances, they would be more interesting, for after all, it is the finish that the public are interested in, and, if that is close and exciting, it doesn't matter so much about the rest."

BARNEY KLUM, the newly elected president of the Centrals, says that the report that they are to disband is a mistake, for they intend to make their club a greater success than ever.

FRANK G. WARNER, of the Hartford Wheel Club, was in our city on Nov. 19. He was the guest of Air-Brake Norton, in whose invention he is very much interested.

THE "Veloce" Club have an extensive library and a well appointed gymnasium.

THE C. B. C., not to be outdone by the "Veloce" Club, are also forming the nucleus of a library. Their collection at present comprises: Two bicycle catalogues for '84; one number each of BICYCLING WORLD, 1885; *Outing*, 1885; the *Wheel*, 1887; *The Wheelman's Record*, 1885; *The L. A. W. Bulletin*, 1885; and *The Cyclist*, 1885; the City Directory for '63; one well thumbed copy of Bludan T. Hunder's "Blue-eyed Billy, the Bucktown Bully, or Virtue its own reward"; one fire alarm card; and three fly specked patent medicine almanacs, of pre-historic periods.

TWO attempts have recently been made to get up another combined run. This time it was to the "Zoo," but it was twice postponed on account of the weather, the second time indefinitely. It is perhaps fortunate that the elements interferred to prevent what might have been a "fizzle." Two of the clubs that were expected to attend, called runs on that day to other points. Then there were others who did not approve of a bicycle parade through the city on Sunday, no matter how quietly it might be conducted.

MR. ASHER, of Eaton, O., who made his phenomenal debut as a flyer, at the L. A. W. meet at Cleveland, in 1884, paid our city a visit some two weeks ago.

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ST. LOUIS

"LINNEUS."

THE Cycle Club's races have at last been arranged and the following events will be contested at Forest Park on Thanksgiving Day: Half-mile novice, half-mile handicap, 100 yards slow race, half-mile club, half-mile ride and run, one-mile handicap, half-mile consolation. The races will be started at 10 A. M. sharp, and the following will officiate: Referee, R. E. Lee; judges, J. S. Kuhn, W. H. Wylis, H. Wheeler; starter, G. M. Wilder; handicappers, E. N. Sanders, W. H. Wylis, J. S. Kuhn; clerk of coure, F. W. Segar. In case of inclement weather the races will be held at the Natatorium. The prizes consist of gold and silver medals, silk umbrella, cane, pair of silk suspenders and a turkey. But two of the events, one-half-mile and mile handicap are open. The understanding was that *all* but two of the events should be open. This will cause some talk.

R. N. BOWDEN having resigned as Consul at Brookfield, E. N. Shepherd was appointed by Chief Consul Brewster to fill the vacancy, and he at once began his official career by sending a very full report of Linn County.

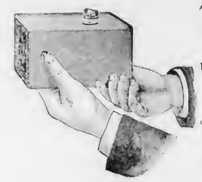
THE Cycle Club will give a musicale at their club house to-night. The talent will all be furnished by the members of the club and an enjoyable time is guaranteed all that attend. After the entertainment refreshments will be served. These entertainments are stag affairs, and all the guests have a great time.

THE Missouri's gymnasium classes, under the guidance of Billy Barron, are again flourishing, and are attended by a large number of the club's members. In spite of the inclement weather, fifteen attended last Monday night, and were put through their paces in great shape. The "horse" and rings are the usual programme for Mondays, and parallel bars, jumping and pullies for Thursday evening.

R. A. NEILSON is sojourning at Hot Springs, Ark., and is engaged in one of the hotels there as bar keeper, so Percy Stone tells me. A number of wheels all tagged for him have recently arrived at the St. Louis Wheel Co., and were reshipped to him to be used for renting purposes in that town. Unless the visitors to that place have changed a good deal, Bobby will find that this business is not a gold mine.

E. B. KIDSON is at work on a circular which will soon be mailed to the members of the Missouri Bi. Club, which states that no more

CAMERA FOR WHEELMEN---THE KODAK.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds

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Patent applied for.

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EASTERN ROAD CLUB CUP TIE.

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 25 miles in the time of 1h. 35m. 25s."--*Bicycling World, Nov. 16th, 1888.*

The Machine ridden was a

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IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

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THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

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entertainments will be given in future unless the club members subscribe a sum sufficient to cover all expenses. The entertainments of this club are given on a very lavish scale, and in the past a sum of nearly $200 had to be paid out of the club's treasury each year to make up the deficit.

STREET improvements are still going on here. The Board of Public Improvements has let the contract for the work on the Forest Park boulevard for $39,931.50 for the entire work. The plan, in brief, is to lay out the boulevard with a twenty-foot walk on either side, two driveways of thirty feet each, and a park or lawn of fifty feet down the centre between the two drives. The road bed will be the same as Lindell avenue. Cyclers will gladly welcome this as a big acquisition to our fine streets.

THE necessity of a good track to hold bicycle and athletic events on has been much felt during the past, and I understand a company is being formed that will build one at a point in the Florrisant Valley, distanced about ten miles from town. The matter, as projected by Mr. L. C. Buckley, who is the architect for the syndicate, contemplates the erection of a large hotel to be used as a summer resort, artificial lake a mile long for aquatic sports, and a one half or one third mile track, with the necessary grand stand, bath rooms, etc., to hold bicycle and foot races on. The whole scheme is an embryo as yet, but it is the earnest wish of every cycler that it be pushed through as soon as possible.

COLUMBIA, MO., boasts of the finest universities in the Union, but it students have had no chance whatever to take part in athletic sports, there being no facilities for them. The directors have at last awakened to some sort of an improvement, and last week called Prof. Muegge, of the West St. Louis Turnverein, who spent part of the week there, and drew up plans for a gymnasium and athletic grounds to cost $15,000, for which Dr. Ross, President of the University, will ask an appropriation for, at the next meeting of the Legislature. This will give Missouri another track to hold races on. Prof. Penn is consul at Columbia and a number of the students are enthusiastic wheelmen and will be glad to see the track built.

MR. M. H. CAHOON writes from Fredericktown: "Deaths and removals have caused the dwindling in numbers among the wheelmen here. Since all my old chums have died or removed, and I am about the last survivor, I cannot feel the full charm of riding as I once did. I still ride and will take your suggestions and renew my membership in the League. It makes me feel badly now to ride alone where I used to have from ten to twelve companions. It takes all the edge off the sport. Still I shall never give up the wheel absolutely, unless I contract such severe rheumatism that I cannot mount, and then I will try a safety." Fredricktown lies in Jim Neill's old district, and is surrounded by a riding district similar to Clarksville, but smaller.

TERRE HAUTE. "WABASH."

ON Thursday, Nov. 16th, the Terre Haute Bi. Club held its regular monthly meeting. The main issue of the evening was the trouble which was caused by the part taken in the campaign by some of its members. An effort was made to smooth the matter over, but the offended members were obstinate and twenty-two of them handed in their resignation, two of them were Republicans. The prospects are favorable for the formation of a new club in the spring, which if organized will be a league club in every sense of the word. This would be a good thing as there are upwards of a hundred wheelmen in the city, and only about twenty-six of them are league members.

IF the weather is favorable the club will make a run on Thanksgiving which will be the longest of the season. We are having pretty weather and some of the boys are running up their mileage.

I SEE by our daily paper that Governor elect Hovey among other laws which he proposes to change, is one of great importance to Indiana Wheelmen, and he should be encouraged in it. Heretofore a certain amount of the state tax went to the school fund. Mr. Hovey proposes to abolish this fund and turn the aforesaid tax into a gravel road fund. If he makes this law, Indiana will be one of the finest cycling states in the Union, as certain sections of Indiana are already famous for their gravel roads and pikes. I would advise the division to look into this matter.

SAD news of a fatal accident comes to us from Gainesville, Texas. Mr. H. C. Hyman, a gentleman whose home is in Kentucky, was thrown from his bicycle and instanly killed. The details are not at hand.

NEWS AND COMMENT.

WE stated last week that the L. A. W. would furnish the valuable little handbook on "Roads and Road Improvement" free of cost to those who needed them. We were too generous in our statement, as the fact is that the League will furnish them at *cost* to those who may desire them for distribution. A supply should be in the hands of every League Division to be used in the missionary work of awakening the average cyclers to the importance of good roads and hints as how to make them.

THE Troy, N. Y. Club are talking of changing their headquarters.

THE Freehold, N. J., Cyclers are going to give a competition drill, "Stars" vs. "Cranks."

MISS PAULINE HALL seems to be the recipient of attentions bicycular, at the hands of our friends of the Weston Metropolis.

DAMPMAN, McDaniel and Merrihew, the "big three" of Wilmington, Del., are to be tendered a complimentary reception in January next.

MALTBY is restive under the fact that no one seems anxious to accept the "difi" he published in the New York *Clipper*. Mr. Maltby is open to engagements. See advertisement.

THE Boston *Herald* quotes Dr. Kendall as saying, "the Boston Bicycle Club was the first one in this vicinity." Why not the first one, and consequently the oldest in the country, Doctor?

IN riding along the beach between Los Angeles and San Diego, Cal., a cyclist was caught between two points by the high tide detaining him for 24 hours. He was badly scared and very wet.

MR. GARDEN, the Chicago manager of the Pope Mfg. Co., was in town for a few days last week. Speaking of a prospective match between Lumsden and Stone, Mr. Garden was very sanguine as to the Chicago man's chances.

THE lifeboat presented by the cyclists of Great Britian to the National Life Saving Association has already done some splendid service in the way of life and property saving. The last case was that of the brig Franz Von Mathies of Gelfe, Holland.

THE Brookline (Mass.) Club held their annual dinner at the U. S. Hotel in Boston last week Thursday. The new officers of the club are F. H. Young, president; F. M. Seamans, vice presipent; D. F. Beede, treasurer; E. W. Baker, secretary; George Forsythe, William James, club committee.

AS between the two great colleges of America there is no doubt but that the students of Harvard lead the way and show more interest in cycling than do those of Yale. Harvard, in the possession of R. H. Davis, the Cambridge college has the fastest amateur rider of the rear driver in the country. Kenneth Brown is also a good one on the ordinary. He made his debut as a novice at Buffalo and Rochester.

THE New Haven (Conn.) Bicycle Club presented an excellent programme for their minstrel entertainment of last Wednesday. The first part, "A Club run" was well sustained by the participants. Messrs. White Larom, Bennett, Langdale, Durand, Bowman and Soltan individually distinguished themselves. While the Abt quartett, the New Haven Banjo Club and W. S. Maltby, trick rider, added much to the success of the affair.

THE action of the Directors of the Gentlemen's Driving Park, St. Louis, Mo., in refusing to allow the Cycle Club to run their races there on Thanksgiving Day, has been very unfavorably commented on on all sides. No horses are at present being worked on the track. A number of wheelmen would like to know by what right they are ruled off the track, as the same lies entirely within the confines of Forest Park, every inch of which is public property.

A CORRESPONDENT from California, Mo., writes us as follows: "W. D. Sheriff is a deaf mute 21 years of age and is greatly interested in cycling. Last April he issued a challenge to any man similarly affected to ride for the deaf mute championship of the U. S., distance from one to one-hundred miles. As the challenge was not taken up Mr. Sheriff claims the championship of America. He states that he will go to England next year and issue the same challenge. Mr. Sheriff in practice did the mile in 2.44 1-2."

Wheeling describes a contrivance which it claims is a great aid to hill climbing when applied to safeties. "It consists of a light strong, sleeveless jacket, in the front of which is a bowbar, which stretches across the rider's waist loosely enough to prevent the jacket from binding on the sides. From the centre of this bar a chain extends to the nearest rigid part of the particular safety in use. The effect of this invention, it is claimed, is firstly directed against

the "bicycle back." The tendency of the rider is to sit up and pull against the chain attachment from the strongest part of his back, thus not only giving him a better appearance but giving him wonderful leverage for hill work or in battling against a head wind.

THOMAS STEVENS gave an illustrated lecture at Worcester, Nov. 22. The hall was crowded, and Mr. Stevens' lecture was one that gave undoubted pleasure and satisfaction. The *Telegram* of Worcester says: "From the first Mr. Stevens delighted his audience. His 'lecture' was not of the usual kind; it was, rather, a delightful series of anecdotes and comments upon the ways of Eastern people, and Mr. Stevens did not say 'I' during the whole evening, preferring to refer to his exploits as of those of 'our 'cycler.' He skipped about from place to place, not attempting to read his diary by the way, and the result was entirely satisfactory. A stereopticon was used to throw the pictures upon the screen, and among them were many readily recognizable as coming from the pages of *Outing*, in which Mr. Stevens published the whole delightful story of his tour."

A DECISION lately rendered in England is of interest to renters of cycles. It seems that a Mr. Raybould hired a "Demon" safety from a dealer by the name of Paine. The dealer represented the Demon as being in perfect condition. On this representation Raybould took the machine and paid the required deposit of £2. He had not ridden it long before the chain broke, and the consequent repairs necessitating the taking of machine apart disclosed the fact that "one of the cogs on the driving wheel was broken, the gearing wheel had been broken and a patch brazed on the inner side. The left hand cone of the crank axle, which should have been in one piece, was entirely worn away and severed into two, so that there was no bearing or smooth surface for the balls, on which the speed and easy running of the machine depended, to rest upon. The right hand cone was cracked, indented and chipped, and only seventeen balls out of twenty-four were whole, the remaining seven having been crushed and churned up into swarf. There were small, loose pieces of foreign metal in the bearings, which were clogged with swarf and dirty in the extreme." Paine admitted that he represented that the wheel was in "perfect condition" when he let it to Raybould and he so believed it. The Judge thereupon gave judgment in favor of the plaintiff for the £2 deposit, £1 10s. paid for repairs, two days' hotel expenses, and sundry other items of expense for railway fares, telegrams, etc., amounting in all to £5 5s., and £5 11s. 6d. for costs.

HAGERSTOWN (MD.) NOTES.

THE Hagerstown Bicycle Club is not a thing of the past (not by a jugful). We have just as many men in line, and consequently as many incidents and accidents, as ever (I'll have to take back accidents, as the safety is now the wheel of our awkward squad). Every good day sees a number of wheels upon the streets, some for business, others enjoying a social spin in and around the country. Seldom comes a good Sunday but our worthy Tourmaster Scotty (Bomberger) gathers his traps and wanders aimlessly to the country especially in returning after dark, after several doses of what he calls good, fresh country milk, only to show to his anxious friends how great a mistake the turnpike man made when he put several piles of rocks in the middle of the road (that were not there when he went) just to see if he could, really, ride a steeple-chase and come out whole. Scotty says "it can't be done".

We intend to give a two days' race meet on July 4th, next year, and are beginning to "whoop it up" already, when we expect to exhibit our flyers ("they come high but we must have them"): some who have made good road time want a chance to try their nerve on the track.

It is a deplorable fact that as soon as winter sets in our fellows devote more time to social than athletic training. At our "Thursday evening socials" each man vies with his neighbor to do the handsome with the dear girls present, but as matters matrimonial have not been concluded the crowd—girls, boys and all—have mutually agreed to abandon the social scheme, and will try their hand on the drama. I am not so well informed as to give the name of the Dramatic Club, suffice it to say it will be strictly *amateur*. They are to make their *debut* to a select crowd on Thursday evening, the 22d, when our President will deliver an oration, subject, "Psychological Aspects of Wheeling." Captain Updegraff appears in his favorite role, "the only living female bass singer," whilst our surgeon, Dr. Wareham, enjoys the celebrity of character, "the bearded child of the Andes." Many and various will be the attractions. Free admission—though none but the appreciative will be admitted. They are to give a regular pay entertainment in the "Academy" here later on.

"IKEY."

Hagerstown, Md., Nov. 21, 1888.

DOANE'S 100 MILE RECORD STILL INTACT.

THE record made in competition by W. S. Doane over a 50 mile course in Oct. 1886, of 7.24.03 will still hold good for this country. The time made by Dampman of 7.20.17 at Philadelphia on election day can not be accepted by this paper as the course over which it was ridden is a trifle over seven miles. This decision is in compliance with our Editorial of October 21, 1887, in which we state that long distance road records must be made sn open competition and over a route not less than 20 miles in length.

ANOTHER "CLAIM."

THE following taken from the Chicago *Herald*, of November 22, has led us to write Mr. Meyers for particulars, as to route, measurement, timers, checker, etc., and we await reply:

"Bert Meyers, a member of the Peoria Bicycle Club, finished a twenty-four-hour ride yesterday and received the congratulations of his friends on having beaten the Chicago and American amateur record. He completed 289 miles in twenty-four hours."

THE RESERVOIR RECORD FROM A STANDING START.

As per announcement in these columns a handicap race was held round the lower basin of the Chestnut Hill reservoir last Saturday. The principal aim of the promoter of this race, Mr. C. P. Daniels, the well known trainer and general athlete, was to see if a record from a standing start could not be established for a bicycle.

In September, 1888, P. J. Berlo, of South Boston, and J. P. Clarke, of Dorchester, on a tandem tricycle, did the distance from a standstill in 3.11 3-4. But to the event under report. At precisely 2.15 Davis, the great Harvard safety rider, was sent away from scratch, with P. J. Berlo, 50 yards, A. F. Klaus, 150 yards, and W. Thomas, 200 yards handicap. The handicaps were quickly cut down by Davis, and at the half distance the Harvard man was in the lead, with Berlo a close second. Davis was running fast, too fast for Berlo, who could not catch him, although the South Bostonese tried very hard to get in first. Davis made the excellent time of 3.19, which will stand as the bicycle record for the distance from a standing start. Davis rode a light Swift safety.

W. B. Greenleaf made an attempt to better this time, but the best he could do was 3.28 2-5.

MISS PAULINE HALL CAPTURES CHICAGO.

"PAULINE HALL on a bicycle! Etelka, queen of Hungary, and Pauline, queen of opera bouffe artists, on a little leather seat, whirling along the boulevards, precariously balanced on two shining steel wheels! Unique idea, isn't it? But nevertheless, astonishing as it may seem, pretty Pauline does ride a bicycle, and ride it well, too. Pauline is not airy nor fairy. Her figure is rounded and plump, but the fair prima donna of the 'Nadjy' company can get on to one of these queer inventions, a lady's safety bicycle, and howl along the boulevards with the best of them.

Since the opening of the 'Nadjy' engagement at the Grand, Miss Hall has been bicycling all over Chicago with the members of one or two swell clubs, notably the Illinois and the Douglas. The masculer-limbed young men who have attended her, haven't had to "go easy," either, in their jaunts about the suburbs. Pauline skims the gravel with the best of them, and the boys are proud of her. The stories of the Illinois club's short tours with Pauline Hall will go down to generations of wheelmen at the club house of the organization. To show their admiration, the wheelmen have planned a novel presentation for to-night. The Illinois Club with their invited guests of the Douglas Club have taken a good section of the orchestra at the Grand, and will attend in a body. When Pauline sings her best solo a beautiful bicycle of flowers, a triumph of the florists' art, will be brought down the aisle and presented to her in token of the *bon comraderie*, the fellowship existing between all lovers of the exhilarating sport, without regard to sex or degree."

The above, taken from last night's paper, has become an accomplished fact, we were there 70 strong, and such a time! Oh! my. Pauline and Francis Wilson both wore our colors, Pauline's being fastened with the club pin of one of the bicycle clubs within a thousand miles of Boston.

The presentation to Miss Hall of a floral emblem was a club pin, being worked out with fine effect.

Wilson's attempt to ride an ordinary across the stage brought down the house, and owing to the fact of his wonderful control (?) over the wheel we immediately issue a challenge to him to ride 100 yards, HANDS OFF.

I. C. C.

"INF"—A COINCIDENCE.

BY THE SECRETARY.

IT was on one of the closing days of the month of June, in the year—really, I've forgotten the year. It doesn't matter much: but I haven't forgotten a remark he made to me, on that day, relative to dates and time. It was: "Well, what does it signify when or where anything transpired in the life of a man whose life is a perfect blank?"

No matter what some dates are in every man's life, and in mine no matter what that one was.

Anyhow, it was when the new-mown hay was soft and flexible to the touch and so redolent with perfume that my nostrils almost sickened with the inhalations, and I was not the old, withered, sap-deserted, time-dried, age-wrinkled stem that I am now.

I was touring through a strange country on that particular morning. I had dismounted on reaching the brow of a hill, leaned my bike against the fence and stretched myself on the wayside grass, in the shade of a large tree.

It has always been a mooted question whether it is best for a man to be born energetic or lazy. True it is that the energetic man is the man who wins fame and renown, accumulates and accomplishes things, but is it not the lazy man who enjoys them?

Yonder energetic farmer over in the field, gathering the golden-haired wheat, see how he toils; I, the lazy drone, under the tree watching him. 'Tis he who produces what I consume; 'twas he, doubtless, who planted this tree under which I rest, and he it was who placed the stones around the wayside spring and left the cup from which to drink. I warrant no lazy man did it.

My reverie was interrupted by the sound of some one singing that old air, "Auld Lang Syne." Who ever it was, came trudging up the hill, singing as he came. His voice was not one that a bird would long for, nor would it have obtained him fame on the operatic stage, but the harshest sound is melody to some ear attuned for it, so his voice was pleasant to hear, although it seemed as auld lang syney as his song.

He and his bicycle came in sight together, and stopped on the brow of the hill, and then he drew forth his handkerchief and wiped his face.

There was a plaintive, old-timey look both about his features and his costume, yet one instinctively knew that, no matter how careless he would dress, how disheveled his appearance would be, the gentleman would always show through in spite of his disguises. His wheel was just as untidy, being in that indistinct condition that you could never tell whether it was nickel-plated, enameled, hand decorated or machine painted.

Presently he saw me.

"Hello!" said he.

"Well!" I answered. "What number?"

"What number?" he asked in evident amazement.

"Yes," I replied. "What number?"

"1842," he responded. "What's yours?"

"Oh," I exclaimed, laughing, "it was merely a joke. You said 'hello' so much in the stereotype way that I at once thought of the telephone girl, so spoke as I did. My League number is—let me see—well, really I don't remember. But that doesn't matter. Are you a stranger here?"

"Yes and no," he hesitatingly replied. "If you mean as far as one's acquaintance with men is concerned, yes, I am a stranger, but when one turns to one's familiarity with nature hereabouts, then I am not a stranger. One who knows the trees, the birds, the grass and the rocks, the sky and the earth east, knows them also north, south and west?"

"Then you know nature?" I questioned.

"Yes," he replied, "and when one is a comrade of nature's he is rarely a companion of man. The two don't seem to go together; it's the old story of birds of a feather, I suppose."

"You love nature?" I ventured.

"Love her!" he exclaimed. He raised his right foot, and placing it on the step of his machine, crossed his arms over the saddle, then resting his chin on his hands, gazed in a "philo-meditative" way beyond me, far across the field of yellow stalked wheat waving their plumed heads to the drifting clouds.

"Love her," he repeated, "why shouldn't I, why shouldn't everybody? Who is more beautiful, who is more attractive, who is more unaffected? And what's more, she is never false."

"Aha," mused I, "it's the old story; there's a woman in the case."

"Are you fond of music?" he abruptly asked.

"You seem to be," I answered, thinking of his song.

"Yes," he said, "but not the cultivated music of man. Give me the lullabies of the brooks, the pastorals of the streams, the love songs of the zephyrs, the lyrics of the wind, the war songs of the tempests, but take from me the songs of woman."

"You are prejudiced," I cried. "Did you ever hear Patti or—"

"No," he answered, interrupting me, "I never heard but one woman sing. I want not to hear another."

"Tell me of her," I asked.

He took his toot from the step, raised his hand, and as he spoke examined the various nuts, the pedals and the wheels.

"There is not much to tell. 'Tis enacted every day. There was a beautiful bird: I sang love to her and she sang love to me. We started to build our nest. When half completed she flew away with another. I had sung to her of the simple pleasures of a country home, he sang to her of the enchanting gaieties of the city. 'Twas but natural, I suppose, that she should prefer a life of bright cave in a gilded cage to one of dull labor in a nest of logs."

He stopped.

"And you?" asked I.

He replied, "There are some things in a man's career that are like the clouds in the sky, they drift across his life, big for the moment, but gradually dissolve and pass away; then there are others, they are like the stars, they never fade or pass away, but shine brightly, steadily, until the grave."

"And after the grave?" I asked.

"All such stars set forever, for there is nothing earthy then—But I must move on; which way go you?"

"Down to the village," I responded, rising.

"I'll go a little way with you," he said.

We rode in silence, he a little way behind. Thus we continued, until I heard a soft "good-bye." It was as faint as an echo. I looked around, my companion had disappeared. There was an unobtrusive wayside lane to the right, and through its entrance I saw the trail of his wheels.

He had gone back to his nature. I kept on to the haunts of man.

Some time afterwards I was off on a short run through the upper part of Maryland. Whilst riding along the highway there suddenly came in my mind, as such things sometimes do, thoughts of "1842." I thought of him and of his sad story, and fell to wondering where he was and if he still rode among the wayside lanes with his loved nature and yet shunned the haunts of men. With my head bent forward and my brain pondering over his words, I left the machine to go pretty much as it pleased, and when I was aroused from my study by a leaf brushing across my face, I found it had left the main road and turned down a by-path. The road bed was of cool, dark loam, the trees clasped hands over head, a tiny st eam ran gurgling along one side, and from its grass plated banks slender ferns gracefully saluted me.

I hesitated, but fate, chance or accident impelled me forward, and forward I went.

Presently the little stream laughed "good-bye" to the path as it sprawled in foamy outlines over a large stone and then ran away from view, through a tunnel of bushes.

A little further on, I came to the remains of a wicket gate, still "impelled" I dismounted and passed through it, on through a hallway of saplings to emerge on an open green.

Before me the path was crossed by the stream, over which stretched an unfinished rustic bridge. Beyond it the path and garden were over-run by weeds and grasses, and there in their midst stood a half-completed cottage. The stone chimney stood up like a tomb stone guarding a corpse. Here and there in the weeds lay the remainder of the lumber and other building material. From the house time and the weather had torn a board off here, and rotted a joist there. Bats flew in and out the doorway *she* was to brighten. On the fast decaying porch lay a dead bird, above were the torn remnants of its ravaged nest.

As I looked, the truth suddenly came to me. Unconsciously I spoke aloud: "It is the half-completed nest of—"

"Yes," said a low voice, close behind me. Startled, I turned and looked on the sad, gentle face of "1842."

WILL SOME ONE ANSWER THE CONUNDRUM?

Editor Bicycling World: In a conversation recently an experienced and intelligent wheelman asserted that in taking a header the large wheel invariably turned backwards after the rider had passed a line perpendicular through the hub of the wheel.

He claimed that this is an invariable law, and without exceptions, when the header is taken pivoting, not from the ground with brake on, but from the hub of the large wheel. I disagreed, believing that certain conditions, high speed for instance, would interfere with the operation of this so-called law; but all others present were of the contrary belief.

If no trouble, would you give your opinion, and oblige,

L. A. W. 10,389.

[On the first thought, we should say that No. 10389 was correct, but the proposition is rather a new one and perhaps our readers would like to give the answer.—ED.]

THE McCOMBIE FUND.

Editor Bicycling World: I desire to acknowledge through your paper the receipt of $144.50, in all, in aid of the widow of Robt. S. McCombie, which stands to the credit of the following parties: Amount raised by J. C. Kerrison, $45; Chelsea Cycle Club, $14; Chelsea friend, $1; Chas. Haley, $2; Massachusetts Bi. Club, $15; Newton Bi. Club, $25; Rovers Cycle Club, Charlestown, $10. Cambridgeport Bi. Club, $12; Somerville Cycle Club, $10; Suffolk Wheel Club, $5.50; BICYCLING WORLD Co., $5; total, $144.50. This is independent of the sums turned over to Mrs. McCombie by Mr. W. H. Forbes, previous to his leaving for the South.

Respectfully yours, J. B. SEWARD.

Boston, Nov. 24, 1888.

A BOON TO SMOKERS.

IN another column will be found a cut and advertisement of Hoop's Lighter. A study of the cut shows the *modus*. The wire is kept in the tube when not in use, and when a light is desired it is drawn out and simply passed lightly over the top of the long fuse and it immediately ignites, wind having the effect to make it blaze more instead of extinguishing it. The composition which covers the igniting wire will last from six to nine months according to the usage it receives. The Hoop's Lighter is an imported article and already there are several imitations on the market in this country. If you want the *best*, then apply to to J. Goodman of Hartford, as per advertisement, who has the exclusive right to sell the "Hoops."

A NOVEL SUGGESTION OF HOW TO PREVENT LOAFING.

Editor Bicycling World: Noticed the remarks in a late issue, in regard to "loafing" or hanging back in races, especially "scratch races," until within a few hundred feet from the finish, and would suggest another plan, in addition to those proposed, to eradicate this evil. For illustration take a race with say five starters. Let each man draw his number (from one to five); then start off No. 1, and say ten seconds after start No. 2, and ten seconds later start No. 3, and so on until all are away, the one making the fastest *time* being the winner. This would compel each man to try and make the mile (or whatever distance the race happened to be) in less *time* than his competitors, and not merely to finish a few feet ahead of the others. The time between the starters could be varied according to the number of entries, etc. Fraternally,

L. A. W. 5274.

BICYCLING IN BELGIUM.—V.

BY CLERICUS.

WITH my French guide still in pursuit I climbed the two hundred and twenty-five steps of the great Monumental Mound, which rises at what was the centre of the first line of the British and the allies, and which is surmounted by the colossal Lion of Waterloo. There on the granite steps of its pedestal, the whole battle-field was spread out before me in one comprehensive panorama. Calm and peaceful as were the harvest fields, hiding under their beautiful verdure all the remaining vestiges of that day of carnage when fifty thousand men soaked it with their blood, yet the division of the fields into lines and parallelograms, containing the crops with their various hues, serves to suggest so many corps and regiments in their alloted places over the battle ground.

As my guide was intelligent and accurate on the points in which I could test him, I felt that I might suffer him to unfold his tale. And this he did, with umbrella in hand, now drawing a diagram with its point on the ground, and then pointing to the field itself and indicating the various places of interest, along the lines of the allies on the near side and of the French on the far side. He waxed eloquent as he talked. His Gallic blood was up; his eyes flashed fire; there was mimic thunder in his voice. The fit was on him and I let him fight. My sympathetic interest seemed to inflame him more and more. Swaying his body about on his ridiculous legs and whirling his warlike umbrella, now it was Ney in one of his terrible onsets, and then it was Wellington shouting "Up, Guards, and at them!" Now it was the Iron Duke in his extremity, crying out, at yonder cross-roads, "Would God night or Blucher would come!" and then it was the last remnant of "the Old Guard" down there in the valley, defying death with the dying shout, "The Old Guard dies but never surrenders."

And so we fought the battle over again, taking and re-taking La Haye Sainte on the left with desperate slaughter, and resisting with heroic ardor and endurance all the assaults of the French on the garrison of the old Chateau of Hugomont. In one of the lulls of the battle I got out my glasses and descried in the rear and to the north the great dome of the new Palace of Justice in Brussels, twelve miles away, and then I surveyed more critically the various strategic points of the field. A glance is sufficient to show, even to unprofessional eyes, how tremendously strong were the natural advantages of Wellington. It was genius to seize upon it but it was Providence that had it ready for him. More to spare the legs of my panting Frenchman I did not visit the farmhouse of La Haye Sainte, but I took him down with me to the old ruin of Hugomont. Just as we got opposite the long brick wall of the garden, with the port holes still piercing it all along, there was suddenly a premonitory roll of thunder, the rain began to fall again, and presently there fell also a shower of hail, as on the day before. While it fell and battered us, he under his umbrella and I under my rubber suit, my Frenchman showed me how the British behind the brick wall mowed down fifteen hundred of his compatriots through the merciless port-holes. One could not but remember that if those clouds overhead had only withheld their rain the night before the battle Napoleon would have begun the battle earlier and the French would have been the victors and not the vanquished. The genius of Napoleon was still at its zenith at forty-six, but he fought that day against One who could as readily nullify it as use it.

Then we went around to the front postern of the old Chateau, and knocked at the gate which the French tried all day in vain to open. It swung open to us, and we entered to inspect the little chapel that was the only remnant of the chateau not burned over the heads of its brave defenders. There on the wall above the door of entrance still hangs the partially charred image of the Savoir that miraculously stayed the flames that day; and yonder, too, was the wall of the old well into which three hundred bodies were thrown for their burial after the battle.

The sight of it brought on me a feeling of revulsion. Bidding the Frenchman good-bye, and putting away "the relics" pressed on me, I mounted my wheel and rode away toward La Braine l'Allend. Mounting a high hill before reaching it, I paused there and took a farewell view of the battle-field. I was ashamed of myself that my sympathies were not more with the "Iron Duke" and his allies. I knew they ought to have been, but I could not but take a long, lingering look toward Belle Alliance, the headquarters of Napoleon. There, by yonder cottage standing, the man of destiny stood at noon that day, never more confident that he and "fate" were still agreed. Training my glasses on the spot, I could almost fancy the figure of "the Little Corporal" still there, and that I might gaze down the tubes of his own field-piece into those deep grey eyes, troubled at last with premonitions of the overthrow which Wellington and Blucher and night and the god of battles would bring him. While I condemned, I could not but admire and pity "the scamp Jupiter." In him intellect and will were truly one, and their union seemed more terrible in strength because unmodified by a human heart. Had he had the heart of a Washington there had been no need of a Wellington, and Napoleon had been to-day the idol of the world.

(Concluded.)

THE WARWICK CYCLE CO.

THE Warwick Cycle Co. have already laid their plans for a vigorous pushing of their business for the coming season, and have appointed A. Kennedy-Child as their Superintendent of Agencies. Mr. Kennedy-Child will handle the agency business for the whole country with the exception of New York. He is already out on the road looking up agents, and all those who contemplate taking the agency of this machine will do well to address Mr. A. Kennedy-Child at Springfield, Mass.

JUST as we go to press we are advised that the score for the ladies' six-day bicycle race at Pittsburg, Pa., is as follows: Jessie Woods, 143 miles; Kittie Brown, 122 miles; Hattie Lewis, 152 miles; May Allen, 181 miles; Lulu Hart, 158 miles; Aggie Harvey, 70 miles; Lottie Stanley, 186 miles; Helen Baldwin, 184 miles.

"GREAT TRADE EXTENSION.—On Monday, Nov. 12, the Coventry Machinists' Co., Ltd., formally opened the very extensive additions they have just made to their already large premises. The whole of the front portion of the buildings in Cheylesmore, Coventry, have been added to to the extent of two entire floors, each comprising two long spacious rooms with a central smaller one, the floor space of each floor measuring something like 200 feet by 35 feet, or a total addition to the premises of about 14,000 square feet, and increasing the capacity for employment of hands from about 600 to 1000. The new premises will be used chiefly as offices, stock rooms for finished stock, and show rooms, thus freeing the rest of the premises for the purposes of manufacture proper."—*Cyclist.*



LEAGUE HEADQUARTERS

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

RENEWALS.

The current League year has been extended to April 30 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date.

Massachusetts Guide Boards.

As guide posts next to good roads are of the utmost importance to wheelmen and in order that we may take the most advantage possible from the law of this state which compels towns and cities to erect guide posts at the intersection of all roads leading to adjoining cities and towns, every cyclist who knows of any place where guide posts are required or where towns are negligent in complying with this law is requested to at once notify the undersigned that the matter may be brought to the attention of the town authorities prior to the regular town meeting in March. Let every wheelman give this matter his attention and save many a dismount as well as the trouble and annoyance of inquiring as to route.

In your notices specify exactly where guide posts should be located and what should be on the guide board if possible.

WM. H. ESTEN,
Chairman Committee on Guide Posts,
1127 Tremont st., Boston.

Missouri.

MR. J. B. Glover, Jr., of Joplin has been appointed a member of the Touring Board of this division, and the resignation of J. M. Tryon as a member of the same board is accepted.

Yours truly,
W. M. BREWSTER, Chief Consul.

Attention, Tennessee Members.

The membership of the Division now being over one hundred, we are entitled to a Vice Consul and State Representative. I, therefore, hereby call for nominations for these offices. All nominations must be sent to the Secretary Treasurer of the Division, Mr. B. A. Patch, Clarksville, Tenn., on or before the 15th day of December. On or about the 20th of December the Secretary Treasurer will mail to every member of the Division a voting blank with names of all nominees printed thereon. These voting blanks shall be filled out by member voting, with full name and address, and returned to the Secretary Treasurer on or before the 5th day of January 1889, when the ballots will be counted by a special committee of three, who shall be hereafter appointed.

I urge all those who have nominations to make, to send them in at once. It is very important that these offices be filled by able men, men who have time and are willing to give it to Division work.

Yours fraternally, JOSEPH R. WILSON, JR.,
Clarksville, Tenn., Nov. 23d, 1888. Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary, in order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 107—Total 21—11,875

BOSTON, NOV. 30, 1888.

CALIFORNIA DIVISION—3—360.

Unattached.

21129 Boston, A. A., 974 19th St., Oakland
21130 Zellerbach, H., 1040 Golden Gate ave., San Francisco
21131 Zellerbach, L., 421 Clay st., "

ILLINOIS DIVISION—5—745.

Oakland Wheeling Club.

21124 Brooks, Wm. C., 3711 Lake ave., Chicago
21125 Dresser, E. W., 1211 13d st., "
21129 Johnson, D. A., 80 Adams st., "
21127 Macmillan, R. B., 141 Oakwood Boul., "
21128 Maher, Geo. W., 4233 Oakenwald ave., "

KANSAS DIVISION—1—151.

Olathe Wheelmen.

21122 Divelbliss, J. W., Olathe

MISSOURI DIVISION—5—390.

St. Louis Cycle Club.

21120 Finlay, J. W., Kirkwood

United Wheelmen.

21132 Markgraf, Rudolf, 514 Alamo Bl'dg., Kansas City

Unattached.

21110 Edwords, C. E., Journal, "
21133 Waterman, Harry S., 124 W. 6th st., "
21137 Simmons, Edward H., 2747 Olive st., St. Louis

NEW YORK DIVISION—2—2455.

Unattached.

21121 Schmidt, Fritz, 970 Carroll st., Brooklyn
21131 Cozzens, Horatio G., care Tiffany & Co. Union Sq., New York

OHIO DIVISION—1—630.

Unattached.

21135 Cole, J. Wendell, Box 84, Columbus

RHODE ISLAND DIVISION—3—262.

Unattached.

21138 Stoddard, Rev. W. P., Little Compton
21123 Chase, Wm. Thayer, Box 1061 Providence
21139 Henry, Alfred E., 16 Alma st., "

TENNESSEE DIVISION—1—107.

Unattached.

21136 Harris, Robt. D., care Anderson Green & Co., Nashville

OFFICERS FOR 1888–89.

PRESIDENT,
T. J. KIRKPATRICK,
Springfield, Ohio.

FIRST VICE PRESIDENT,
H. W. HAYES,
103 State Street, Boston.

SECOND VICE PRESIDENT,
W. S. BULL,
10 West Eagle street, Buffalo, N. Y.

TREASURER,
W. M. BREWSTER,
300 Olive Street, St. Louis, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.
H. W. Hayes.....Boston, Mass.
W. S. Bull.....Buffalo, N. Y.

Membership.

G. Carleton Brown.....Elizabeth, N. J.
Frank C. Blodgett.....Detroit, Mich.
Alfred Ely.....Cleveland, O.

Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.
L. S. Dean.....care *Bicycling World*, Boston, Mass.
A. Moore Betty.....121 Olive street, St. Louis, Mo.

Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont Street, Boston, Mass.
W. W. Sharp.....P. O. Box 22, Brooklyn, N. Y.
Henry Crowther.....P. O. Box 1834, Philadelphia, Pa.

Improvement of Highways.

Stephen Terry.....Hartford, Conn.
Chas. S. Butler.....393 Main street, Buffalo, N. Y.
H. S. Livingston.....Cincinnati, Ohio. Care Seasongood, Menderson & Co.

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater 1300 Penn. av., Washington, D. C.
Col. George Sanderson.....Scranton, Pa.
George Collister.....Cleveland, Ohio. Care Davis, Hunt & Co.
W. M. Brewster.....300 Olive street, St. Louis, Mo.
H. H. Hodgson.....New Orleans, La.

Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club. *P. O. Address,*

References: *City*

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket-holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

TIRES FOR '89.

The value of a bicycle tire is determined by its elasticity, durability and adhesion to the felloe, and in comparing the Columbia tires with any others in use, they will be found well to the front in all of these essentials. The Pope Mfg. Co. does not claim that the Columbia tires never get loose, but it does not hesitate to affirm that very gratifying results have been obtained by its method of cementing the tires, and rarely has any complaint of loosening been submitted. This method has been still further improved upon, and by the new process of cementing, the Columbia tires of 1889 will adhere to the felloe firmer than ever, and the percentage of loose tires be reduced to the minimum.

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THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 7 DECEMBER, 1888.

Volume XVIII. Number 6.

HISTORY REPEATS ITSELF

again, and we are obliged to step modestly forward and gather in another laurel leaf for the VICTOR.

This time it was at Philadelphia, and the occasion was the

SPORTING LIFE 100 MILE ROAD RACE.

There were thirteen to start, but only two to finish, and both of these rode VICTORS. The course was a hard one, being profusely ornamented with hills, but notwithstanding this, both these men broke the American amateur record, which, by the way, already belonged to the VICTOR.

No, we don't think it is fate that gives the VICTOR its success in road racing. It is a fact that they are made of the best of everything, and built to be winners.

More and better road races have been won on VICTORS than on any other machine in the market, and we submit this fact as very good evidence that they are stronger, lighter running and more reliable than any others. Ask VICTOR riders.

OVERMAN WHEEL CO., Makers. - - BOSTON.

Catalog Free.

WE CLAIM

that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

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The Referee Annual,

Ready Dec. 15, will contain Sixty-four pages of matter of interest to all wheelmen:

250 Pictures of Celebrities.
50 Humorous Sketches.
Tables of Records. Cycling Stories and Reminiscences.
A Review of Cycling in America Since 1860.
The past season's doings at home and abroad, and other features.

An interesting Budget for Xmas reading. Sent to any address on receipt of 10 cents.

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European 'Cycle Tour,

[LIMITED.]

SUMMER OF '89.

For particulars address

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FOR SALE—Quadrant Tandem Tricycle. Bargain. D. M. FULTON, 360 W. German st., Baltimore, Md.

FIVE BICYCLES to be raffled; tickets 25 cents each. The holder of a ticket has five chances, equal to 5 cents a chance. Bicycles to equal value of tickets sold. Raffle will take place Dec. 22d. Get Bicycles for Christmas presents. S. L. HOUSE & CO., 143 Fifth ave., Chicago, Ill.

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REMEMBER that **TEXAS SIFTINGS** is offered at this price only to those who subscribe for the WORLD between this date and January 31 next. No such offer as this has ever been made. **We offer a $1 paper and a $4 paper for $2.**

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The amount for both papers, $2, should be sent *direct* to us by P. O. Order, Postal Note (*No stamps received*), and we shall order the publishers to mail **SIFTINGS** from New York to you for one year.

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SPECIAL.

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A BICYCLE FOR 50 CENTS. In order to obtain an additional list of subscribers to the "STAR," an 8 page story and household paper, we offer premium of *Royal Mail Bicycle*, full nickel. Numbered receipt for year's subscription will be sent on receipt of 50 cents. The bicycle will be awarded to the person holding the lucky number about Jan. 1, and will be conducted by disinterested parties. W. R. SANDERS, Pavilion, N. Y. (L. A. W. Consul.)

MAKE A CASH OFFER to W. H. PICKETT & CO., Warren, Pa., for a new Ball Bearing Springfield Roadster, not ridden 20 miles.

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Pallard's, 686 Broadway; G. R. Bidwell's, 153 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels." A. LEROY, Springfield, Ill.

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SPRINGFIELD BICYCLE MFG. CO., 178 Columbus Ave., Boston, Mass.

☞For further information see Page 52.

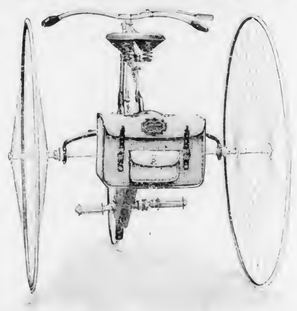
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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 7 DECEMBER, 1888.

THE rather unsatisfactory manner in which certain well-meaning gentlemen have been piling up so-called road records lately, turns our thoughts once again to the necessity of having some sort of an organization to pass on and control this branch of the sport.

It is now one year ago that we took a decided stand on this matter of road records, and we took that position in self-defence and because we believed that it was for the best interests of the sport, and finally because there was not any organization in this country which controlled road racing. It is very certain that the League will not take any cognizance of this branch of cycling, and while we deplore the fact we cannot but think this refusal is consistent with the motives and objects of the national organization. We do not care to arrogate to ourselves the position of censor and absolute judge in this matter of what shall be required in order to establish a road record, therefore, in view of the fact that there is no national organization to formulate rules and pass on claims we invite the editors of all our contemporaries to join us in formulating a set of rules which shall be guides for all those who hanker after fame of that particular kind.

Concerted action of this kind would be much better than no action. We at the present time cannot accept any road records except as laid down in our issue of a year ago, but this does not effect our contemporaries. In this we should have common cause, and we hope our proposition will meet with the approval of our readers and the support of our contemporaries.

A GENEROUS DONATION TO THE McCOMBIE FUND.

THE WORLD is in receipt of a letter, enclosing a check for $20, from Mr. Edward C. Anthony, Secretary of the Taunton (Mass.) Bicycle Club, and which he sends as a contribution from the members of the Taunton Bicycle Club. This practical expression of sympathy from an out of town club is worthy of recognition, and we should be pleased to see it duplicated many times, as the object, the relief for the widow of the late Mr. McCombie, is a worthy one.

SOME SPRINGFIELD CIVIC SPASMS.

THE Capital City Cycling Club, of Springfield, Ill., held its first "smoker" in its new club rooms, Hay Building, November 28, and it was a very gratifying success in all particulars. Although there were several counter attractions in the city, the rooms were filled with "knights of the wheel," and their friends. The smoking "materials," fruit, nuts, etc., provided, were thoroughly appreciated, the pool, chess and card tables were well patronized, and the result will be probably quite a number of new members to the club. There is some talk of having a "ladies evening" after the close of the wheeling season.

At the smoker, Captain Fogarty was particularly distinguished by his wit, his pants and his five shots on the pool table. Our worthy President, Mr. Edgar S. Barnes, and the Secretary, Mr. A. A. Billingsley, wrestled with the chess men. Mr. Billingsley got one heat in three, and says that is sufficient glory for the present, but Barnes hopes to reverse this record before the close of the winter. The "large, round" and elegant Secy.-Treasurer of the Division, Mr. Thomas F. Sheridan, contributed dignity and *ethel* to a game of whist. By the way, Tom is one of our hardest riders, and the fact that he did not succeed last summer in at least tying Capt. Fogarty's "century," still rankles under his "weskit." Brer Beaton was one of a very hilarious party around the pool table, and the benevolent countenance of Mr. "Joe" Ruckell, and the lugubrious visage of Standard Bearer Charley Robinson, were ubiquitous. Mr. O. M. Hatch, Jr., contributed a full-grown plug of eating tobacco, which hangs by a string close to the pool table. "Deacon" Sherwood came late, as usual, but made up for it by staying late. I had so much turkey for dinner to-day (Thanksgiving) that I can think of no more news. O. R. DINARY.

THANKSGIVING DAY IN THE QUAKER CITY.

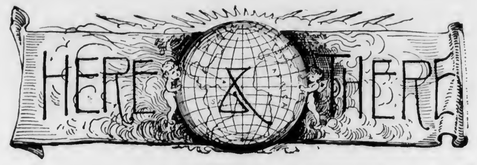
ALTHOUGH we have many things to be thankful for, the weather is not one of them. For weeks and weeks we have had cloudy and rainy weather incessantly, and last Thursday was no exception to the general rule. It dawned raw, cold and dismal, with the roads in horrible condition, on all excepting the Lancaster Pike, where the Telford surface sheds the water. Nevertheless all the clubs were out in force, Pennsylvania sending a large contingent to Norristown, under command of Captain Supplee, while the South End and Mt. Vernon were also well represented.

The blue-coated Philadelphias had one of the social runs for which they are famous, taking some twenty-five along, a number of whom were ladies. By special invitation they stopped at the Armbruster farm, on Montgomery avenue, where Miss Armbruster, one of the members, had luncheon served, to which ample justice was done, the proverbial cycler's appetite doing itself no discredit. After pleasantly passing away a couple of hours, the party returned to the city for their Thanksgiving turkey ... and cranberry sauce.

The event of the day, in the asphalt district, where the great unattached do mostly congregate, was the hare and hounds chase of the Century Wheelmen. At 9.30 A. M. the vicinity of the club house was thronged by people to witness the start. Upwards of thirty of the gray-coated riders had assembled to join the chase, and but a few minutes after the time named, the hares—Messrs. Brown and Swayze, on a Psycho tandem—lit out at a rattling gait. They carried a bag of scent in front of the machine, but did not use this until they struck the country lanes. Two detachments of hounds were started in chase—the first after a lapse of three minutes, and the second, comprising the fastest riders, in eight minutes. After starting the second lot, Captain Fleming and Lieutenant McGlathery, hauled out a new Psycho tandem, which they had kept dark to surprise the boys with, and followed the trail, overhauling the rear guard not far out Broad street. After leaving the asphalt, north Broad street was a sea of mud and the sidewalk had to be taken in places. This, of course, prevented fast time being made, but afforded no advantage to either side. The hares made a good race, but on the York Road, near the toll gate, they were finally run to earth, the first man to overtake them being Barnett. At this point Hall took a tremendous tumble from his Star, and had to be carried home. The entire party now crossed to Chestnut Hill, and after a brief rest, the run in to the city was made at a brisk pace, reaching home in time for dinner. It was voted a great success by all hands and should be repeated.

Philadelphia, Dec. 3, 1888. "ARIEL."

THE Brookline (Mass.) Cycle Club has decided to keep "open house" every Thursday night during the winter months. This enterprising club is one of the most prominent social organizations of the town, and is continually increasing its already large membership.



NOTES BY

THE "CAVILER."

WELL, well, and so my identity as far as my sex is concerned is no longer a secret, and it has remained for two New York men to place me down as a member of the fair sex. This discovery simply shows how difficult it is for a woman to try and be mannish, and how utterly futile is her effort to conceal her real sex, when sharp, lynx-eyed fellows like Prial and Hawkshaw turn their attention to finding out "what's what." All I can say is that I sincerely trust that this discovery will not be the means of rendering my feeble feminine efforts in the future *more* unbearable than they have been heretofore. Boston perspicacity has failed to penetrate what Gothamites have accomplished. It has remained for Prial and "Hawkshaw" to clothe me in petticoats and mount me on a low-framed bicycle. As usual Boston is outdone by New York. New York shrewdness vs. Boston learning: verdict for the plaintiff. Damages, loss of reputation for acuteness by Boston. Will the defendant carry the case up and ask for a reversal of the decision?

I HAVE your note, my dear Mr. Editor, enclosing a letter from a certain "prominent wheelman," who states that he had "to smile" at my comments on the probable successor of Chief Consul Hayes. It is a great downfall to my natural pride to have you and the "P. W." show me how badly I tripped up in the matter, but can you please inform me how you, my dear preceptor, managed to overlook the awful mistake? I suppose you read the copy and revised the proof. [We are to blame in not "catching on to" the error of our valuable contributor. We never noticed the *faux pas* until the article was read by us in the paper, too late to correct. Dr. Emery, the present Vice Consul, will succeed H. W. Hayes as "Chief" until the next election, and the Division can not do better than to elect the Doctor to the position for the coming year.—ED.]

I NOTICE that in interviews with the Boston *Herald* reporter, both Captains Kendall and Peck hit right from the shoulder at the "Johnnies" of cycling. They assert that the hiring system and the cheap second-hand business has been a strong factor in precipitating the despised "Johnnie" or "Arry" into the sport of cycling. "There are two many hoodlums who do not know how to behave themselves, and they cast obliquy on the sport," says the "Doctor" and "Lonny." I admit the soft impeachment, and although I am going to take off my coat, it is not so much in defence of the "Johnnies" as it is to deal just one blow at the so-called respectable, well-to-do class of riders. Here's the blow: I aver that the most shameful breaches of good behavior I ever heard of or ever witnessed have been perpetrated by respectable (?) members of high-toned clubs, and in a good many instances League members withal. Can the two most respectable authorities quoted by the *Herald* gainsay me? Draw off, gentlemen; give the "Johnnies" and the "Arries" a chance, and by courteous and dignified example show these youths, whose education in the manners of polite society may have been neglected, how a gentleman *should* behave. The trouble is that the good example, when it should be expected, is not forthcoming, and the trouble is further that rowdyism and hoodlumism is found outside the "Johnnie" contingent. Dr. Kendall and Lonny Peck to the contrary notwithstanding.

FOR my part I rather enjoy seeing the Johnnie on his antiquated bicycle heading for out of town. The influence of nature and the sweet breath of God's pure air are much more elevating and health giving to the dweller of the South Cove or the North End than the vile influences and foul atmosphere of the gin mill of his native *locale*. I wish every poor boy and poor man in the city of Boston had a wheel and *used* it. Such general use of the wheel would do more for the cause of temperance and morality than all the societies for the suppression of vice in the country. And I make this statement with all sincere respect for the earnest humanity-loving work of the said societies.

ROWDYISM and its attendant annoying and disgusting feature is to be expected from the product of the slum, therefore, let respectable wheelmen, by their example, aim to raise the standard of the "Slummer," and not lay the charge that the "obliquy" *all* comes from the North End or the South Cove. It is not true. It is the "respectable loafer" that needs the tongue lashing of censure, it is he who brings "obliquy" on the sport, "obliquy" on himself, his respectable club and his respectable family and surroundings. Out on such chaps, the despised Johnnie shines with immaculate propriety in comparison with the respectable rowdy.

NEW YORK.

"HAWKSHAW."

YOUR recent editorial on the incorrectness of the position wheelmen are wont to assume in acting as though they occupied a plane in the affairs of the world that lifted them above and aloof from all the recognized laws that govern the non-wheeling community, is an evil, great in proportion and without the slightest basis of reason or fact, which should in consequence thereof be put down by a strong hand by those watchful of the welfare of the sport, if they do not desire to see the same course pursued towards it by those who are its enemies. You stated the case both clearly and logically, and as I read and approved of the article my mind wandered back to the days when wheeling as a puny infant was nursed and cared for by a few enthusiastic supporters, who to-day see the infant grown to a giant, and much inclined, in consequence of its present strength, to deride its former wet nurses, and call them "old fogies" when they attempt now, as formerly, to keep the young Samson of cycling from being shorn of some of his exuberant locks by the Delilah of public opinion. How well I remember how we who nursed this infant in our enthusiasm set about the entire disorganization of the world, and a reconstruction of it upon a purely wheeling basis. It was no longer to revolve on the plain bearings of its own axis, but was to be fitted by us with ball bearings, so as to run both easier and faster, and when that was done we even proposed to invade the celestial regions, and there equip angels with wheels as a locomotive power instead of wings.

GREAT indeed were the reforms to be accomplished, and to be a wheelman then meant to be swept away by the full tide of our enthusiasm, and to be lifted up beyond the prosaic surroundings of every-day life to a poetical and impracticable seventh heaven we had constructed for ourselves, wherein only wheelmen dwelt, and all things revolved upon wheels. From its early training thus imbibed from us therefore, has the present giant acquired that tinge of romanticism, that now in the sere and yellow leaf of our old age, do we, its nurses, attempt to take from it, for its own good and preservation, while deep in our own hearts lurks the suspicion that we are somewhat guilty of planting there. Of the many reforms and reconstructions we thus planned in the elder day how few were ever really accomplished! Perhaps the least of these changes, and the one we put some of our "best licks" in on, was the dress reformation idea, which was to result in the abolishment of "pants," through the introduction of the fashion of the every-day use of knee breeches. In this fad we were a unit, and strong in belief of an early dawning of the day that would see exhibited in dime museums the abominable "pants," as examples of the ignorance and bad taste of the world prior to the crusade of the cyclers that was to regenerate it. All over the country, especially in the cities of New York, Albany and Chicago, was the subject agitated and talked of by wheelmen, and in the case of the last two cities associations were actually formed by cyclers to push this millenium of tailoring, but the spindle-shanked and bow-legged contingent of humanity was too much for us, and seeing in the introduction of knee breeches a tearing away from them of the only means they had of hiding their physical defects they fought for "pants" and protection, and won.

I REMEMBER well how in those days we radical reformers wouldn't even have our pajamas cut other than in the most approved pattern of knee breeches. How we never walked through Central Park and viewed the cast-iron monstrosities we called statues, which purported to be the counterfeits of men great in art and letters, sciences or war, that we did not see in the fact that nearly ninety per cent. of them wore knee breeches, a clearly shown prophesy of the certainty of the accomplishment by ourselves of the dress reformation of misguided masculinity that we were then engaged in. But prophesies, and those of a cast-iron, idolatrous order, are not always to be relied upon, especially in the present case, as any one, no matter how prejudiced they may be in favor of the every-day wearing of knee breeches, must confess, when they walk Broadway and see the balloon job-cut trousers that we ourselves, like any other man, still disfigure our legs with. To-day is indeed the lowest ebb that the tide of the knee breeches boom has ever experienced, since it swept like a scourge throughout the ranks of wheeldom. But there is no ebb, no matter how low, that is not followed by a flood tide of equally as great a magnitude, and may it not be so in the case of our wrecked and shattered knee breeches boomlet?

"STRAWS show which way the wind blows," and so does the the present fashion of voluminous trousers for that matter, and a "straw" which has faintly struggled to stem the tide of the "pants" torrent, may be found in a recent article by the well-known novelist, Ouida, adversely criticising the present form of men's dress, and it has been sighted by some of the old-time knee breeches reformers, and welcomed as an omen of that turn of the tide that they have never despaired of seeing. This gifted lady, in a hundred dollar a column article in the Sunday *World*, says: "If Prince Edward of Wales, who has, it is said, a great desire to reform the present hideous fashions of male attire, would bring in the use of the blouse for general dress, with knickerbockers and gaiters for the day, and knee breeches and shoes for ordinary wear, and the George the Second costume, with gold and silver embroideries, for full dress at all times, he would indeed confer a benefit upon his generation and make his name dear for all time to all persons who have any artistic perceptions. * * *"

Now then, ye knights of the knee breeches, fall in behind the banner of reform thus born aloft by so fair and so well paid an advocate of freedom from the flapping trouser. Sound ye the wild bazoo of your crusade, and incarnadine the heavens of public opinion with the Roman candle of reform! Shout ye your wild hosannas, and clang lustily thy cymbals! and yet may the now-suffering man erect to thee some brazen image that future generations may worship thee as the apostle of the display of the golden calf.

POKKOPOLIS NOTES.

"STAR."

ON Sunday, November 25, the C. B. C. took their final official run for the season of 1888. Nine of the faithful, under the command of the Snake-Charmer, started in the keen frosty air and wended their way to that Mecca of all local wheelmen, Miamitown. The frozen ground had been worn smooth and the ruts were well refined and easily avoided so that the ride was a thoroughly enjoyable one; then the coasts—Oh my! On arriving at their destination they met the $10,000 beauty, the bearded lady and the mascot who had gone out the previous evening and who had some very thrilling experiences to relate. They went as far as Cheviot and waited for the moon to rise but when she came up she was only half full and consequently of so little benefit that they went on their way regardless of ruts till they reached the natural gas well where they held a war dance and the bearded lady singed off half of her beard. As the twelve hungry riders were about to sit down to the table, in came the tardy Huseman at which Charley Ross jumped up and declared he would not sit down to a table with thirteen and was only pacified by Mr. Chamber's son coming and sitting down. After dinner, Charley Ross and the fat woman began to waltz to the music of Marqua's mouth harp but they shook the building to such a degree that they were compelled to desist.

THE Fat Woman is raising such a luxuriant crop of whiskers, that even the Bearded Lady is becoming billious.

"TOOT" HIGH and Amor Hall went to Florence two weeks ago. They say they went to see "Toot's" aunt. Well, perhaps they did.

MR. A. A. BENNETT is very anxious for your correspondent to come out strong against scorching as he says that it is the most foolish and hurtful practice in which a bicycle club can indulge.

LITTLE Willie Greenwood will positively leave for Boston next Thursday with his brother. He intends to become an electrician and his friends need not be surprised if in about two months he brings back an electric bicycle with electric headlight and improved phonograph attachments that will enable him to tip his hat to passing lady friends, listen to an entertaining conversation while on a run, and coast the steepest hills on the darkest nights.

THE question of securing the next State Meet is being agitated by those who believe it would stimulate the interest in cycling. That it would have the desired effect there is not much doubt, but it is perhaps well enough to remind those who want it to be held here that it will require a good deal of time work and money on the part of those whose duty it will be to make all of the arrangements, for those of us who have pride in our city do not care to see her outshone by either Toledo or Springfield.

DR. T. L. BROWN has been delivering a series of lectures before the Veloce Club, and for the benefit of those who were unable to attend it is stated that there are quite a vartety of "Stars." For instance: The Morning Star, The Evening Star, The Star of Destiny, The Star-eyed Goddess of Reform, The Star of Empire, The Star Bicycle, The Shooting Star, The Falling Star, The Theatrical Star, The Star-route, The Star-board and The Star Chamber; but none of these, however, equal in brilliancy the myriads of multicolored stars seen by wheelmen on coming to grief.

"Caviler" in the issue of "The BICYCLING WORLD AND L. A. W. BULLETIN" for November 16, in speaking of Windle as a little "Tin God" reminds us that we also have a cycling deity in the person of our "Burroughs." One would hardly suspect on looking at him that he would be able to make any showing in a race with even third rate riders, his appearance is so deceptive that when he went to Cleveland last year he was guyed by the crowd who called him "Skinny" and other equally uncomplementary names, but when he rode right away from the crack riders and carried off first prize in every race in which he contested, they changed their tunes. His endurance is something wonderful. In the seventeen-mile road race last summer, which he easily won though pitted against the best local talent and handicapped thirteen minutes, he was apparently as fresh at the finish as at the start. It is believed by his admirers that if he would only train properly and could have proper coaching that he would make even the "Little Tin God" look to his laurels.

CHICAGO.

THE "STROLLER."

AH, "Linneus," did I step on a pet corn when I said that Stone had better try Lumsden again before making any bluffs toward Windle? So you think Percy Stone and Lumsden are only third rate men. I had rated Percy a notch higher, putting him on a par with Lumsden, but if he only considers himself third rate, why the woods are full of such men here, and he had better try Roe, Luce Fordham, and a host of others before challenging Lumsden. And I see that Percy denies telling a fair belle of Quincy that he "did not have to train for the races there; he could win all without training." Oh Percy, where is your Southern chivalry, to be so discourteous as to contradict the statement of a lady? Now, "Linneus," suppose you jog his memory by asking him if he would like to hear what the Mayor of Quincy could say on the subject. By the way, "Lin.," old boy, how did you happen to leave out the mile and a half lap race (in which Lumsden took every lap just as he pleased) in your account of the Quincy races in the WORLD of Oct. 19th? Surely Percy must have been in bad condition. Now, "Linneus," if you are really in earnest, send in your challenge for a race for a 100 or a 200 dollar medal between Stone and Lumsden, and see how quick it will be accepted. But quit bluffing, please.

HOSFORD, of the Chicagos, is one of the timers at the Casino Gymnasium this winter.

THE Lincoln Club entertainments bid fair to be one of the most successful things for the winter season.

THE past week has been perfect for wheeling, and wheels that had been laid away for winter have been suddenly put to use again.

THE ball to be given by the C. C. C., in honor of consolidation, will be at Martine's Hall, about Dec. 29th, and will be a full dress affair.

THE road race "Linneus" speaks of, fell through owing to Mr. Brewster's inability to get a team together, or so I am informed by Mr. Garden.

THE Oakland Wheel Club, a small but enthusistic body of wheelmen, are agitating the League question, and will probably join the League as a club.

DO the three Cs. expect to down the Illinois by such shabby tricks as the one just perpetrated? Good-natured rivalry is all right, but, gentlemen, I fear you have made a mistake for the once.

THE Æolus Club held their second reception Nov. 29th, Thanksgiving night, and the Æolus boys made it a most enjoyable affair for all who attended. A more social lot of young men it is hard to find.

I WAS surprised to see Randall occupying a box at the "Nadjy" performance Wednesday evening, and Skinkle also, for I have always thought that Randall and Captain Davis, of the Illinois, were the best of friends, and then to see Randall there, a participant in a shabby trick of that kind, surprised me greatly.

THE Pastime Cycling and Athletic Club had a merry time at their reception Friday evening last week. What with boxing, wrestling, songs and recitations the time fled quickly. After the supper dancing was indulged in. The Pastimes are doing a large office business in the way of new members, seventy being acted upon at their last regular meeting.

QUITE a number of the Douglass Cycling Club were present as

guests of the Illinois Club at their theatre party, and rumor has it that the Douglass boys would like very much to consolidate with their enterprising neighbors the Illinois. I hope this is so. The Illinois Club is one of the strongest and most active clubs here, and as I have said before, if we can not have one club here there should be only three, one in each division of the city.

THE entertainment given by the ladies of the three Cs at the Lake avenue club house, Thursday evening last, was a leap year domino party, and was one of the most pleasing as well as successful entertainments ever given under the auspices of a cycling club here. Seventy-five couples were present in full dress, and the dancing was kept up until a late hour; a most excellent supper was served to all. Too much can not be said in praise of the committee who conceived and carried out this undertaking so successfully.

A SHABBY trick was played on the Illinois Club at their theatre party, by a few members of the three Cs., and an attempt made to take the glory of the evening from the Illinois Club to themselves. Some of the defunct Chicago Bi. Club members, hearing of the Illinois men's plans for the occasion, engaged the three lower boxes, draped them with the C. B. B. colors and badges, and with a few invited guests occupied the same, wearing the ex-C. Bi. C. colors, and after the presentation to Miss Hall, in the first act, presented Miss Jansen, in the second act, with a floral wheel, Miss Jansen wearing their club colors. It was a small piece of business, and the "Stroller" was sorry to see it.

BUFFALO.

"ALI BABA."

I HAVE scratched my pate in vain for the inspiration that never came, and the few straggling hairs that remain are sure to come out by the roots unless I take up my pen, go at it again, and write up a few Buffalo notes. The annual meeting of the Buffalo Bicycle Club occurs on Monday, Dec. 10, at which time officers are to be elected for the ensuing year. I wrote in a former communication that the voting would hereafter be by ballot—after the manner of civil elections—but when a second vote was taken at a subsequent meeting the amendment was lost. I was sorry that it did not pass, but I have strong hopes that it will be taken up next year, and will unquestionably receive a strong support.

THE Buffalo Bicycle Club gave the first of four dancing receptions at the club house last Wednesday evening. It was one of the most enjoyable and successful receptions ever given by the club, and it augurs well for the social life the coming season.

THAT young and vigorous organization, the Zigzag Bicycle Club, are domiciled at 917 Seventh street. They already number over fifty strong. They give their first public entertainment—or grand ball—at Music Concert Hall Thursday evening, Dec. 20. Tickets seventy-five cents, admitting gentleman and lady.

THE women's wheel club gave the first of a series of lectures on subjects of especial interest to devotees of physical culture, at the Buffalo club house last Monday evening. The lecturer was Miss Alice Foster, the Director of the gymnasium at the Women's Union. Dr. Julius Kohlman, of Buffalo, will lecture later in the course

THE whist, pool and billiard tournaments will be in full swing after the 15th, and there is an unusual interest taken in them this season. From present indications there will be some lively skirmishing, and many of the boys are practicing on the sly: and they can't do it any too often if they would beat Mr. R., who last week made a run of sixty-eight points.

DENVER.

"OCCASIONAL."

I AGREE with "Mentor" as to the jump-pedal mount being the most graceful and easily accomplished of them all. But as to crediting it to the Kansas City men, he is wrong. Several of the Denver riders are, and have been, using this mount continually for the last season.

THE Ramblers gave quite an enjoyable entertainment and smoker at their club rooms on the evening of Tuesday, Nov. 20th.

THE Ramblers during the last month had two short hare and hound runs and one "follow the leader" run. What is the matter with these road burners? It doesn't seem as if "they're all right," after all. You're not afraid to go out of town, are you, boys?

JOS. L. GARD, of the Denver Ramblers, has just received his new wheel from the hands of the makers, Solamon Bros., of this city. It is a marvel of lightness and strength, and is three quarters of an inch narrower in the tread than the ordinary make. His intention, I believe is to become a crack hill climber: he'd make a dandy, too.

LOOK at the record of the Social Wheel Club's Captain. He has attended every run of the club since its organization, on Jan. 18th, 1888, numbering in all forty-one. The distance covered, on club runs only, by him counts up to 2115 miles. He has never been absent from a club meeting, and always been one of the first to put himself out for the club's benefit. He can hold his own on the road and track, and is behind none when it comes to being a gentleman. The Socials can be justly proud of Captain F. N. Coleman, and I predict that they will show their appreciation of his services by an unanimous re-election.

THE Social Wheel Club's five-mile handicap road race of Sunday, Nov. 25th, was won by E. R. Pynchon, 2 minutes, in 19.03; Herbert Shaw, second, one and one third minutes, in 19.07; L. W. Marshall, third, thirty seconds, in 19.13. A strong wind, which blew right in the faces of the riders over half the course (two and a half miles with turn), accounts for the slow time made. The first prize was a handsome solid gold medal, the second a "King of the Road" lamp, donated by one of the prominent cycle dealers here. The great rivalry between the scratch men made them afraid of one another, and their sole ambition laid in their efforts to beat each other over the tape: the result was a magnificent spurt by Coleman, in which he passed the line one second ahead of Creek. Time of each, 20m. 20s., and 20m. 21s.; third scratch man fell out at three miles. If the scratch men had gone out with the intention of beating the field, instead of one another, things would have been different.

GEORGIA.

"RAMBLER."

OH, LENT on the still summer night I raise up my voice in a howl of distress at the carelessness and thoughtlessness of the journalistically-inclined Southern wheelman, who never takes the opportunity to use the columns of the WORLD to let our Northern brothers know that we aren't dead. No, not by a long shot. If my ideas are correct, about this season of the year the cyclists of the colder climes are coating their wheels in oil and flannels, and storing them away in the out-house about as sadly as a parent buries its only child. Down South—we are taking out our wheels and rubbing them up for the coming ten months of cycling weather that will not be beaten any where. It's most too hot to ride down here in July and August, but with these exceptions, our wheels are never laid away.

"SENATOR" MORGAN is down this way now. He has been taking in the State Fair here at Macon and the Expositions at Augusta and Columbus. He is riding and showing the Coventry's Swift Safety. The little wheel attracts much attention, but the native riders failed to get him to show anything like speed on it. He was quite sick while here, and was laid up for a week.

HORACE CROCKER is also paying the State another visit, and has a dozen wheels on exhibition at the Chattahoochee exposition at Columbus. He was here a month last fall, and entered several races against local men.

"BOB" BRANTLY, for some time holding the title of champion of the South, has gone and got reckless, and married, though those of the boys who have seen his better half say they don't blame him in the least. Bob's best race was made in Atlanta last fall, when he beat Crocker in a race of five miles, in 15.06, which is much better time than Rowe and Howell have made in some of their races.

LESTER E. HICKOK, one of the Pope Co.'s men, accompanied by his wife, is down here on a Columbia tandem. He, and the manager of his firm's branch house in New York, have a large display of their folks' wheels at the Augusta National Exposition. Crocker, Hickok, Morgan, Windle, and all the cycling celebrities are looked for in Macon this week.

"CENTRAL City Wheelmen" is the new name under which the old Macon Bicycle Club has been re-organized with the following officers: C. A. PERSONS, Captain; Ed Oliver, First Lieutenant; and H. B. Beatty, Secretary and Treasurer. The club members are mostly business men, and can't get off to take runs during the week, so the bright moonlight nights are being taken advantage of, and some of the runs after tea continue as late as mid-night. I'm off for one now. Wish you all were with us, but as you are not, good-bye.

NEW JERSEY NOTES.

"RATCHET."

THE jolly boys of the Hudson County Wheelmen held a very enjoyable "smoker" on Thanksgiving Eve, in their club rooms, 555 Communipaw avenue, Jersey City. The programme was a very fine one. Tobacco was used in plenty and everybody had a good time. MR. LEVY, of Hoboken, who is an excellent mimic and farcical artist, gave a number of recitations. Banjo solos and duetts by Messrs. Meyers Court and Cohank; zither and harmonicon solos by J. Court, and German dialect recitations by G. L. Bettcher were features of the evening. The bicycola was on hand and Dr. E. W. Johnson secured first prize with 2,670 points, G. H. Earl capturing second with 2,650. Other prizes were won by Messrs. Day, Demmert, Korth and Strugnell. These "smokers" are held monthly and are always looked forward to with pleasurable anticipation by the club members and their friends.

By the way, Mr. Editor, it is the Hudson County Wheelmen, of Jersey City, N. J., instead of Pennsylvania, which will admit lady members after January 1st, 1889.

THE one-mile race for the "Benedict Medal," was to have been ridden on Thanksgiving day by the members of the Hudson County Wheelmen, but on account of bad weather it was postponed. The race was to have been held on the Elizabeth boulevard.

FRANK BROCK, bookkeeper for Howard A. Smith & Co., of Newark, has been added to the list of Eagle Rock climbers, having made four round trips on that hill without a dismount on Sunday (2) his mount being a 45 inch special Star. The ride was witnessed by Harry C. Paxton of Orange, Alfred Swartout and Charles A. Silver of Newark.

THE Orange Wanderers held their closing run on November 3d. The club has decided to have a series of social events during the "off season," and Messrs. Charles W. Lindsley, Harry W. Smith and Frank P. Jewett have been appointed a committee to arrange for the same. Harry W. Smith has been elected Secretary and Treasurer, vice J. W. Gilmore, resigned.

THE Hudson County Club have arranged a mammoth theatre party for the 14th inst., and all the orchestra seats in the Academy of Music (New York) have been reserved for the party. The party will include delegations from Newark, Orange, Elizabeth, Bloomfield and Plainfield, besides the Hudson County contingent. The play to be witnessed is Hoyt's "A Hole in the Ground."

THE members of the Atalanta Wheelmen, of Newark, are keeping their muscles in trim on the bowling alleys, and practice regularly on Thursday evening of each week, in the Academy of Music. On Thursday (6th) they will roll a "pie and cider match" against the American Bowling Club, the strongest organization of the kind in the city. The Atalantas have some fine bowlers and it is hoped that they will enter a League, if one is formed amongst the cycling clubs of this vicinity.

SYRACUSE.

"SALINA."

THE time for our annual club election of officers draws near, and from all appearances the contests will be lively. The Presidential candidate is already settled upon and as he has no opposition will go in with colors flying. The other offices will no doubt be contested. However, gentlemen, whatever we do, let us think twice and make sure that there will be no mistakes in our selections. Let us elect men who will acceptably fill their respective offices during their entire term and who will always work in the club's interest.

WE would like to calmly but most forcibly ask, "Where is our photo. of the Buffalo meet?"

THE offices of Secretary and Treasurer have always been held by one man in our club. This will be changed, making two separate offices, thus lightening the burden and more equally distributing the work.

AGENTS WANTED.

Cycle dealers who are in a position to import our wheels into the States and to push the sale of them will oblige by communicating with us. At the expiration of the present year we shall require a first-class agent in each principal centre.

The name and fame of the **Quadrant Tricycles** abound in the States. We have now also several splendid lines to offer in **Safety Bicycles** of tip-top quality with important improvements and at moderate prices.

THE QUADRANT TRICYCLE CO.,

Sheepcote St., - - - - - Birmingham, England.

WHY is it That "Winnie" is such a shark? That Lighton is a dude? That Avery is "so funny?" That "Ted" is going to leave us? That Wiard loves prohibition? That Bill Nye bought so many suppers? Echo answers, "Why?"

THE rapidity with which some of our fellows are acquiring the arts of pool and billiards is indeed surprising. "Sharkey" Cl—excuse me—is not far behind in the race, and with a little training and coaching will pass his competitors on the last quarter.

WE don't want to be set down as a moralist or a chronic grumbler, but we do feel called upon to give a few words of advice, even though they come from one who has had little experience. The climax of our cycling club has come! And it remains with each club man, individually, to decide whether our club shall prosper or no—these decisions to be made public by each man's actions. Though our men are young in the main, nevertheless they *are men*, and they should so govern themselves. Gentlemen, let us have a decided change in the order of things, and hereafter carry ourselves as an organization of gentlemen should.

AS HE SEES AND COMMENTS.

ONE of the most active Cycle Clubs in the country is the Hartford Wheel Club. As a successful tournament promoting club it ranks with the Springfield in the latter's palmy days. The club at present numbers sixty members. The club has always been very liberal in the matter of prizes awarded at their tournaments both to amateurs and professionals, but it is doubtful whether professional events will ever again find a place on the programme of the Hartford Wheel Club's Tournaments. The experiences of 1888 have rather soured the Hartford men in the matter of professional racing(?)

H. E. DUCKER is reported as making silent preparations for "the biggest yet."

THE Cambridgeport Club will probably inaugurate a series of ladies' nights during the inactive season.

L. A. W. No. 18,746 claims 6000 miles this season as the New England record. Can anyone in New England beat it?

CHIEF CONSUL JESSUP, of Philadelphia, will be the candidate pressed forward by Pennsylvania for the Presidency of the League.

THE Wilkesbarre (Pa.) Bicycle Club opened the social season by giving a ball at Loomis Hall, in that city, on Thanksgiving night.

MR. CHARLES C. CANDY, the Kansas City representative of the Overman Wheel Co., was in town last week, and paid the WORLD office a call.

SNOW, rain and generally disagreeable weather put a quietus on the proposed races to be held by the Manhattan Bicycle Club, of New York.

WE think we know now why E. G. Whitney could not content himself with the giddy whirl of fashionable dissipation incidental to life on a New Mexico sheep ranch.

THE home of the Boston Bicycle Club, after January 1st, will be at No. 14 Boylston street, between Washington and Tremont, a most excellent location for down town.

THE Dec. 8 issue of *Texas Sifting*s is a splendid one. It is the Christmas number. Send in your order at once, and have you subscription commence with the Xmas number.

EASTERN ROAD CLUB CUP TIE.

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 25 miles in the time of 1h. 35m. 25s."--*Bicycling World, Nov. 16th, 1888.*

The Machine ridden was a

SWIFT ROADSTER.

Catalogues Free.

The COVENTRY MACHINISTS' CO., Ld.

239 Columbus Avenue, BOSTON.

WARWICK CYCLE

CATALOGUE READY JANUARY, 1889.

THE WHEELS FOR 1889

ARE

THE Warwick Perfection BICYCLE

AND

THE Warwick Perfection SAFETY.

WHEELMEN LOOK OUT FOR THEM.

≈ Agents * Don't * Get * Left ≈

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

A. KENNEDY-CHILD, Superintendent of Agencies.

MFG. CO. SPRINGFIELD, MASS.

MR. HILL, of the Coventry Machinists' Co., sailed for England on the steamer Gallia, from New York. He will be absent some two months in the interests of his company and the American agency.

WHAT nicer or more appropriate Xmas gift can you make your L. A. W. friend than a League badge? Chas. H. Lamson, of Portland, Me., keeps a splendid assortment. See his advertisement and send in your order.

THE Riverside Wheelmen, of New York, will a reception give at the West End Hall Dec. 13th. Music, both vocal and instrumental, will make up a programme that attractive will be. Riding, of the kind fancy, will also the audience amuse.

THOMAS BURKE, of Hyde Park, while out riding on his bicycle Sunday morning, was struck by an Old Colony train at the Readville crossing. He was thrown some distance and was badly injured in the back, but it is thought he will recover.

LINCOLN HOLLAND & CO., of Worcester, Mass., issue an elegantly engraved calendar for the year 1889. The scene is a cycling one. It is just the thing for a cycler, and by sending 10 cents to L. H. & Co., as per advertisement on another page, the calendar will be sent to any address.

THE news of the engagement of Elmer G. Whitney to Miss Minnie F. Dyer of Watertown, Mass., will be received by Mr. Whitney's many friends with great pleasure. We hasten to extend our sincere congratulations, and we know "our sentiments" will receive the heartiest echo at the hands of all who are favored with "good old" Elmer's acquaintance.

MR. MILES writes: "You would oblige me by informing your St. Louis correspondent that the Referee's six-day race is not off, but that arrangements are being made to hold a tournament and exhibition of cycles here next May, the six-day race being one of the features. We hope to make it a gigantic affair, and are at present negotiating with the management of the Exposition building, in which a quarter mile track can be laid with ease."

TEARS of regret dimmed our eyes when on our return from eating our Thanksgiving turkey we found the card of W. R. Pitman on our desk. Good old Pitman; we would have given a lot to have shaken him by the hand, and had a good talk of the days when the "Vet" slogged out the first American 100 mile tricycle record, and when he was a *real* live active wheelman. Later, our tears of sorrow were turned to peans of joy, because a second attempt of the "Vet." found us in, and a very pleasant chat over old times we had.

WHILE the Huntington (L. I.) Bicycle Club were giving a reception in their rooms last evening, a chandelier holding kerosene lamps fell, and a small fire resulted. The dresses of the Misses Emma and Florence Ritter took fire. Miss Florence was severely burned, all the skin having come off both arms. Her sister was more fortunnte, and escaped without any serious burns; her dress was destroyed, however. The chandelier was hung on a hook which had been fastened to a lath only, and not to anything solid.

IN our issue of Nov. 23 we sportively referred editorially to a certain "featherweight Juggernaut." We then wound up our article by a fear that the cycling nuisance might be "avoided and sat upon." We received the following skit, and if we could trace the authorship we fear bloodshed would ensue:

> "Your 'featherweight Juggernaut' 's a notable hit,
> But 'avoided and sat upon' 's a bull to commit:
> Thus a smoke follows after the flash of the wit." D.

LINCOLN HOLLAND & Co. of Worcester send us the following item: "A man bearing the name of W. E. Mason has received a sentence of two years in jail for embezzlement from a local house, and one year for attempting to steal a Club tricycle from us. He got the same as far as the express office, when mistrusting things were not O. K. we tracked him and found that he had marked it W. E. Cawrence, Troy, N. Y. We arrested him and convicted him. He was an old offender, as it was proved during the trial. The machine was the property of the late J. Fred Midgley."

P. W. Corbett, so long connected with the Hyde Park (Mass) Bicycle Club, lately accepted a position on the U. P. R. R., at Cheyenne, W. T. Previous to his departure the members of his club gave him a supper, about twenty members and guests being in attendance. After justice had been done to the substantials and the cigars were lighted, Mr. Fred Wood was chosen chairman, and speeches were made by President Alexander and others, all of whom expressed their high regard for their honored guest, and wished him great success. Mr. Corbett responded, thanking those present for the great pleasure which the occasion afforded him. He was then taken most of the way on the shoulders of his comrades to the depot, where he was serenaded before the departure of the train for the region of blizzards and cow-boys.

A WHEELMAN writing from Denver, Col., asks the following question: "Please inform if a wheelman goes into a race against a horse on the condition that if he wins he is to receive so much remuneration, is a professional, and can he be excluded from an amateur race, even though he shows his L. A. W. ticket? The wheelman in question is H. G. Kennedy, the one that rode the 50 miles against a horse down in New Mexico a month or so ago."

Our answer is, that this act does not make a professional of Mr. Kennedy. The race was a road race, and the League in no way recognizes road racing. Hence an amateur may ride on the *road* against a professional for a purse and still maintain his amateur status. Had the race been on a *track*, Kennedy would have forfeited his standing.

CONINGSBY IS RESTIVE UNDER SHURMAN'S RECORD.

FRED CONINGSBY made a go for a big record on Eagle Rock Hill, on a Victor 46-inch Light Roadster, on Nov. 24., but only (!) made eight round trips, his time being 1h. 53m. 47s. But one solitary cycler was present, and consequently Fred did not care to continue his attempt, preferring to have timers and witnesses. The writer was invited to be present, but other business on Saturdays prevents any trips to Eagle Rock. The machine Fred uses in these rides is taken from stock, and has 6-inch cranks and a regular style saddle. [Too bad he was not properly checked.—ED.]

Mr. Coningsby intends to try for a bigger record than Shurman's on Eagle Rock before the season closes. His mount will be a Victor Safety, and no one will be surprised if he raises the number of trips, although a few weeks ago "yours truly" was one of the many who thought that Fred's limit was about a half a dozen trips. Fred lays claim to being the first one to coast the Rock on an "ordinary," and says it's enough to make your hair stand to try it.

"RATCHET."

RACING AT WILMINGTON, DEL.

THE race meet held by the Wilmington (Del.) Wheel Club held Nov 29, was largely attended and though the track was very heavy the races were fine and the time made, fairly good. Below we give a summary:

One-mile safety—B. F. McDaniel, Wilmington W. C., first; T. Jefferis, same club, second. Time 4m. 20s.

One-mile (four minute class).—G. M. Gregg, first; T. Jefferis, second. Time, 4m. 32s.

Half-mile dash—S. W. Merrihew, Wilmington W. C., first; W. W. Taxis, Philadelphia, second. Time, 1m. 47 2-5s.

One-mile (three minute class).—S. W. Merrihew, Wilmington W. C., first; B. F. McDaniel, second. Time 3m, 53s.

One-mile (novice).—V. R. Pyle, Wilmington W. C., first; T. Jefferis second. Time, 4m. 21 2-5s.

Half-mile dash (four minute class).—G. M. Gregg, Wilmington W. C., first; W. H. Sheward, Wilmington W. C., second. Time, 1m. 58s.

One-mile handicap.—G. M. Gregg, Wilmington, W. C., first; A. Jefferis second. Time, 3m. 54 1-2s.

Half-mile ride and run.—W. W. Taxis, Philadelphia, first; C. Guldin, Reading, Pa., second. Time, 2m. 24s.

Three-mile championship of Delaware.—B. F. McDaniel, Wilmington W. C., first; S. W. Merrihew second. Time, 13m. 49s.

One-mile (three and a half minute class).—A. Jefferis, Wilmington W. C., first; C. A. Elliott, Wilmington W. C., second. Time, 4m. 18s.

Two-mile handicap.—W. W. Taxis, Philadelphia, 10 yards, first, B. F. McDaniel, 60 yards, second. Time, 8m. 28s.

ST. LOUIS CYCLE CLUB RACES.

THE races of the St. Louis Cycle Club came off duly, as announced, at the Natatorium Thanksgiving Day. There was a very good crowd present to see the sport amongst which there were a number of ladies. The track measured sixteen laps to the mile with very sharp corners: this, with the slippery floor, made fast time impossible. The corners were afterwards improved by using powdered resin. The events numbered seven, and resulted as follows:

Half-mile novice race—E. Barnard, first, in 1.42; H. H. Jones, second, 1.45.

Half-mile handicap open—E. Barnard, first, in 1.40; A. A. Knight and Dick Hurck were tied for second. In the run off Hurck won in 1.36.

One hundred-yard slow race—After a number of tumbles and claims of foul the event was won by W. H. Carlin.

Harry Gordon and Jno. Stout here gave a fine exhibition of fancy and trick riding on a crank and Star.

One-mile club championship—Dick Hurck, first, in 3.21: A. A. Knight, second, in 3.22. This was the best race of the day.

The next event was a half-mile run and ride, which was won by Dick Hurck, in 2.53; Geo. Tivy, second, in 2.51.

One-mile handicap open—Dick Hurck, 5 yards, first, in 3.18: A. A. Knight, 30 yards, second, in 3.21

Half-mile consolation—J. S. Richards, first, in 2.02: Walter Tyler, second, in 2.12.

A special race between two rival club members was won by Geo. E. Tivy, in 3.38: J. R. Pomarade, second, 3.40.

The events were closed by a burlesque race, given by Julius Hart and W. H. Carlin. The contestants were dressed as clowns, and occasioned considerable laughter by their antics.

In nearly all the races there were unavoidable accidents. The falls were many, and the only wonder is that the contestants came out of the scrimmage with but a few scratches. "LINNETS."

ROAD RACING AT MEMPHIS, TENN.

We give below the results of two of the series of ten mile handicap bicycle road races held at Memphis, Tenn., Nov. 27th and 29th. The prizes are handsome gold medals, the first prize to be won three times by a rider to become his property. The results of the first race, Nov. 27th, as follows:

Contestants.	Actual Time. M. S.	Mount.
1. George Heiss, 4 min.,	43 00	New Rapid Lt. Roadster
2. C. J. Scherer, 5 min.,	44 00 1-4	Victor Light Roadster.
3. A. F. Alberts, 4 min.,	43 15	Victor Full Roadster.
4. Julius Wood, 3 min.,	44 26	Champion Roadster.
5. W. A. Whittemore, scratch.	41 30	Apollo Light Roadster.

Timers at start and finish, Joseph Specht and Chas. Hotchkiss. Timers at turn five miles out, S. A. Godshaw and Julius Seelig. Judges, W. F. Yates and Robert Slusser.

The result of second race, Nov. 29, as follows:

Contestants.	Actual Time. M. S.	Mount.
1. W. A. Whittemore, scratch.	41 30	Apollo and Victor.
2. Julius Wood, 2 1-2 min.,	44 13	Victor Light Roadster.
3. A. F. Alberts, 2 min.,	43 49	Victor Full Roadster.
4. Geo. Heiss, 1 1-2 min.,	44 32	New Rapid.
5. John T. Willins, scratch.,	45 30	Victor Light Roadster.

Timers at start and finish, Joseph Specht and Charles Hotchkiss. Timers at turn five miles out, C. J. Sherer and Dr. Bate. Judges, W. F. Yates and Robert W. Slusser. SCHERER.

FLYING FAIRY FORMS.

The idea of a six-days' female bicycle race has for some time been in the mind of W. B. Troy, of Pittsburg, Pa., and it has at last taken concrete form, and the results can be put down as eminently satisfactory to all concerned. The public showed that they enjoyed the novelty by generous support, the daily attendance averaging from 3000 to 5000. The racing was really excellent, the contestants showing rare grit and speed. The names of contestants are:

Names.	Years.	Height.	Weight.
Lillie Stanley - -	19	5 1 1-2	124
Helen Baldwin - - -	18	5 5	125
May Allen - - -	17	5 1	120
Lulu Hart - - - -	22	5 5 1-2	130
Hattie Lewis - - -	22	5 7	130
Jessie Woods - - -	17	5 3 1-2	125
Kitty Brown - - -	19	5 6	125
Aggie Harvey.			
Hilda Snallor - - -	20	5 1 1-2	135

We give the total score of each contestant at the end of each day, by the day of eight hours each:

	Monday.	Tuesday.	Wednesday.	Thursday.	*Saturday.
Stanley,	93	186	268	361	520 12
Baldwin,	88	184	266	343	500
Allen,	93	181	242	305	477 12
Hart,	82	158	225	305	438 10
Lewis,	75	152	220	285	379 6
Woods,	68	143	196	236	344 1
Harvey,	38	70	118	164	255 4
Brown,	55	122	151	151	173 9
Snallor,	4	4	51	68	70 14

* By an oversight our correspondent failed to send in the Friday score.

During the second day the race for first place was very hot between Stanley, Baldwin and Allen, but the plucky little Lottie managed to keep about two miles ahead of Miss Baldwin. Miss Stanley broke her bicycle and had to ride most of the day on a smaller one.

COLUMBUS (GA.) TOURNAMENT.

The three-days' tournament, under the auspices of the Chattahoochee Exposition and the management of F. L. Ingram, at Columbus Nov. 21, 22 and 23, passed off very nicely, being the postponed races from Oct. 10, 11 and 12. The entries for the amateur events were fairly numerous, but many absentees left Mr. Ingram very short of amateur talent.

FIRST DAY.

One-mile novice—H. Thornton, first: R. L. Ross, second.

Half-mile professional—H. G. Crocker, first: J. A. Polhill, second: Morgan, third.

One-mile open—H. Kingsland, first, B. H. Polk, second.

One-mile handicap—H. Kingsland, scratch, first: Thornton, 250 yards, second. Time, 3.31 1-4.

One-mile professional handicap—J. A. Polhill, 100 yards, first: H. G. Crocker, scratch, second: W. J. Morgan, 175 yards, third. Time, 3.15.

Half-mile handicap—Thornton, 250 yards, first: Ross, second: H. Kingsland, scratch, third.

SECOND DAY.

The road race was a practical failure, as only two starters started. Mr. Ingram, barring accidents, was a sure winner.

Half-mile professional—Crocker, first: Polhill, second.

One-mile handicap—Kingsland, first: Thornton, second.

T. L. Ingram gave a good exhibition of trick and fancy riding, winning first: Polk, second.

Quarter-mile open—Kingsland, first: Polk, second.

Two-mile handicap—Won by Kingsland: Ross, second.

The five-mile Georgia championship was won by T. L. Ingram, no one entering against him.

One-mile safety handicap—Won by Kingsland: Polk, second.

Half-mile professional—Won by Crocker, Polhill, second.

The road race was started at the grand stand at 10.30. T. L. Ingram won the race—to Smith's Station and return to grand stand—a distance of twenty-three miles, in 2h. 29m.

THIRD DAY.

Half-mile professional handicap—W. J. Morgan, 90 yards, first: J. H. Polhill, 50 yards, second: H. G. Crocker, scratch, third. Time, 1.24.

Half-mile professional scratch—H. G. Crocker, first: J. H. Polhill, second. Time, 1.26.

Two-mile safety handicap—H. L. Kingsland, scratch, first: G. L. Polk, 150 yards, second. Time, 7.14

Quarter-mile handicap—H. L. Kingsland, scratch, first: G. H. Polk, 90 yards, second. Time, 39 sec.

Half-mile handicap—G. H. Polk, 200 yards, first: H. L. Kingsland, second. Time, 1.25.

Five-mile Southern championship—Walk-over for T. L. Ingram.

The handicapping of the amateur events was not of Grillin form, and 350 yards to a man over Kingsland was asking the Baltimorean to break records.

W. J. Morgan was asked to help frame the handicaps, and he handicapped the last race (quarter-mile) so successfully that Kingsland had to do 39 seconds to win, and won by a foot on the post from Polk. The races were imperfectly timed by the horsemen who acted as judges and timekeepers.

L. E. Hickok, who is in charge of the Columbia exhibit at the Augusta Exposition, made a very acceptable referee. Mr. Ingram worked hard and succeeded in giving a good programme, and should have been supported by the Georgia amateurs.

"SENATOR."

DINING WITH SINGER'S CYCLE CLUB.

The second annual dinner in connection with Singer's Cycling, Cricket, Football Clubs and the Apollo Band was held on Tuesday, 13th ult., at the Sydenham Palace Hotel, Coventry. The room was most tastefully decorated, a bone-shaker and two "Singer" safeties occupying foremost positions on the platform, whilst a prominent object on the centre table was the handsome silver cup won by the Singer Cricket Club this year. Mr. George Singer, the head of the firm in connection with the employes of which these clubs are organized, occupied the chair, Mr. J. C. Stringer and Mr. T. Macklin filling the vice-chairs, and amongst the company present we noticed Mr. S. Dugdale, Q. C., M. P.; Mr. W. Ballantine, M. P.; the Revs. G. Cuffe and H. E. Bottomley; W. I. Iliffe, H. Sturmey, Geo. Moore, S. Golder, etc.—*From Cyclist.*

AUGUSTA, GA., TOURNAMENT.

The Exposition Directors of Augusta, Ga., have concluded to have a two-days' bicycle tournament, and the dates decided on just at hand are December 10th and 11th. The "Senator" writes that "the Exposition equals Buffalo, and ought to draw better than it does. The Pope Mfg. Co. have a fine exhibit, in charge of Mr. Hickok. The track is A1, so the "Senator" advises us. We sincerely hope the enterprise of the Augusta management will meet with the financial success it deserves.

THE QUADRANT TRICYCLE COMPANY.

AGENTS WANTED.

On page 80 of this paper will be found an advertisement of the Quadrant Tricycle Co. calling for agents in this country. To those who have the right to import cycles into this country the above chance is a great one. The Quadrant goods have a reputation in the States second to none, and the right man in the right place ought to be able to make the business in this country profitable to himself and to the Quadrant Tricycle Co.

STEVENS AS A LECTURER.

There is not a cyclist living that has such a fund of interesting adventure to draw from as Thomas Stevens. Last season Mr. Stevens refused several invitations from different sources to lecture because he was not thoroughly satisfied as to his ability to give a satisfactory entertainment. Since then he has perfected a lecture in connection with the use of a stereopticon that is pronounced by those who have heard and seen, as being excellent and first-class in every way. Mr. Stevens is now open to engagements and should be addressed at 22 Irving Place, N. Y. See advertisement.

SCRANTON, PA.

The great bicycle fair is now a thing of the past and notwithstanding the bad weather of the week it was right well patronized. The booths were all well patronized and the various methods of getting money by games of chance drew the money from the crowd. Bauers' full band was in attendance each evening and furnished most excellent music. The prizes offered in the lottery schemes included bicycles, watches, chairs, harness, diamond studs, punch bowl, type writer. After "settling day" it is hoped the profits will show up handsomely for the Scranton Bicycle Club.

OVERMAN WHEEL COMPANY.

The annual meeting of the Overman Wheel Company was held Friday afternoon at the office of Chamberlin, White & Mills, Hartford, Conn. The officers of the company reported a very prosperous year.

The capital stock was increased from $100,000 to $125,000.

These directors were elected: A. H. Overman, E. C. Hodges, Luther White, C. E. Mitchell, George D. Seymour, Rodney Dennis and E. S. White.

At a subsequent meeting of the directors A. H. Overman was elected President, E. C. Hodges, Vice President. H. R. Mills was elected Secretary and Treasurer, and W. C. Overman, Assistant Treasurer.

THE COVENTRY MACHINISTS COMPANY.

On the occasion of the opening of the new shops of the Coventry Machinists Company at Coventry, Eng., the *Cyclist* states that "The new workshops were inaugurated by a supper to 600 guests, the tables being laid in the new rooms. Amongst those who sat down with the large staff the chairman of the company, Mr. Alderman Marriott, J. P., Mr. Alderman Maycock, the deputy-chairman, Mr. Joseph White, the Mayor of Coventry, Mr. Walter Browett, Mr. Alderman Banks, the Vicar of St. Michael's, Coventry, and many others.

A word or two upon the origin of this famous company may not be without interest to our readers. The concern was floated in 1863, for the benevolent purpose of providing employment for the operatives of Coventry thrown out of work by the failure of the ribbon trade, once the city's boast. In the first instance, sewing machines were the staple product, but the company being the first firm to build bicycles in England, and having the foresight to see the probable growth of the trade, the manufacture of cycles was taken up in earnest, that of sewing machines being gradually abandoned. At the date above mentioned the capital of the company was £5,000, now it stands at the respectable figure of £100,000. Many of the original shareholders are still alive, one of them being the gentleman we have already referred to as occupying the post of chairman.

THE "RECORD" MEDAL CRAZE.

Editor Bicycling World: I was much struck with the last part of the well-written article under the non de plume Hawkshaw, in the issue of the BICYCLING WORLD of November 23d, though I cannot agree with all the conclusions there drawn, for they would put a veto on *all* system of rewards; whether prizes gained at schools, colleges, or at any games or whatsoever trials of skill may be engaged in, and which, be it right or wrong, has had the prestige of ages for its support. *Is the motive* with which anything is done is what determines its moral character, so in the case referred to; if the value of the prize is the only thing regarded (and perhaps the writer of the article judges others by himself) then it might be considered wrong or unworthy of cyclists or others to offer or receive prizes for their skill, even though at other times it was the pleasure of the sport which led them to engage in it.

An *athletic* or *cycling* club, it seems to me, does not need a *social* element among its members—though its members should necessarily be social—*especially* when that leads to "working for prizes or rewards" in a perhaps much more questionable way, as in a case I have in mind while I write; but I come finally to agree with "Hawkshaw" that all *workers*, be they for their daily bread or for bicycle riding or amusement of any kind, who do it "for revenue only" are not "a success." NEMO.

MR. BERT MYERS' RIDE OF 289 MILES.

Editor Bicycling World: Replying to your inquiries of the 26th, will say with regard to my 24-hour ride of 289 miles, that it was run over the boulevards of Chicago, about the same course that Mason took. One part of the course was about twenty miles round through the parks, and the remainder of it on Ashland avenue.

I had pace-makers with me all the time. I used an Excelsior cyclometer, which was accurate. Mr. Frank Riggs, an officer of the Illinois Cycling Club, timed me, besides the record I kept myself; Mr. Riggs also checked my cyclometer. I made the full 289 miles, as claimed.

The start was made at 4 o'clock P. M. Tuesday, Nov. 20th, and I finished promptly at 4 o'clock P. M. of the following day. I stopped about one and one half hours for meals.

The wheel I used was a 54-inch Light Champion.

My pace-makers were Messrs. Tuttle, Mason, Riggs, M. Bowbear, Walter Bray, Arthur Taylor, Arthur Lumsden, and many others, all of Chicago. Very truly yours, BERT MYERS,
Peoria Bicycle Club.

The above letter was in answer to our request for particulars in regard to "record" claimed for 289 miles. We have no doubt but that Mr. Myers covered the distance claimed, and it seems in the matter of pace makers he was more particular than Mr. Mason. Like Mr. Mason's ride, it cannot be allowed as a "record" for the road, and for the same reason that it was not all made over a properly measured route of at least 20 miles straight away.—ED.]

THE ART AND PASTIME OF CYCLING.

BY R. J. MECREDY AND G. STONEY.

We have before us a book bearing the above title and we can unhesitatingly say that it is one of the most interesting publications of the character that we have ever seen. There is much in its fifty pages that to the veteran is old but there is much more that the old timer as well as the novice would do well to "read, learn and inwardly digest."

The introductory is a well written and interesting article of some five pages on "The Origin of Cycling." Then follows chapters with the following captions, "Learning," "How to Ride," "Keeping a Cycle in Order," "Temporary repairs," "Touring," "Racing." An excellent essay on the "Pleasures and Advantages of Cycling," "Dress," "Cycling for Ladies," "Cycling Institutions," "Cycling Photography," "Choice of Machine," "General Hints."

Especially valuable are points given in the chapter of "How to Ride" and the instructions on the great advantages of ankle action are alone worth the price of the book. Again the article on "Temporary Repairs" is full of the most excellent advice and suggestions as how to deal with damages and breakages when an expert is not at hand. The other articles worthy of more than passing notice are those on "Dress" and "Touring." All in all we can unqualifiedly recommend this hand book to every rider of the cycle, it is replete with interest and information. It is without doubt the most complete and comprehensive book of this character ever published. We will take orders for "The Art and Pastime of Cycling," Price 50 cents (Postage stamps *not* taken.) The book is published by the *Irish Cyclist and Athlete* of Dublin, Ireland.

Out of eleven events at the Wilmington Wheel Club meeting yesterday, ten firsts and nine seconds were won on Victor Light Roadsters.



LEAGUE HEADQU'ARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date.

UNLIKE the December of years gone by this is a good month for recruiting. He who joins us now get a membership that lives till July 1st, and pays only the sum demanded in previous years for a term ending March 1st. Reflect and act.

OUR little leaflet on Road Improvement is being spread broadcast among road committees and highway surveyors. If it does no more than convince men that better roads are a necessity and in the interest of economy it will have done well.

THOSE who can place these little missionaries may get copies, free, from the Chief Consuls, who have been supplied from League headquarters. We have several ambitious plans for the dissemination of road literature, but they cannot yet be carried out for lack of funds.

NOW that the journals and the merchants are pointing to those things whose sale will enrich themselves as peculiarly suitable for Christmas gifts, it may not be out of place for us to suggest that a L. A. W. membership card or a ticket holder will make a good holiday gift.

CYCLING has had quite a come down the present. Riders have been coming down from the tall ordinary to the dwarf safety. It is a come down that will make the sport come up in the minds of those who have failed to take to it through timidity.

NEW ENGLAND cyclists are using very vigorous language when they speak of the weather. The Indian Summer killed by rain, and sixteen consecutive rainy Saturdays have given the fall season an unenviable record. The dealers have no words in their polite vocabulary to express their opinions. Those who have been intending to break records still behold an unshattered line of figures. Disgust reigns supreme, and the rain is responsible for its reign.

MASSACHUSETTS has lost its Chief Consul and the League will lose its Vice President. Mr. Hayes has won the esteem of cyclers in the State and the country and his loss will be keenly felt. The best wishes of all wheelmen go with him to his southern home. We nominate him for Chief Consul of Brazil. He may help us in sending a few solid chunks of hot weather northward to temper some of our biting breezes.

WE have never believed in convertible machines and yet we see a small sum of money for the man who will make a light hitch to join two safeties side by side so that they may be ridden as a double or as two singles.

THE wheelmen of Massachusetts are interested in the movement to make Mr. W. S. Slocum, Speaker of the House of Representatives. Consuls throughout the State should interview their Local Representatives and say a good word for the President of the the Massachusetts Club. It will help the cause of wheeling in the State if we have a friend at court this year.

THE Cambridge (Mass.) Club went into politics this year. Captain Perkins, a Democrat, and C. F. Sawyer and John Read of William Read & Sons, both Republicans, and all Cambridge club members, were nominated for the Legislature. The returns showed both Republicans to be elected but a recount counted Mr. Read out and elected Captains Perkins, Captain Perkins was responsible for the passage of the guide board law of the State when he was last a member of House.

WHICH State will be the first to put upon its Statutes a law compeiling towns to build good roads and levying a tax for the payment of their construction? Two State Divisions are at work to get such a bill through their respective Legislatures. Wait and see what success they meet with. Give us one bill and it will be a signal for a movement along the whole line. This thing has got to come, and it will come the sooner if wheelmen stand shoulder to shoulder in the good work.

IT is quite English, you know, to indulge in a "Tandem Quadrille" at dancing. It is not stated if the gentleman stands behind his partner. If he does, we hope Americans will hold to the side by side sociable idea. It would seem to be within the possibilities of music to portray a cycle ride with its spurts, and its lofts, its down hills and its toilful climbs. And why not tell such a tale as this in the language of the tuneful Terpsichorean toe.

THE coming woman will most certainly ride a bicycle. We do not believe the two wheeler will altogeter supplant the tricycle, for many ladies will still prefer to ride a wheel on which they can stop without dismounting, and many more will not risk the falls that are inevitable to the rider of a bicycle. And yet there are very many ladies who will enjoy a machine on which they can go faster and with less exertion than upon a three or four wheeler. The tricycle will continue to be with the great majority the first wheel and from that they will go to the bicycle.

CYCLING papers are now given over to discussion of the fashions. The average editor (of whom we are one, of course) cannot afford a dress suit and he lends himself with all the energy of a determined purpose to the banishment of it from the list of essentials at an evening party. We hope our contemporaries will take courage. There is a good time coming. We may, all of us, yet arrive at the dignity of a dress suit. Let us all pitch into the fur-lined over coat. We never can get up to that.

SHALL the League go into politics? This is a question often mooted. If we go to the home of the Pope, we must do as they do in that city. If the League goes into politics it must fight with the weapons of the politicians. There are many advantages to cycling that can come to it only through the slum of politics. There are many who will say, "the League should not soil its fingers with political dirt." They have many good arguments to bring which will sustain their view of the case, but they must remember that no public measure is carried through in the State or in the country without political trading and bargaining. Even those who advocate the moral questions find they can make no headway till they take up the weapons of the enemy. "'Tis true, 'tis pity; pity 'tis 'tis true." If the Liberty Bill is assailed in the New York Legislature the coming year the League officials of that State will have to go into politics to defend it. We say these things to bring the question of political work clearly to the minds of all. Mr. Luscomb has been assailed, right and left for the mailing of a circular during the recent campaign. It transpires that this action on his part was a natural step in the deal which led to the passage of the Liberty Bill. We think the manner and the matter of the circular open to criticism, and we do not doubt Mr. Luscomb will receive all such criticism in a friendly spirit if it is so offered. But by far the greater portion of the condemnation comes from those who believe that no "deal" should have been made or carried out. Public opinion is a mighty force. It dictates the actions of those in power. If the New York officials read public opinion, as shown by the criticisms made upon Luscomb's circular, aright and how to it, they will be slow to move in the defense of the Liberty Bill if it is attacked. If there had been no "deal" there would have been no Liberty Bill. There are always two sides to a question, and League members should consider both before committing themselves to the advocacy of either. The League may have to go into politics in the future, nay, it may even have to make a "deal." Its policy should be clearly defined that those who have to act may know just how far to go and when to pause.

Chief Consul Hayes Resigns.

To the members of the Massachusetts Division.

Owing to my departure from this country for a number of years, I am unable to further perform the duties of Chief Consul of Massachusetts and my resignation is hereby tendered.

In accordance with the laws of the Division W. H. Emery, the Vice Consul, will after this date assume the office and duties of Chief Consul for the balance of the unexpired term. Yours fraternally,

H. W. HAYES.

Chief Consul Emery.

To the members of the Massachusetts Division.

Mr. H.W. Hayes having resigned the office of Chief Consul of this Division for the reason that his business interests call him to another country, in accordance with the law of this Division the undersigned hereby assumes the duties of Chief Consul. It is with sincere regret that I make the announcement of this resignation. Called to the office at a critical moment in the history of this Division by his wise judgment he has brought harmony out of discord and promoted the success of the organization in this State. His labors in behalf of our Division deserve grateful acknowledgement. His rare executive ability combined with a pleasing and gentlemanly manner has brought recognition and honor to this Division from the National Assembly.

Every member regrets his departure and aside in wishing him success in the path which he has chosen.

Mr. Arthur W. Robinson of Boston is hereby appointed Vice Consul of this Division and will assume the duties of the office from this date.

WM. H. EMERY,
Chief Consul.

Attention, Tennessee Members.

The membership of our Division at the beginning of the past season was about sixty. Through the efforts of the Officers of the State our number has increased to over one hundred. It is extremely important to the welfare of the L. A. W. in general and of the Tennessee Division in particular that our membership be doubled within the next six months. We cannot do this unless each and every member does all in his power to bring in new men. Don't leave all the work to the officers, but let each man talk the League up and try to get at least one or two new names. If the Local Consuls can send in lists of from ten to twenty, every individual member can certainly procure one or two recruits. If each member obtains two new members within the next month or two, our membership will be increased to over three hundred. Can't we do this work? Try.

Our Division has done little or nothing for its members up to this time but we are now considering the the question of publishing a road book and have other schemes on hand for the good of of our State members. The more members we have the better able will the Board of Officers be to procure for them all the advantage given to League members. Let us all bestir ourselves and work hard for the good of our Division. Surely all members will be willing to spare a little time to League work when they will be the ones to derive good therefrom. Send all names to me of wheelmen living outside your towns, of your acquaintance.

Yours fraternally, L. B. WILSON, Jr.
Chief Consul

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 108. Total 12—11,887.

BOSTON, Dec. 7, 1888.

DISTRICT OF COLUMBIA DIVISION—1—101

Washington Cycle Club.

21142—Gates, James V. Jr., 14th and P sts., Washington

ILLINOIS DIVISION—1—740.

Illinois C. C.

21143—Greenlee, Wm. B., 107 Monroe st., Chicago

MASSACHUSETTS DIVISION—2—1234.

Medford Cycle Club.

21144—Sise, R. W., Medford

21145—Tucker, F. A., Box 178 "

MISSOURI DIVISION—1—370.

Unattached.

21146—Millbank, George Jr., 912 Washington st., Chillicothe

NEW YORK DIVISION—1—2458.

Manhattan Bi. Club.

21140—Besson, W. W., 233 East 52d st., New York

21147—De Velie, Camille, 218 East 70th st., "

Unattached.

21139—Smith, J. Stuart, 345 West 14th st., "

21150—Leonard, W. Frank, 151 Grand st., Newburgh

PENNSYLVANIA DIVISION—1—1479.

Unattached.

21151—Oakley, Harry B., 2225 St. Albans Place, Philadelphia

ARIZONA—1—6.

Unattached.

21141—Taylor, Fred W., Tempe

MISSISSIPPI—1—34

Unattached.

21152—Phillips, W. M., Jackson

OFFICERS FOR 1888—89.

PRESIDENT,
T. J. KIRKPATRICK,
Springfield, Ohio.

FIRST VICE PRESIDENT,
H. W. HAYES,
103 State Street, Boston.

SECOND VICE PRESIDENT,
W. S. BULL,
10 West Eagle Street, Buffalo, N. Y.

TREASURER,
WM. BREWSTER,
3 0 Olive Street, St. Louis, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.
H. W. Hayes.....Boston, Mass.
W. S. Bull.....Buffalo, N. Y.

Membership.

G. Carleton Brown.....Elizabeth, N. J.
Frank C. Blodgett.....Detroit, Mich.
Alfred Ely.....Cleveland, O.

Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.
L. S. Dean.....care *Bicycling World*, Boston, Mass.
A. Moore Berry.....120 Olive street, St. Louis, Mo.

Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.
W. W. Shaw.....P. O. Box 22, Brooklyn, N. Y.
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa.

Improvement of Highways.

Stephen Terry.....Hartford, Conn.
Chas. S. Butler.....295 Main street, Buffalo, N. Y.
H. B. Livingston.....Cincinnati, Ohio.
care Seasongood, Mendelson & Co.

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater 1326 Penn. av., Washington, D. C.
Col. George Sanderson.....Scranton, Pa.
George Collister.....Cleveland, Ohio.
care Davis, Hand & Co.
W. M. Brewster.....300 Olive street, St. Louis, Mo.
H. H. Hodgson.....New Orleans, La.

Transportation.

Bailey B. Ayers, 153 S. Hoyne avenue, Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References. *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

VOLUNTEERED.

It has passed through the test of a season. It has been tried on roads, on hills, on the path. It has never disappointed the expectation of its riders. It is the only low priced bicycle of all forged steel. It needs as few repairs as any other bicycle. It is perfectly proportioned. It has the fewest number of parts. It is the Volunteer Columbia.

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DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 14 DECEMBER, 1888.

Volume XVIII.
Number 7.

"Out of eleven events of the Wilmington Wheel Club meeting yesterday, ten firsts and nine seconds were won on a Victor Light Roadster."—*Wilmington (Del.) Exchange of Nov. 30.*

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WE CLAIM

that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

St. George's Engineering Co.,

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The Referee Annual,

Ready Dec. 15, will contain Sixty-four pages of matter of interest to all wheelmen:

250 Pictures of Celebrities.
50 Humorous Sketches.
Tables of Records. Cycling Stories and Reminiscences.
A Review of Cycling in America Since 1860.
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An interesting Budget for Xmas reading. Sent to any address on receipt of 10 cents.

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IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

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MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.

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MEDINA, N. Y., Oct. 5th, 1888.

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"It is the wheel of all wheels." CHAS. HEWITT, Arcola, Ill.

"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels." A. LEROY, Springfield, Ill.

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The Greatest Work on Training Ever Published.

"THE ART OF TRAINING FOR CYCLE RACING."

—BY—

GEORGE LACY HILLIER and T. H. S. WALKER.

This Volume is printed in English, French and German.

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 14 DECEMBER, 1888.

APOLOGIES are due our correspondents, "Linneus," "Mentor," and several "occasionals," that their contributions were crowded out this issue.

"DELAWARE," the Wilmington correspondent of the *Wheel*, questions our rights to accept or refuse records. We retort: We want to know by what right "Delaware" has to question our right or "authority" to accept or refuse records, as we see fit? We do not for one moment question "Delaware's" right to accept records made in the moon, if he so desires, but as far as this paper is concerned, it proposes to stand by the requirements laid down a year ago. Some standard has to be maintained, and we believe that a large majority of riders will acquiesce in the position that we have assumed.

We hope, however, that our suggestion made in the last issue of this paper, will meet with the approval and acceptance at the hands of our brother editors.

OUR e. c. of Gotham differs with us because we assert that on the action of the Racing Board depends largely the future of racing in the East. We quote:

"We disagree with our e. c. The Racing Board, in our opinion, has but little or nothing to do with the decline of racing. The Board can only legislate for the sport: it cannot create it. If club committees run sharp, short, snappy events, and run off the programmes in as good time as possible, race meets will become popular."

It is true that the Board "can only legislate for the sport," but we assert that on that legislation much depends as to whether we are to have interesting racing or the present unsatisfactory processions or loafing matches, which have brought the interest in the sport to such a low ebb.

Wise legislation, which will to a certain extent correct the present evils, is what we want, and if we read the signs aright we will see such legislation at the hands of the new Board.

TERTIUS REVIVAMUS.

A FEW days ago I received, from a friend in Boston, a copy of the WORLD. Casually turning its pages, I noticed a letter from Baltimore, signed "Secretary."

I rubbed my eyes.

I looked again.

Eagerly I devoured the contents.

Great Scott!

It was he.

What, Scott?

No, confound you, not "Scott" but "Secretary," my old friend of the by-gone halcyon days, when I was a biker bold.

Like Rip Van Winkle, I had awakened from a long, long sleep.

Oh, Secky!

Do you remember the day when we coasted down that long hill and, after doing twelve miles in ten minutes, jumped our bicycles clear over a freight train, by standing on the step and putting on the brake?

Do you remember your surprise at seeing a toothbrush for the first time, and how you lost the brush in one of your hollow teeth?

Do you recall our race against time, when you were about a length ahead and the wind from my wheel blew all your back hair off?

Do you remember that I could not make you hear when I called, because we were going *faster than sound?*

Oh, Secky!

When I think of these things my heart leaps within me, as a tramp leapeth the fence when the bull dog clutcheth at the backyard of his pantaloons.

I am just out of the wilderness.

For years I have not bestrode a bike.

For years I have not seen a bike paper.

For years I have been in Florida, that land of sand, where the biker cometh not, nor the "header" hath a place.

There in the gloaming I gathered the yellow orange, and there last summer the yellow fever gathered me—or at least tried to.

Thus it fell out that I came North on my recovery.

And I am here.

Well, Secky, I feel as if I had tumbled into a fountain of youth.

I shall delve into the old lumber room, get out my long forsaken bike, scrape off the rust, clean up the mouldy saddle, and, ere the new year dawns, I will have a "run" if it takes a lung.

And what happens I will tell in my next. TERTIUS.

THE EUROPEAN TOUR.

DURING the past month I received letters from over one hundred riders of the wheel in regard to the trip across the water next summer. To all I have sent a printed circular containing the desired information. At this writing about a dozen have definitely decided to be of the party, and undoubtedly a large number have the matter under consideration. To such I would say that if there is any likelihood of their being of the party they should by all means send in their applications for membership in the C. T. C. *at once*. By so doing they will be sure of receiving their membership tickets before our departure, and should they not go they will lose nothing by belonging to the C. T. C.

The sailing dates for 1889 of the transatlantic steamers will be out about Christmas, and it is desirable to secure staterooms as early as possible, as the coming season will witness a great rush of travelers to Europe on account of the Paris Exhibition.

Sufficiently full returns have now been received to assure me that the expense of the tour will not exceed the figures given in the circular.

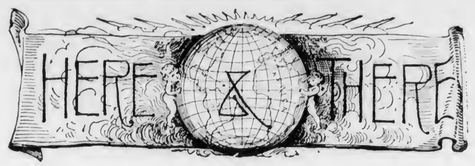
I have also received detailed information in regard to the entire territory covered by the tour, and the party may confidently count upon enjoying runs over some of the finest roads in the world, leading through grand scenery and historic localities.

Now is the time to decide upon the make of safety to be ridden, and the manner of carrying the necessary amount of luggage. The manufacturers of the safety you select will aid you greatly in this last matter, if you inform them just what you wish to take with you.

The party will be limited to twenty-five, and an early knowledge of just who the twenty-five will be is desired for many reasons.

F. A. ELWELL.

IN describing a header taken by an unfortunate, an exchange says: "Our roads are not all macadamized, and there is occasionally a soft spot on the thoroughfare mentioned. The rider found one of them." All we can say is that "the rider" was lucky. When it has been our good (?) fortune to investigate the general make-up of a macadam road in the capacity of a taker of headers, it has been our invariable luck to strike the *hardest* spot in the whole country.



NOTES BY THE "CAVILER."

I could not send you many notes last week as I was off riding with the "Vet," over the route followed by the participants of the "Wheel round the Hub." What a change in cycling since those days! Then the trip was a "nine-days' wonder," and the schools and factories in the towns through which they passed were closed, that the occupants might gaze on the new-fangled means of conveyance. Now one meets almost as many cycles as of other vehicles on the road, and would have to be mounted on a machine as *passee* as the old bone shaker in order to draw even a passing glance. This is as it should be, and the cycle has now settled into its proper place as an article of utility.

As the Massapoag was closed we passed the first night at Cobb's Tavern, and, after a most enjoyable breakfast in the morning, rode through the intervening towns to Nantasket, stopping to lunch with genial Geo. Cushing at his hotel in Hingham. While passing Ponkapoag Pond we were strongly tempted to call on Ned Hodges, of the Boston Club, at his shooting box on the shores of the pond, but resisted, as we had little time to spare and the chances were that Ned was chasing bulls around the board rather than geese on the pond. *En route* through Quincy, when our wheels were turned cityward, we were hailed by the Captain of the Boston Club, who insisted that we should accept his hospitality at the country place he has lately purchased, and on which he proposes to have several club picnics during the coming season. The grounds are well situated for such a purpose, and are covered with trees which prevent passers-by from seeing the spot where the picnic would most likely be held. While under the doctor's roof I had the pleasure of quaffing Bass' from a pewter mug brought from England by Joe Dean, as his contribution to the doctor's collection of beer mugs, which now numbers ten or twelve pieces, each of a different ware, from cut glass to Flemish or Doulton.

Our host, while lamenting that he was not a rider at the time of the first wheel round the Hub, seemed to take some pride in the fact that he was a participant with us in the second one, which took place a few years later under the auspices of the C. T. C., then in its palmiest days in this country. It was on that trip I first met Charlie Potter, who came on from Cleveland to help Papa Weston manage the affair, which was quite successful, participants in it coming from Baltimore, St. Louis, Chicago and other places. I took advantage of this meeting with the doctor to ask him if there was any truth in the rumor that he was to be a candidate for Chief Consul next year, and was assured that although he had been asked to run by representatives of most of the clubs in the vicinity he would not consent to do so, even if positive of an election. His candidate is Dr. Emery, who is in direct line of promotion, and who is the best fitted man in the State for the position.

We arrived in town that evening in time to change our togs, have a bite and sup, and attend a meeting of the new club. What new club? Well, if you went around town more o' nights, instead of hurrying home to burn the midnight oil you would be aware of the existence of an unorganized club that meets once or twice a week at Dr. Kendall's office to have their teeth filled with *Roquefort* and hard crackers. It at present consists of Robinson of the Rovers, Seward of Chelsea, Newman, Clark, Burns and Haley of Cambridge, Charlie Howard of the *Globe*, and "Kerosene" of the *Herald*, and the regular order of business is to sit around talking of cycling events and smoking the doctor's pipes until about 10 o'clock, when Billy Newman will say, "What's the matter with going down to Park's for a rarebit and some musty?" which motion is always carried. So you will be pretty apt to run across the party any evening you may happen to drop into Park's after the theatre. Unless I am very much mistaken the club will be heard from in Division politics before the end of another riding season.

Does your copy of the Massachusetts Division Constitution and By-Laws tell you that the present Chief Consul has power to appoint a Vice Consul? A week ago I would have been willing to lay you two to one that his appointee would be Sanford Lawton of Springfield, who has done more hard work, without reward, for the Division than has any man in the State. Mr. Lawton was the Cambridge Club candidate for Vice Consul last year, and they claim would have been elected had there not been so much "funny business." Mr. Robinson is too good a man to be shelved into a subordinate position, but perhaps it is good politics to thus dispose of a most dangerous competitor for the chief position.

A little bird whispered to me the other day that the Cambridge Club is to give a farewell dinner to their ex-President, Chief Consul Hayes, just previous to his departure for Brazil. I hope they will think to invite you and me, as this club always carries out in great style whatever it undertakes.

President Kirkpatrick writes that he has not yet decided in what city to call the February meeting of L. A. W. officers. I hope that he will decide on Chicago, as the wheelmen of that village have a national reputation for hospitality, and since you have detailed me to "write up" the big guns of the League I want to go to a city where the convention will not be held in a hotel away out of the world, an evening's journey from the theatres and points of interest. No New York for me, if you please. If the high Mickamucks of the League could be prevailed upon to call the meeting in Boston, the Cambridge, Rovers, Chelsea and other clubs combined would take pleasure in entertaining every delegate and not allow them to kill time by cooling their heels around the hotel corridors without even an invitation to see the inside of the club houses.

I learn from one of your correspondents that the Chicago delegates to the meeting are to have their expenses paid by the Division. That is quite proper, for, if a delegate is willing to give his time, which in some instances is very valuable, that is as much as can be expected of him. His travelling or hotel expenses or both should be paid by the Division. I know of two, if not more, of the present delegates from Massachusetts whose time is worth to them, at the least calculation, $10 a day. Has the Division, in electing them to represent it, any right to expect any more of a contribution than such valuable time?

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BUFFALO. "MERCURY."

Ducker, "the King-pin, etc.," contrary to all expectations, has concluded to remain with us; he finds Buffalo just suited to his peculiar tastes and fancies, and will not leave for even your Boston and its many advantages. He has opened an office in the Chapin Block, having taken the agency for the Union Life Insurance Co. Now Ducker is my ideal of an insurance agent: he is a hustler, as you know already, a talker of the A1 class, and as for persistency, why, "Persistency, thy name is Ducker" (pardon the chestnut flavor of this oft repeated expression). If those are not essential to the make-up of a successful insurance agent, then I miss my guess. Busy as Ducker is he finds a moment now and then to think and discuss cycling, give us points on tournament and fancy dress carnival management. By the way, speaking of carnivals, you will recollect I stated last spring that the Ramblers were to have a fancy dress carnival under the management of H. E. Ducker, but the matter was laid on the table on account of the season being too far advanced, and also, I may say, because some of the members were rather reluctant to taking hold of an unknown quantity, as it were. The boys may have thought the matter dropped forever: not so with Ducker; with the persistency I have already spoken of, he began to get his forty-horse persuasion power in action, and to judge from the feelings and opinions expressed at the meeting of the Ramblers a week ago last Tuesday, he had succeeded in his undertaking. A committee of three (Ducker, Kellnor and Shack) were appointed to look into the matter, and if the prospects look promising to make the necessary arrangements, etc., and report at the next meeting. The carnival will consist of a grand march of all costumed wheelmen on bicycles, slow and fast racing, fancy and trick riding, a competitive drill by two out of town cycle clubs, a grand concert by the Mandolin Band (fifty pieces), a competitive drill by two crack companies of the 65th and 74th regiments of "D" Company, City Guards, and the whole to conclude with a ball. It is a big undertaking, but with "The Only" H. E. at its head, I am rather inclined to think it will be a success. It will take place some time in February.

Speaking of a tournament in 1889, Mr. Ducker says he has heard of no plans having been or being made by the Fair Association. He is of the opinion that nothing will be done in that respect until the recent fair and tournament matters are definitely settled. The chances for a tournament in 1889 are good; beyond that nothing can be said.

We have received our first invoice of "the beautiful," which has tendered to dampen the ardor of our cyclers as well as put the streets in a horrible condition as far as cycling is concerned. Sadly and reluctantly is our pet wheel put to its annual rest, to muse over the events just past, whilst the cycler hies himself to the cosy club rooms, prepared to swap fish stories with his neighbor.

The Buffalo and Rambler Clubs are arranging entertainments, such as balls, progressive euchre, pool and whist tournaments and smokers, to help while away the long winter evenings.

The first assembly given by the Ramblers took place last Thursday evening in the Concert Hall (Music Hall). It was attended by over one hundred and fifty couples. A very enjoyable time was had.

The Zigzags will have a social in the near future.

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NEW YORK. "HAWKSHAW."

The Vanderbilt University at Nashville, Tenn., has issued a circular from its engineering department, offering free instruction in highway construction. The L. A. W. should secure a copy of this circular and aid in the promulgation of the enlightened doctrine it sets forth, by publishing it as official matter in your columns. Some idea of the tone of it may be gained by the following passage: *"The question of a system of improved public roads is one so closely related to every material interest of the State, as to place it properly among the most important questions of public economy."* If the L. A. W. can get any stronger endorsement for road improvements from a more able and less partizan source than this, I would like to see them produce it.

I am both flattered and humbled by receiving an editorial notice of myself and my work in last week's *Wheel*: flattered because it ranks me among cycling scribes as the equal to Joseph Howard, Jr., the master of all correspondents, though I am convinced that the compliment was the result entirely of friendship, rather than of any merit of mine. Humbled, because of the admixture of the bitter with the sweet, by being, therein, accused of being "dogmatic, etc." Feeling that I must at once do something to prove to a suffering public, my posessing both of the qualities the editor of the *Wheel* has thus seen fit to put upon me, I here in my most Howardesque and dogmatic style, declare that I am, as compared to Editor Prial, but yet a mere infant in ability as a cycling scribe, or rather scribler, occupying so lowly a position in the circle of wheel literature, that my eyes cannot ever reach the lofty summit of the Olympus, where enthroned in editorial grandure and supremacy, is seated the brainy Prial, forging bolts of literary perfection, and hurling them at the defenceless heads and pens of such nonenities as I am. Take the account in the last issue of the *Wheel*, of Coningsby attempting Eagle Rock Hill, and where in all the brainiest conceptions of editorial minds, can the equal be found to this passage? "He was compelled to stop on account of one of his wrists giving out near the summit, on the ninth trip." None but a literary Jove ever penned the equal of this. Esculapius himself knew not the "summit" of a man's wrist, and yet to our cycling Joves 'tis but a trivial matter to locate it specifically as being "on the ninth trip." Yea, verily, there is but one *Wheel* and Prial its editor.

Seems as though I haved stepped on some one's toes in my article against the practice of giving medals for mileages, as I am "hauled over the coals" this week, both in your columns and in those of the *Wheel*, by defenders of this practice. Your correspondent "Nemo" put me on the defensive by saying that "perhaps the writer * * judges others by himself." As I want to set his mind at rest at once upon that point, by declaring that I never competed but for one mileage prize in my long career, and that was for the least number of miles in the greatest length of time, and I won that "hands down." So much for that part of his reply. Now as to the assertion that in his opinion "an athletic or wheeling club does not need a social element among its members." Never was a more incorrect opinion formed and opened than this one. No club, based purely upon any athletic basis, unaided by a "social element," has ever succeeded, or can be made to do so. The history of cycling, when it is written, will be well filled with the chronicles of the wrecks of wheel clubs, based upon "Nemo's" ideas of the elimination of the social element, while its greatest success will always be those whose broadness of of ideas led them to encourage this "element." The wheelmen are but the stones from which the club is built, while the "social element" is the cement thats binds them together into the perfect and lasting edifice. But to return to the original issue. Despite the eloquence and logic of my critics, still thorough the land shall my feeble voice be heard, protesting against any attempt at "the protection of the infant industry" of cycling as a pastime by any system of award that is based upon any computation of the number of miles ridden by those whose platform seems to be one of a "free trade" of miles for medals. I will not look udon a wheel club as an incubator, in which the riders are but eggs placed therein to bring forth that "ugly duckling"—mileage, by the aid of the artificial heat of proffered prize. To such as so believe I can only say, "Get thee gone, back to the nursery from whence thou hast too early come. I like thee not and truly thou triest me much."

The cycler is an exceedingly imitative animal, deficit to a noticeable degree in originality. In everything he wears, rides or uses he follows like a sheep in the wake of his leader. Take his uniform as an example: it varies but in color one from the other. When first he chose a color for it some years since, blue was the fashion, because it could be easily obtained, and he had but to imitate the most common color of a uniform; then the Boston Club imparted a Hibernian tinge to his fancy by adopting a uniform of green, and forthwith it became the "proper caper" to doff the blue for the green. Then comes "Papa" Weston, and in keeping with his supposed age as a parent of the sport, he introduces the gray of the C. T. C., and the fashion of green follows that of blue, and gray becomes the "correct thing." Then the L. A. W. takes a hand in leading him, and says that blue, green and gray are all wrong and that to do the thing up brown is the only thing to be done, and at once his uniform becomes the color of Boston's famous bread. So it is in everything he does. Take the nomenclature of his club; rarely does he seek for anything better than the addition to it of the town, State or country in which it exists, being satisfied to become famous under that designation. As an example of how he frowns down any attempt at originality, I am reminded of an experience a friend of mine had here some years ago. A few riders met, organized a club, elected themselves to all the offices thereof, and then asked my friend to pick out an attractive name for the organization. Now it happened that every possible local name was already in use, so he set himself to work to study history and mythology in an endeavor to discover who was the first individual who had any intimate relation with the wheel. He finally decided that this honor belonged to Ixion, and while it was a debated question in his mind as to whether Ixion was particularly pleased with his connection with the wheel, yet he was chosen as the titular god of the club, and Ixion it was. What happens? Does the wheelman take kindly to this attempt at a change in naming a club? Not much. The very first mail brought that club a letter from a wheelman living in Newburyport, Mass., asking what they meant by daring to thus honor so disreputable an individual as Ixion, by adopting his name for that of a club. This is a fact, strange as it may seem, and clearly bears out my statement that the average wheelmen looks askance and with much disfavor upon any attempt at a departure from the rut in which he travels.

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POKKOPOLIS NOTES. "STAR."

On December 2, the C. B. C. took a run out on the C. W. and B. R. R. to Ludlow avenue, climbing which they visited the residence of one of the members, Joe Hosea. After listening to a long and truthful (?) account of a hunting excursion from which he had just returned, and being shown through his extensive green-houses, they rode around through Clifton and down Crescent avenue, winding up at Chester Park.

The local wheelmen seriously doubt that Teddy Allsup ever owned a little hatchet.

Charley Allen, who has been absent from the city for some time, is supposed to be in search of that new wheel.

Dr. Millholland, with the exception of spending one evening a week at the club, devotes his entire time to the study of medicine, as this is his last year at college.

The silvery tongued Marqua, the minstrel of the C. B. C., who has of late developed literary ability, is at present engaged on a thrilling story entitled: "The Kendall-House Mystery."

Air-brake Norton recently contributed a wholearmful of literature to the library of the C. B. C. The collection, it is expected, will soon equal that of the "Veloce" Club which, it is claimed, contains *"fully 30* volumes."

The Centrals amuse themselves every Tuesday evening with a sort of a minstrel show. For music they have a mandolin, a tamborine, bones, guitar and violin; and they only need a bass drum to make it a thumping success.

The Cincinnati and Covington Suspension Bridge Co., being

common carriers, have no right to discriminate against wheelmen: and if there ever was an occasion for invoking the aid of the L. A. W. to assist us in asserting our rights, this is certainly one.

THE race track continues to be an absorbing topic, but lest it should end in the wind, those interested in the project should call a meeting, decide on some plan and appoint a committee to wait on the "Zoo" authorities so that they may have something tangible to go on.

IN making their Christmas purchases, wheelmen should not forget their clubs. There are a great many presents that would be very acceptable, for instance; ink-stands, paper-cutters, pictures, clocks, bric-a-brac, bronze ornaments, mirrors, books, bicycle-stands, book-cases, rugs, soap, club-houses, etc., etc.

THE cost of conducting either State or National meets has increased so rapidly that it now takes a small fortune, and the local wheelmen who are so anxious to secure the next State meet should consider that as the centennial deficit is so very recent, little or no money can be raised by subscriptions, and as a consequence the whole cost will have to be borne by the cycling fraternity. While it is true that our bicycle dealers are all millionaires, yet a large percentage of the funds must come from the pockets of these who use the wheel, and they should gauge their enthusiasm accordingly.

IN that literary gem "A Coincidence," Secretary, by hinting at that peculiar charm of cycling—the communion with nature—awakes an echo in the breast of many a wheelman. To the buzzard that hovers over the landscape with an eye for nothing but carrion, and to the scorcher who sees nothing but his goal, her beauties are as "Pearls cast before swine;" but to him who delights in their contemplation, they not only give a pleasure that leaves no pang, but one that refines and ennobles. There are many of us whose undeveloped pinions only permit us to hop about from twig to twig as we twitter our discordant lays, but we nevertheless fully appreciate the richer melody and the loftier flights of the gifted "Secretary."

CHICAGO.

THE "STROLLER."

CLUB politics claim the attention of our wheelmen at present, the annual election of officers for the various clubs here taking place about January 1st, and slate making is being carried on as vigorously by the members as though it were Mr. Harrison's cabinet instead of a bicycle club's corps of officers. And this is as it should be, for the success of a bicycle club depends more on its officers than anything else. In the Illinois Club I hear very few candidates spoken of for the principal offices, aside from the present incumbents. And where can they find better men than Sloan, Davis, Fergurson, etc., men who have made the club what it is to-day, the most substantial club financially of any in the city, a conservative club and yet a progressive one. In the Lincoln Club all the principal officers are in the field for re-election and will probably be re-elected by a large majority. The present Board of Directors having just floated $4000 worth of stock do not feel like relinquishing their management of the club until the success of their new venture is an absolute certainty. Crennan having moved to the South Side and joined the "Chicagos," is one of the few officers not in the field for re-election. The Lincolns are putting in a first-class gymnasium, and this, with their lectures, dancing parties, ladies' night receptions, etc., etc., will keep their members all interested during the usually dull winter months. The Chicagos do not seem to have it quite settled yet as to whether "Jonah swallowed the whale or the whale Jonah," and various tickets are in the field, one ticket composed almost exclusively of old Chicago members, and another ticket likewise of Fort Dearborn men, while various other combinations spring up daily composed of members from both the old organizations, and the last is the sensible thing and I trust will be successful. One ticket I saw partly composed was, Thorne (or Randall if he would take it), President; Skinkle, Vice President; Sanxay, Secretary; Schmidt, Treasurer; Tom Roe, Captain; Ayres, Ellis and F. M. Corey, Directors.

IT is not settled yet as to whether Roe and Van Sicklen will form a partnership in the bicycle business next season or not.

SKINKLE is doing New York, Boston and Washington at present, but says he will be back in time to vote. I wonder if he will vote a prohibition ticket this time.

RANDALL is trying to raise a beard, but Miles and Cory say it is the worst "collection" they ever saw, while Harmon and Seig are making a bluff at a moustache.

E. M. SHILER, an old wheelman of Chicago, now located in New York, was in town for a few days last week. I asked him if he remembered that trip around Waukesha County a year ago, and as the tears (?) came to his eyes and he spasmodically sank into a chair. Edward says that one scorch like that is sufficient for all time.

H. R. Winship, one of our racing men, met with a severe loss recently in the death of his father. Winship's many friends among the wheelmen sympathize deeply with him in his sorrow.

CAPTAIN DAVIS is waiting for Burley Ayres to show up at the club, when an animated time is expected. But Burley is unusually busy at present and has no time to go there, still he is always on hand at a theatre party.

WHITGREAVE gave Garden his initiation fee to pay for him to a cycling club here. Garden left for the East forgetting to pay the same, and Whitgreave being asked for the same by the Treasurer was dumbfounded, but on learning the facts got even with Garden by sending a long telegram about that initiation fee to him, "collect on delivery."

GARDEN has returned from the East resplendant in a Scotch cape overcoat, and peace once more reigns at the "Columbia" headquarters. Some one accused Garden of being the "Stroller," but "Thistle" said that he was never guilty of murdering the "Queen's English" and consequently it could not be laid to him. The next time I see you, Garden, we will have a bottle of claret (I believe that is your favorite beverage) together, while you give me a few pointers on the 1889 wheel in *English*, with your quaint Scotch accent.

FRANK CORY is the only one who had the pleasure of dancing with Miss Hall at the reception in her honor Thursday evening. Tom Roe looked wistfully on and sighed because he could not trip the light fantastic. Forrest started to ask her, but Frank got the start o'er him. Lucky Frank! but what say you to "Nadjy's" description of you in the *Referee*? And while I think of it "Nadjy," I heard many say you were the loveliest lady there that evening, and who would suppose you could wield such a caustic pen, as proven by your article last week?

IN a social way all the clubs are doing their utmost, and the life of the wheelman is still "one continuous round of pleasure." The Englewood Club, an enterprising organization just on the southern outskirts of the city, gave a very enjoyable "progressive angling party" Thursday evening last, and made merry until the small hour. On the same evening the Chicagos had a progressive euchre party and an informal reception to Miss Hall, at which Miss Hall was presented with a club badge, which she said would be cherished and thought much of as long as memory was left her, by reason of the many pleasing attentions that she had received from the wheelmen of Chicago during her present engagement here. After a light supper dancing concluded the entertainment.

I WAS in the *Referee* office the other day, and overheard the editor-in-chief say, as he opened a large mail that was spread out before him, "the BICYCLING WORLD is the best wheel paper in the country to advertise in by a large majority." True for you, Sam, and I am glad to see you appreciate it. And if your annual on the 15th of December is as good all the way through as the proofs you showed me every League member will miss it if he does not get one. On leaving the sanctum of the "Looker On" I ran plump into the arms of Sam Brewster, and was immediately asked if I "had purchased all the diamonds necessary for Xmas presents yet?" and then I was shown a rare collection of the same. I protested that I was no capitalist, and would have made my escape but I unfortunately inquired after his friend, Street, and there was no escape for me until the end of the chapter.

PENNSYLVANIA.

"ARIEL."

"IKEY" is way off, when he says the Hagerstown men have just as many men in line as ever. They may have them in "line," but not in a "line" of wheels. During the week I spent there in June, after the Baltimore meet, the only regulars I could count on were Billy and Nero. Updegraff was always busy; Cushwa had a best girl to see in the evenings (now to be candid, I am not sure whether it was not one of the other fellows, but never mind, it'll do to put it on Cushwa for his shoulders are broad enough to carry more than that), and so it ran the club through. The magnificent roads round Hagerstown are wasted on the boys, and I told them so. Now when it comes to social life—there's where the Hagerstown boys can give points to lots of others. They do manage to have a jolly time, and their Thursday evening sociables are exceedingly enjoyable.

SO Mr. G. C. McNeil, as per last week's *Wheel*, "never saw or heard of a header off of a safety." Mr. McNeil cannot have seen much safety riding. I have seen several headers taken from safeties, all from those having the brake on the front wheel instead of on the driving wheel, where it properly belongs. McDaniel, of Wilmington, coming around the track at the Tioga races at a lively gait, on an Ivel safety, suddenly put on the brake hard, to escape a collision, and was fired over the handles—the most astonished man you ever saw. I quite agree with Mr. McN. in his remarks on the ordinary. As headers are in ninety-nine cases out of a hundred the result of carelessness, I ride with the circumspection that prevents them, and I manage to get my share of enjoyment out of the wheel, too, although I am not a scorcher and never will be.

WHILE the ordinary can never be displaced—spite of a temporary madness for the "dinkys"—the new lady's safety is going to be one of *the* mounts. First of all, is its applicability to the entire family, and with such proper strengthening of the frame as will render them strong enough for medium-weight men, their introduction is less a question of time than of supply.

ALTHOUGH instant warning was given by Mr. Osborne of the attempt on one of their wheels by Mr. Rogers (?) from Bradford (?), yet he was not in time to prevent the rascal from getting away with a Veloce safety owned by Mr. Meyer, of the Pennsylvania Bicycle Club. How he got into and out of the club house is a mystery unexplained, but it must have have been at a time when a party of riders were probably coming in from a run. At all events, the wheel was stolen and pawned, but the loss was not discovered until Thanksgiving Day, and then poor Meyer raised the roof. However, the detective bureau soon traced it to a down-town pawn-shop and it was safely recovered.

ON last Friday evening the Philadelphia Club held their regular monthly sociable at the club house, and an enjoyable time was had. There was no formal programme, but Mr. Tucker acted as master of ceremonies and the dances were varied to suit the demand. In truth the pleasantest part of these sociables of the Philadelphians is their entire absence of any formality. The only drawback to my enjoyment was the fact that as I am falling somewhat into the sere and yellow leaf my better half laid an embargo on round dances, consequently I had to sit by and see some other fellow take out the pretty girls. Much of the success of the Philadelphians as a social club is the large lady membership, the largest in the country if I am not mistaken. They have at present some twenty-five ladies, with something like twelve or fifteen now up for membership. Quite a number of these ride the safety bicycle, and they are paving the way for others. The Philadelphia Club being now the oldest in the city, their house naturally abounds with relics of the early days of cycling here, and Mr. Osborne was kind enough to show me these, of which more in some future article.

PENNSYLVANIA has also determined on a series of dances, to be given at the club house during the winter. The first of these will come off during the Xmas holidays, and will be entirely informal. It is proposed to continue them monthly, winding up with a grand ball in the spring, closing the series. A committee was appointed at the regular meeting on Thursday night to arrange for the dances and another committee was appointed to arrange for a series of "smokers" for men only. At the meeting on Thursday occurred the election for the ensuing year, and the following gentlemen received the suffrages of their club mates: President, George T. Laing; Vice President, W. W. Johnson; Secretary, L. R. McKinstry; Assistant Secretary, W. S. Harper; Treasurer, J. B. Young; Captain, W. D. Supplee. Three additional directors were also elected, viz., Messrs. Leisen, Riddell and Williams.

SPEAKING of smokers reminds us that the Century holds the first of theirs on Tuesday evening. They expect to make it a howling success, and judging from their efforts in this line in the past, I expect they will.

THE South End Wheelmen, who were to have had their anniversary supper and housewarming combined in their new quarters last Tuesday evening, were compelled to defer the event, owing to the unfinished condition of the house. They moved on Thanksgiving Day, and the masons, plumbers and paper-hangers have been occupying the house jointly with them ever since. After they get thoroughly settled they are going to have a handsome house, and intend having their friends jollify over the acquisition.

NEWS AND COMMENT.

IN reply to a query as to the nine-mile record, we can say that for the exact distance of nine miles we cannot find any record. We however find that S. G. Whittaker, November, 1886, rode that distance in about 26m. 8s. Kingsland, of Baltimore, in competition, rode over the driveways of Druid Park, of same city, the



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 141 and 143 Greenwich street, New York.

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A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

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Cycle dealers who are in a position to import our wheels into the States and to push the sale of them will oblige by communicating with us. At the expiration of the present year we shall require a first-class agent in each principal centre.

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EASTERN ROAD CLUB CUP TIE.

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 25 miles in the time of 1h. 33m. 25s."--*Bicycling World, Nov. 16th, 1888.*

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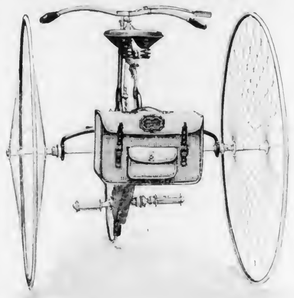


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THOMAS STEVENS'

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is an instantaneous success. Particulars,

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TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

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nine miles, in about 27m. 40s. The latter was really more of a track than a road record.

THE Kodak is the korrect kamera for cyclists. See advt.

TENAX SIFTINGS is selling like hot cakes. See our special offer.

EX-Chief Consul Hayes will be dined by the Division and by the members of the Cambridge Club.

A CANARY, with the words beneath, *Fascinat Canto*, is the device and motto adopted by Miss Pauline Hall for use on her stationery.

IT is possible that "Senator" Morgan may take a team out to the Pacific slope in January, and run a series of tournaments in that section.

KENNEDY-CHILD was in town this week, making arrangements for the Boston and Eastern Massachusetts agency of the Warwick Cycle Co.

AT last!! We have received advices that the books of training by Hillier and Walker have arrived in New York. We shall be in a position to deliver before this reaches our readers.

WILL "Whiskers" of Minneapolis, please send us his real name. We cannot publish anonymous communications. We want to publish "Whiskers'" letter, as it will be of interest to riders in the Northwest.

IN all probability New York City will, in the near future, have a six days (6 hours a day) contest between female riders. The contestants will probably be largely made up of the Pittsburg contingent of female riders.

THE Springfield, Mass., wheelman's ball, given last week at the Arcade Hotel, is so far, the event of the season. The gentlemen all wore dress coats, black knee breeches, silk stockings and patent leather pumps; the effect is reported as being excellent.

SECRETARY DOUGHERTY, of the Philadelphia Park Commission, lately reported that there entered the park last month at the different entrances 22,112 one-horse vehicles, 11,145 two-horse vehicles, 3947 bicycles, 2081 equestrians and 76,161 pedestrians.

A SPECIAL meeting of the Representatives of the Pennsylvania Division L. A. W. will be held at the Colonnade Hotel, Philadelphia, on Friday, Dec. 21st, 1888, at 7 o'clock P. M., for the transaction of important business in reference to the Road Books, districting the State, etc.

ABOUT the worst joke of the present season is that one perpetrated by the New York *Sun*. Hark ye, and shiver: "When the bicyclist has succeeded in paying off the last instalment on his machine, he can, as he skims along the rural line, exclaim in the famous words of Monte Cristo, 'The whirld is mine!'"

MR. JUNIUS E. BEAL, of Ann Arbor, Mich., late Sec.-Treas. of Michigan Division, L. A. W., is the youngest Presidential Elector in the United States. Mr. Beal is a strong and constant rider and has participated in many extended tours awheel. He will be a member of Elwell's European party next summer.

WE are promised a copy of the *Referee Annual* about December 15. It is to contain, besides the usual tables of records, etc., illustrated articles on horse-breaking, racing, canoeing, yatchting, athletics, cycling, baseball, rowing, the stage, etc., and pictures of 250 celebrities in the sporting world. It is to be published by the *Referee* Publishing Company, of Chicago.

Oh, Missouri! You ought to be ashamed of yourself, if the following is true: "The wheelmen (Kansas City) were denied the right of incorporation on the ground that their club does not partake of the nature of a religious, scientific, benevolent or educational organization." An essay could be written, showing how closely cycling is allied with science, religion and education.

ARE you about five feet six inches in height, about 160 pounds in weight? Have you light hair, and do you comb it pompadour style? Have you a light complexion, are you freckled, and do you dress well? If this answers your description *don't* go to Baltimore, Washington or Philadelphia. They are looking for such a chap in these cities, and the prison jaws are just yawning to take you in.

MR. W. S. MALTBY has just returned from a business trip through Canada in the interests of the firm of which his brother is a member. While in Toronto Mr. Maltby was the recipient of many kind attentions at the hands of members of the Wanderers' Cycle Club. He feels especially indebted to Captain Orr, of that club, for courtesies extended. The Wanderers propose to give a grand ball about January first.

IN the case of B. H. Child vs. P. H. Collins, of Providence, R. I., referred to in this paper, in which the defendant, a driver of an express wagon, ran into Child, the District Courts found for the plaintiff, and case was carried to the Supreme Court by Collins. The case has just been decided in favor of Child, thus sustaining the finding of the lower court. The decision in full will appear in the next week's issue of this paper.

"ANOTHER delightful communication from "Secretary" in the BICYCLING WORLD. Who is he, and why don't he write oftener?"—*Sporting Life*. We have not the authority to reveal the gentleman's identity, but we can assure our e. c. and our readers generally, that "Secretary" has consented to brighten our pages with his delightful contributions from time to time, as the spirit moves him. May the spirit be a restless one and "move" often say we.

"THE BICYCLING WORLD cannot 'accept' Dampman's record of of 7.20.17 in the *Sporting Life* 100-mile road race because it was not made on a 20-mile course, but then, the BICYCLING WORLD has no more authority than it or any other paper relegates to itself to pass upon road records, and the *Sporting Life* claims to have, and does have, as much right to 'accept' the record as the BICYCLING WORLD has to 'reject' it."—*Sporting Life*. Our e. c. is eminently correct, it can "accept" anything it desires. We only ask the privilege of exercising the same freedom of decision. We are entirely in accord with *S. Life* in wishing for a national organization to pass on road records, as it does in a another paragraph. We have time and time again urged this very thing, but it has not taken concrete form. Until some concerted action is taken to form a road records association we must be allowed to use our judgment as to what *we* accept or reject, and it affords great pleasure to accord our e. c. the very same privilege.

THAT mysterious chap who is stalking through the country victimizing bicycle clubs seems to be as hard to catch and jug as the celebrated Whitechapel fiend. Mr. H. E. Jones, of Baltimore, writes us as follows: "I am glad to learn through the WORLD that the scamp who attempted to rob the Philadelphia Club Nov. 22d was checkmated in that attempt. The partial description which you give of him answers exactly that of the imposter who visited the Rambler Cycle Club of this city a few weeks ago, and who pretended to be a Mr. Johnson of the Buffalo Ramblers. We entertained him cordially, and he returned the kindness by robbing our lockers of about $75.00 worth of clothing. He then went to Washington to practice his art on the Washington Club. He began by intercepting our letter to that club cautioning them about him. He procured a bicycle from the club and pawned it. A full description of the man referred to is as follows: Height, about five feet six inches; weight, about 160 pounds; light hair, combed pompadour style; light complexion, slightly freckled; well dressed, and with a plausible manner.

WE SKIP INTO NEW YORK AND NEW JERSEY.

THE spirit and other potent influences moved us last week to take a trip down to New York over into "Jarsey." It did not take us long to pack, as our wardrobe is one of dimensions calculated to foster speed and alacrity in movement, so our extra handkerchief and our extra collar and pair of cuffs having been delivered by a certain Sam Yee (in consideration of a certain money value) into our hands, we turned our faces westward via. the Fall River Line.

We never approach New York without a feeling that our importance and individuality has been reduced to a minimum. There is a vastness, an atmosphen of rush and an overwhelming evidence of of vast wealth and resources that causes the provincial magnate to feel that he is a very small potato indeed in the city of New York, no matter what his calibre may be considered in his native village. However this is not an essay on "The comparative importance of the provincial at home and in Gotham," and so we will avast and simply record that a breakfast and a shave having been indulged in we took the sixth avenue L for West 58th and then walked over a block or two to number 313, the office and store of Mr.

GEORGE R. BIDWELL.

This gentleman reported that business for the season was practically at an end although he expected and hoped to have his usual Christmas trade.

After discussing the past and present of the cycle trade in New York we led Mr. Bidwell into a conversation on League matters and organization as bearing on his Division. That the Chief Consul of the Empire State believes in SYSTEM will be proved by any one who has taken the trouble to enquire into the manner of doing the Division work, employed by Mr. Bidwell. In the matter of appointment of local Consuls, the Chief requires that a pledge be given by the appointed that he will be active. This official is required from time to time to send to Mr. Bidwell a list of the names

of wheelmen not League members in the Local Consul's territory and these men are at once furnished with circulars setting forth the advantages offered by the League. The local Consuls are required to "keep a' moverin" in all matters to further the ends and aims of the National organizaiton, such as the appointment of League Hotels, the increasing the number of the membership and reporting on roads, or the action of Local authorities in matters that might effect the rights of wheelmen. In fact constant action and activity is required by the Chief of his subs. Should Mr. Bidwell ever see fit to withdraw from the office of Chief Consul it will require a pretty capable successor to carry on the splendid work inaugurated and sustained by the present incumbrunt.

We paid a short but pleasant visit to the establishment of Messrs. Spalding & Co. the bicycle department of which concern is in charge of Mr.

A. B. BARKMAN.

We found this gentleman thoroughly imbued with the idea that the rear driver, in both its single and double form, is to be the coming popular type of machine for Gotham riders. It is unnecessary to say that Mr. Barkman's views found a ready echo in our own mind. It was our intention to call again on the Spalding bicycle department manager, but numerous demands on our time prevented out the pleasant intention. From Spalding's we cut across to the office of the *Wheel*, to pay our respects to its able editor, Mr.

F. P. PRIAL.

A pleasant chat on "things in general" was indulged in, and the name of the possible future incumbent of the League Presidential office was discussed, but we cannot say on authority that the matter as to who would be the next President was settled. We also had the pleasure of meeting Mr. W. Neuman, the energetic advertising manager of the *Wheel*.

From thence we skipped over to the office of Mr.

ISAAC B. POTTER.

one of the most earnest workers of the Division. Mr. Potter is most thoroughly saturated with the correct idea that the most important question next to that of the rights of wheelmen on the highways, is that of the improvement of said highways. Mr. Potter actively engaged in organizing "The New York States' Roads Improvement Association." The membership of this association is by no means restricted to wheelmen.

The object of the association, briefly stated, is to improve the public roads of the State of New York.

To publish from time to time such circular information as will increase the knowledge of the public and stimulate its interest concerning the advantages of good roads and the manner of constructing and maintaining them.

To procure, by appropriate legislation, a change in the present laws governing the construction and maintenance of the public

There is no membership fee, nor shall any assessments be levied upon members at any time. The association is supported entirely by the voluntary contributions of its members and friends.

Although Mr. Potter has only pushed the organization since March last, yet he has over 20,000 names enrolled who have pledged themselves to further the ends and aims as set forth above.

We regretted very much that our intended visit to the New York branch of the

POPE MFG. CO.,

on Warren street, was not consummated. We found the hours all too short to do all we had planned, and among the things omitted was the aforesaid "intended" visit to the New York branch of the Pope Mfg. Co. On Friday we had planned to take a trip into the wilds of "Jarsey" and see if we could find out the *locale* of the

H. B. SMITH MACHINE CO.

We found the home of this large manufacturing concern after many twists and turns and multitudinous changes from one train to another. The village of Smithville owes its all, to the existence of the big factory of the Smith Co. The immense brick work shops and foundries cover a large territory. Wood working machinery is the chief product of the Smith Co., and of course it is well known that they are the manufacturers of the Star bicycle.

Mr. Kelly, the present head of the concern, very courteously took us in charge, and railroaded us through the different departments of the factory, and we were duly impressed with the air of business and activity evident on all hands. This article cannot deal in detail with the resources and methods of manufacturing employed by the Smith Co., that they are large and thorough was evident. What we were interested in was to find out particulars about

THE STAR SAFETY.

The experimental machine was shown us, and is in general outline precisely like the familiar rear driver, with the exception that in place of chain and gear wheels, the lever and clutch of the Star movement furnish the means of driving. It is the intention of this company to put on the market two safeties, one for men and one with the dropped frame for either man or woman. A large number of the former are already in course of construction and by the first of the year they will be able to deliver some machines. The lady's bicycle has not yet been quite perfected in the matter of detail, but it is expected by the opening of the season of 1889 to have these ready for delivery.

Mr. Kelly promised to furnish cuts and description in detail at the very earliest moment for the benefit of our readers. Our visit to Smithville was very brief but very pleasant, so pleasant that we have promised ourselves another visit in the near future.

A TOURNAMENT IN CHICAGO.

AN immense cycling tournament for Chicago for 1889 is almost assured. Mr. Miles, of the *Referee*, has about completed arrangements to rent the Exposition Building for the first week in May. The building is over one-third of a mile in circumference, and has a gallery completely round. The idea at present is to hold a six-day race, of twelve hours per day, with from two to three hours amateur racing each night. Two tracks will be laid, one a quarter and one a fifth of a mile in circumference. The amateurs will use the former, and the professionals the latter. In connection with the tournament, an exhibition of cycles and all descriptions of sporting goods will be held. A committee representing all the Chicago clubs will have charge of the details.

ROAD RIDING AT PHILADELPHIA.

MCDANIEL, Merrihew and A. Jefferis were tempted by the lovely weather to make a break in the local record from Wilmington to Middletown, 23 1-2 miles. They succeeded in placing it at 1.55.55, as against their own their own previous figures of 2.01, made last April. The roads were fair, but a strong head wind was dead against them all the way. McDaniel paced for the last five miles, and he and Merrihew finished hotly, nearly neck and neck. What a quartette those Wilmington men are, anyway. Don't believe there are four men in the country who could get away with Dampman, McDaniel, Merrihew and Elliott. I want to see the Reading team have another try at them next season. I hear that Dampman has given up racing, but I think that a challenge from Reading will find him with the gray-coated men, if the race comes off.

"ARIEL."

RACING AT WAUKESHA, WIS.

FULLY five hundred people assembled on Thanksgiving Day, at the starting point, to witness the five-mile road race of the Waukesha Wheelmen, and considerable interest was manifest and crowds of people were gathered all along the triangular course. The race proved quite exciting, and Warren Fuller surprised the boys by showing up first, followed half a minute later by E. H. Paige, with Milo Putney third. The following score explains matters:

	Actual Time.	Handicap.
	M. S.	M. S.
1. Warren Fuller	22 45	1 45
2. Ed H. Paige	21 30	scratch
3. Milo Putney	24 30	1 30
4. H. Robinson	26 30	3 00
5. J. Christoph	29 00	4 30
6. A. Sherman	30 00	3 00

First prize, silk umbrella; second prize, toilet set; third prize, pair gloves. No headers, no kicking; great sport, and Warren's umbrella costs him an oyster supper. No. 16,488.

[We shall be glad to hear from "16,488" whenever the spirit moves.—ED.]

HARVARD-TECHNOLOGY ROAD RACE.

LAST Saturday the much-talked-of Harvard-Technology road race came off. The distance was nine miles, the roads good, and the day perfect. A little before three o'clock the eight Tech. men, and six Harvard men started from a point half a mile East of Newton Corners on the Watertown road. The gait to the Great Sign Boards was easy, Brown, of Harvard, setting the pace, except when Norton, of Tech., who ran the race in a succession of great spurts, took the lead for a time.

At the Great Sign Boards Greenleaf, of Harvard, went ahead and set a pace on Beacon street that soon strung out the majority of the riders; but at Newtonville, where Norton got in another of his gallery spurts, there were still three Techs. and three Harvard men in a bunch. A mile from home, Bradley, one of Tech.'s best men, took a header over Brown's little wheel in turning the corner into Watertown street and could not finish.

Williston now drew up even with Greenleaf and made desperate efforts to pass him, but when the riders came into view for the finish they were neck and neck, with Norton and Brown 50 and 100 yards behind them respectively. Three hundred yards from the tape Cornish was waiting on a safety to coach the Harvard man in, and when Cornish yells "Go In" to his man it is worth a good ten yards on the spurt, which is about the distance that Greenleaf won by. Norton, who either mistook Cornish's yell for personal encouragement, or else thought it about time for his fifth spurt, dug away at his pedals and came in just ahead of Williston, and about 60 yards ahead of Brown.

The score was now even—19 points to 19—and the arrival of the next men was anxiously waited for. They finished in the order given below, the last five having been delayed by a train:

1. Greenleaf, Harvard. - - - - - 35.23 4-5
2. Norton, Tech.. - - - - - - - 35.24
3. Williston, Tech., - - - - - - 35.24 1-2

4, Brown, Harvard. 5, Barron, Harvard. 6, Rogers, Harvard. 7, Webster, Tech. 8, Holmes, Harvard. 9, Warner, Tech. 10, Hutchins, Tech.

Greenleaf rode a 55-inch Columbia Light Roadster, on which he has ridden more than 4000 miles this year.

Both Williston and Norton were a surprise to the Harvard men. The latter is about six feet tall, weighs about 130 pounds, and rides an old Harvard that rattles like a milk wagon. There is something positively ghostly in the way he can spurt hard every couple of miles and yet not be done up. Holmes and Wirts, of the Harvard team took headers, but were not hurt much.

Harvard won the race, with a score of 31 to 24.

THANKSGIVING DAY RACING IN STOCKTON, CAL.

Race meeting of the Oak Leaf Wheelmen at Stockton on Thursday, 29th November. Weather—Morning had been damp and foggy but afternoon cleared off bright and pleasant. Track—Soft from recent rains; quarter-mile.

Officers of the meeting—Referee, R. M. Welch; judges, Edwin Mohrig, C. Union Brewster, Joseph J. Bliss; starter, J. E. Clifford; scorer, T. S. Cobden; clerk of the course, N. L. Wulff; timers, C. F. Hutchinson, D. F. Creaner, H. C. Porter; umpires, Daniel Weaver, Theo. Steiny.

First event called at 2 P. M.

One-mile novice (racing wheels barred)—H. A. Crocker, first; F. E. Southworth, second; time, 3.52. Ridden very slowly, neither willing to make pace until last lap, when Crocker spurted, fairly distancing Southworth. The latter lost his pedals when within 200 yards of the finish.

One-half-mile L. A. W. State championship—W. G. Davis, first; J. E. Hickenbotham, second; H. G. Toll, third; Chas. B. Wheaton, did not finish; time, 1.32 1-2. Davis started to lower existing Pacific Coast record of 1.22 1-2, and led the field the entire distance, finishing fully ten feet ahead of second man, but the track proved too heavy for fast time. The rest of the field rode well bunched, with a pretty contest for second place, until within 200 yards of the finish, when Wheaton got into soft ground and was out of the race. Toll finished close behind Hickenbotham.

One-mile L. A. W. State safety championship—C. P. Fonda, only entrant, 3.26 1-3. Fonda, notwithstanding the failure of Davis, announced his intention of going for record, but with no better success.

One-mile Oak Leaf Wheelmen Club handicap—F. E. Southworth (ordinary), scratch, first; H. A. Dodge (rear-driving safety), 100 yards, second; time, 3.25 1-4. Dodge was soon overhauled, and was at no time at all in the race.

One-mile handicap—L. G. Hodgkins, 100 yards, first; J. E. Hickenbotham, scratch, second; time, 3.17 2-5. Hickenbotham failed to reduce his opponents' start by more than 50 yards.

One-mile scratch—H. G. Toll, first; C. P. Fonda, second; time, 3.18 4-5. J. E. Hickenbotham was distanced by 25 feet.

Two-mile scratch—H. A. Crocker, first; F. E. Southworth, second; L. G. Hodgkins, third; time, 7.48 3-5. Another procession, there being no contest until the last quarter. The finish was close, the wheels overlapping each other.

The contestants appeared in good condition excepting Hickenbotham, who was decidedly stale, besides attempting to ride in too many events. Southworth appeared to much better advantage in the two-mile than in the novice. The best form was shown by Crocker, who may be regarded as a most important addition to the ranks of our racing men. Toll showed much improvement over his former efforts.

THE DIRECT TAX OF 1861.

Editor Bicycling World: In the endeavor on the part of the Fiftieth Congress to refund the Direct Tax of 1861, we see a great opportunity for the L. A. W. Road Improvement Committees, both of the National and Division organizations, to perfect a feasible and cheap method of repairing or constructing roads with the money, if it is refunded.

Some of our newspapers think we can be generous and not take it, but it is an injustice, unless it is refunded, or the States who have not paid their portion should be made to pay it.

New York's share would be $2,600,000, Massachusetts $480,000; these amounts expended in a careful manner, under the direction of a competent official, would construct a first-class road from one end of the State to the other.

You have shown the benefit and saving to all who use the roads of having good roads at all seasons of the year. The articles have been republished here and in Buffalo, in papers which have large circulation among the farmers, and more of the same kind would be welcome, and a continual agitation of this matter would stir them up to their wants and rights. Yours, N. H. DICKINSON,

Dunkirk, N. Y., Dec. 8, 1888. No. 15,298.

PHILADELPHIA STREETS—REPLY TO NO. 3463.

Editor Bicycling World: Under date of Nov. 2d., I note that L. A. W. No. 3463, in his "little items" on Philadelphia streets, takes the Associated Cycling Clubs of Philadelphia rather severely to task, because the very gigantic ordinace, providing for the repaving, with asphaltum, of Broad street, from Columbia to Passyunk avenues, was not passed by the City Councils. He states "the Associated Clubs of Philadelphia were supposed to have been pushing this scheme through City Councils, but they seem to have been singularly inactive about it." In this connection, permit me to state that No. 3463 knows not whereof he speaks. It is true that last spring the ordinance above referred to was presented before City Councils, and was by them referred to the sub-committee of highways, before which Mr. George D. Gideon and P. S. Collins, as committee representing the Associated Clubs, appeared and advanced their argument in favor of said ordinance, which argument in itself was not strong enough to drag from its moorings the ideas entertained by this sub committee, which in substance were: The city cannot afford the enormous outlay necessary for the completion of this work, there being so many streets, both in central and outlying districts in such wretched condition, while Broad street, as stipulated in ordinance, is, comparatively speaking, good. Entertaining this view, they simply pigeon-holed the ordinance, or in other words, quashed it, and I regret to say, same was never allowed to hear the modern ideas of our City Fathers, as expounded from within those ancient walls, that so fitly become their presence. (?)

If Mr. 3463 knows anything of City Councils, he must be aware that the few Councilmen, from the still fewer wards, bordering on and cut by Broad street, will have to exert more than ordinary influence on their brother members, to carry such an ordinance, and that there will have to be more than the ordinary trading of votes.

The Associated Clubs and all wheelmen who are up in cycling literature, to date, are well satisfied with the efforts of Messrs. Gideon and Collins, and it little becomes any one to write on a subject of which they know nothing.

Mr. 3463 may be well versed on subjects touched upon in the other parts of his letter, but as to the Associated Cycling Clubs he is most certainly "in the soup." Yours very truly,

J. R. LINCOLN EDWARDS,

Secy. Associated Cycling Clubs of Philadelphia.

A MR. A. J. E. READIO of Pawtcket, R. I., has invented a device by which he claims the sensitive steering of the rear driver is to a large extent corrected. It is a "clutch," which holds the steering wheel steady. With the meagre facts at hand we must confess that we cannot see the advantage claimed, the aim and object of every maker is to have the steering head as free and easy moving as possible, and this device seems to defeat the very aim. We are open to conviction, and will defer our conclusions until we see the device.

A BICYCLE suit was on trial in the Superior Court at Buffalo, N. Y., before Judge Beckwith, lately. The wheel in litigation was originally sold by James H. Isham to a Mr. Durfinger of Black Rock, on the installment plan. Before it was more than half paid for, the vehicle was seized on an execution issued to satisfy a judgment obtained against Durfinger by Dr. L. P. McMichael. At the Sheriff's sale of the property the physician was the only bidder. Mr. Isham seeks to recover either the wheel or the balance due thereon.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date.

IN spite of the fact that we have published our notice regarding renewals for several weeks at the head of this department, our mail brings remittances every day. Why will not members read their BULLETIN?

THEY are going to spend a million dollars on the roads of Maryland next year. Happy Maryland! The Division will do not a little to see that the money is expended in the best way.

WE have only two more weeks in which to add to the membership of 1888. We have been thinking of 12000 for a number of months and have been singing, "Thou art so near, and yet so far." We hope to do better than last year, but 12000 is beyond hope.

WE are always hoping, at this time of the year for better things to come with the next year. The trade will receive new additions next year if we can believe the propectuses that have been put out, and we hear of several additions to the list of cycling papers. And yet there are some who will say that cycling is going out.

AMERICA has about exhausted the hill-climbing business. Now let our strong road riders see which can make the best time between New York and Boston, or between New York and Buffalo. When we have had a number of these contests we shall know which is the shortest and best road between the points and that will be to our advantage.

ENGLISH cycling journals have not been slow to condemn the fraud practised in the Rowe-Temple affair, and on one or two occasions the whole thing has been set down to be peculiarly American. Perhaps they are right, but America should be given credit for unearthing the fraud. Is it not singular that our English friends have said no word about the frauds practised by these same parties on English soil? May we not fairly infer that fraud can be carried out with impunity over there?

ONLY a few Chief Consuls have sent for our Road Improvement circular. In several of the States they have been circulated by the Local Consuls, but the great majority of the divisions have shown no disposition to do anything for the cause of better roads. Under the present scheme of organization the divisions must do the work of the League. If we reckon by results we cannot see that more work has been done than was accomplished under the old scheme, and per contra, we can see where the organization has been crippled by the change.

WE cannot agree with the *Wheel* when it reads public opinion and translates it in the following sentence: "There is a latent feeling that Pennsylvania is not intensely loyal to the League." It cannot be gainsaid that in Pennsylvania as in New York, Massachusetts or New Jersey, there are individuals that show a feeling of antagonism towards the League. These remain outside, take all the advantages that the existence of the League is responsible for, and yet lose no opportunity to say a hard word against the organization. But the Pennsylvania Division is as loyal to the League as any on the list. She has kept her position as second in line, and although she will not show as large a membership as she had last year, there are other States whose loyality has never been questioned, who will show no better record. If there were disloyalty in Pennsylvania this office would know it. It is unfair to the Division to hold it responsible for the action of a few disgruntled ones on the outside.

WE have been asked by one or two correspondents,—"What will the Executive Committee do about the Luscomb circular?" We don't know. Those who have seen it announced in other papers that the Committee would issue a rebuke in the official organ, may have been dissapointed when week after week has gone by and no such thing has emanated from headquarters. It may be that the aforesaid papers knew not of what they wrote. The Executive Committee is in no hurry. At the proper time it may have a word to say and we do not question the word will be said emphatically, cut where it will. We do not believe the Committee will set its foot down on political work. The League must make itself a political force if it would gain the ends it seeks. The organization has been doing political work ever since it was organized and it must continue to do this to fulfil its whole mission. Mr. Luscomb has been condemned very severely for issuing the New York circular. He has not yet been heard in his own defence. Would it not be as well to hear what he has to say before going any farther in recrimination? This gentleman has done yeoman's service for the League in years gone by. He went to Albany and materially helped to get the Liberty Bill through. The grateful cyclers threw up their caps and shouted "Hurrah" when the bill was passed. Shall all this then so soon be forgotten? Let Mr. Luscomb be heard before we have any more cries of "demagogue" and "political chicanery." There has been a great cry for road improvement, and many have said, "why doesn't the League do something?" But improved roads will only come when the law compels their construction and the laws will not be made if the advice of the purists is taken and the League lets politics alone. The world will not move as we wish unless we push it.

League Club.

The Jefferson County Wheelmen, of Steubenville, Ohio, has qualified as a League Club and is numbered 211. President, S. C. Gill; Secretary-Treasurer, J. B. Griffith; organized November 15, 1888.

ABBOT BASSETT,
Secretary.

Maryland Division.

A meeting of the Board of Officers, Maryland Division, will be held on Saturday, December 15, at 8 P. M. at the Maryland Bi. Club House.

G. W. H. CARY,
Sec.-Treas.

Indiana.

W. H. Heberhart has been appointed Local Consul for Madison, in place of W. R. Alling who has resigned.

Fraternally,
J. FRED PROBST, Chief Consul.

Massachusetts Division.

OFFICE OF THE CHIEF CONSUL,
1177 Tremont Street,
BOSTON, Dec. 11, 1888.

A meeting of the Board of Officers of this Division will be held at Young's Hotel on Tuesday evening Dec. 18th, at 6.30 P. M. sharp. At the suggestion of several members of the Board, I have arranged for a complimentary banquet to ex Chief Consul Hayes at 7.30 P. M. It is hoped that every member of the Board will be present. The necessity of being prompt will be apparent. Please notify me AT ONCE if you intend to be present, this is necessary in order to complete arrangements for the banquet. Fraternally,

WM. H. EMERY, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 180—Total 24—11,011.

BOSTON, Dec. 14, 1888.

CONNECTICUT DIVISION—1—171.

Unattached.
21181 Northrop, H. E., Morgan School, Clinton

ILLINOIS DIVISION—1—747.

Chicago Cycling Club.
21182 Windheim, Chas. H., Lumber and Coal Exp., Chicago

KANSAS DIVISION—5—45.

Unattached.
21167 Shelton, E. F., Dodge City
21171 Osly, Frank, "
21172 Sampson, Chas., "
21173 Martin, Hugh, "

NEW YORK DIVISION—1—2456.

Unattached.
21174 Loudon, Timothy L., 140 Erie St., Buffalo

OHIO DIVISION—13—412.

Jefferson Co. Wheelmen.
21155 Bracken, Jas., Steubenville
21156 Cooper, Cyrus, "
21157 Gill, S. C., "
21158 Griffith, Wm. W., "
21159 Helms, W. A., "
21160 Long, Chas., "
21161 Massey, Rush, "
21162 McGowan, Jas. L., "
21163 Porter, Chas., "
21164 Smith, Harvey, "
21165 Turner, Robert, "
21166 Urquhart, Geo., "
21167 Walker, Foster, "

RHODE ISLAND DIVISION—1—293.

Unattached.
21153 Speirs, Thomas C., 85 Vinton st., Providence

TENNESSEE DIVISION—2—169.

Chattanooga Cycle Club.
21169 Lodor, Nap, Chattanooga Marble Works, Chattanooga
21168 Krause, John, 917 Long st., "

TEXAS—1—35.

Unattached.
21175 Goben, Jas. L., Gobens Gallery, Gainesville

OFFICERS FOR 1888—89.

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Springfield, Ohio.

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300 Olive Street, St. Louis, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

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H. W. Hayes.....Boston, Mass.
W. S. Bull.....Buffalo, N. Y.

Membership.

G. Carleton Brown.....Elizabeth, N. J.
Frank C. Bisbee.....Detroit, Mich.
Alfred Ely.....Cleveland, O.

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J. S. Dean.....care *Bicycling World*, Boston, Mass.
A. Moore Berry.....121 Olive street, St. Louis, Mo.

Rules and Regulations.

Dr. Wm. H. Lincoln 1177 Tremont street, Boston, Mass.
W. W. Share.....P. O. Box 22, Brooklyn, N. Y.
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa.

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C. S. Dayd.....Warren, R. I.
George S. Atwater 1200 Penn. av., Washington, D.C.
Col. George Sanderson.....Scranton, Pa.
George Collister.....Cleveland, Ohio.
Care Davis, Hunt & Co.
W. M. Brewster.....300 Olive Street, St. Louis, Mo.
H. H. Hodgson.....New Orleans, La.

Transportation.

Burley B. Ayers, 1553 S. Hoyne avenue, Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References: *City*

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

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The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

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Volume XVIII.
Number 8.

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 21 DECEMBER, 1888.

WITH the departure of Vice President Hayes for the city of Para, Brazil, we are constrained to look over the field and see, that now Mr. Hayes cannot be looked on as a candidate, who is left as a possible candidate for the Presidency of the League.

The friends of Mr. Geo. A. Jessup are strong in the field, and are urging the claims of Pennsylvania in a very active way. Mr. Jessup is a gentleman already well known in League politics, being one of the most prominent wheelmen in Pennsylvania, and is at present the Chief Consul for that State. His position as a business man in the city of Scranton is second to none, and personally he is held in high esteem.

Mr. John C. Gulick, of New York, is also spoken of in connection with this high office. As an active and faithful worker in the League and the New York Division, Mr. Gulick willprove a strong candidate. He has already been honored by the League, as its Vice President at the time Dr. Beckwith was President.

From the West we hear whispered the name of Mr. James R. Dunn, of Ohio, for many years the Chief Consul of that State. He has also been Chairman of the Membership Committee. In both capacities he has shown himself to be a strong man and an energetic worker

The name of Mr. Charles H. Luscomb, of New York, has also been spoken as a possible candidate. We, however, do not know whether Mr. Luscomb can be counted in the field or not.

The above names seem to be the most prominent at the present time.

THE Rev. Dr. Newman, of Washington, D. C., had a bicycle stolen from him Dec. 8. Later in the day he met a man riding his machine, and the reverend gentleman promptly stopped the rider and placed him under arrest. The man gave his name as C. Wishing, and on earnest assurance that he had bought it from a man named Whitman early in the afternoon he was allowed to go, minus the bicycle and minus the cash he gave for it, no doubt "Wishing" he had not been such a fool.

GOD SPEED TO EX-CHIEF CONSUL HAYES.

THE officers of the Division which ex-Chief Consul Hayes has so faithfully and efficiently served during the past, paid a fitting compliment to the retiring Consul on the eve of his departure to Brazil, by a dinner at Young's. The following members of the Board were present: Chief Consul W. H. Emery, Vice Consul A. W. Robinson, Representatives W. G. Kendall, J. S. Dean, A. Bassett, J. F. Adams, F. I. Gerton, C. S. Howard, I. E. Moulthrop.

Beside the above named officers, there was present Col. A. A. Pope, Mr. C. E. Pratt and C. W. Fourdrinier. Chief Consul Emery made an excellent post prandial presider, and eloquent speeches were made by C. E. Pratt, Col. Pope, J. S. Dean, and in fact every man round the table had a word to say. Mr. Hayes spoke feelingly of his past connection with the members of the Board, and he gave an exceedingly interesting description of the city of Para and the surrounding country. Mr. Bassett read an excellent poem, which we have the pleasure of reproducing:

TO HERBERT W. HAYES.

Drink we to-night a grand bumper to Herbert,
Fill it with what will best sorrow appease,
Pledge we the health of one soon to be sailing,
Sailing away from us over the seas.

Take now the hand we so often have shaken,
Speak from our feelings so hard to subdue,
Send him in joyfulness out from our circle,
Give him a hearty God-speed and adieu.

Balmy breeze waft him across the blue ocean,
Bear him away to the land of the palm:
Roll billows quietly, mermaids sing carols,
Good fortune speed him and keep him from harm.

Bear him, ye breezes, where Amazon waters
Roll to the ocean across golden sands,
Where a pair of duck trousers, a gold and black blazer,
Is the only dress suit that Dame Fashion demands.

Put him where Herbert will always find pleasure,
Right closely beside a big Amazon's mouth:
Feed him on cocoanuts, dates and bananas,
Give of thy bounty, O, land of the South.

Take him where great anacondas are crawling,
Where monkeys hang down by the tail from the trees,
Where the giant mosquito and long-legged spider,
Dance waltzes and jigs with the Jumbo-like fleas.

Nail up a hook on the blooming equator,
Call up a darkey, a hammock to spread,
Give him a fan and a glass of mint julep,
And a maiden to bathe his perspiring head.

He goes to a land where the baked beans of Boston,
The fish ball, the steamed clam, the Anheuser brew,
Will never more know him, or give him sweet comfort;
We know he's heart broken to bid them adieu.

No more will his spider wheel speed oe'r the highway,
No more shall we see him at meeting and run;
His cycle stands idle, it waits for a rider,
It mourns now for whom it so often has spun.

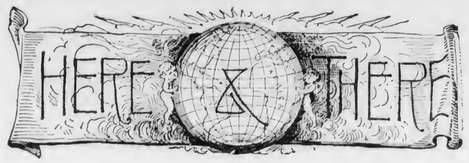
December 18, 1888.

BULL FIGHTING AND BICYCLES.

Editor Bicycling World: El Paso, Texas, "the backdoor of the United States," has had a bicycle club since November 1st. This is supposed to be the second club in Texas, and styles itself the Border Wheelmen. Floyd Payne, President, R. H. Dimmick, Captain, and Jesse Payne, Secretary.

The weather is splendid in this end of the world for cycling, we can ride all the year round and have to put up our wheels but for a day or two on account of rain, and that only a dozen times a year. The roads are better on the Mexican side of the Rio Bravo than on our side, and into the land of the Aztec and eagle we generally go on our Sunday runs.

Last Sunday, Dec. 9th, the club took a run over to Juarez City and attended the bull fights in a body, astonishing the natives with our wheels, knickerbockers and big feet. After the performance the boys concluded to have a spin in the bull ring. When entering the arena (Captain Dimmick leading) six wild bulls charged in from the pens on the other side, and the gallant captain of B. W., in trying to create rendeness between himself and the bulls, made the best time on record for these parts. L. A. W. 20,704.



POKKOPOLIS NOTES.

"STAR."

One Saturday evening, not long since, after crawling into bed on my return from the rooms of the C. B. C., where I had admired their bronze ornaments and listened till quite a late hour to the striking of their new marble clock, I lay there lamenting the postponement of the morrow's run on account of the drizzling rain that was then falling, and trying to think of something of interest to put in my next letter to the Bicycling World and Bulletin. How much time had elapsed I know not, but the telegraphic clatter of the water dripping into the down spout had long ceased when I was startled by a jingling of bells and trampling of feet almost directly over my head. I raised up, and listening attentively, heard a scratching, scraping sound that gradually grew louder till, accompanied by an arctic blast that made me draw the blankets closer around me, there popped into the room a chubby, smiling, pleasant looking, fur clad, little dwarf, who, without waiting for permission, turned a double somersault and landed in the middle of the table that stood in the centre of the room. He no sooner resumed the perpendicular than he began acting a most ludicrous pantomime. He would bend almost double as he hugged himself, straighten up and hold his shaking sides, throw back his head and seem convulsed with laughter, without, however, uttering the slightest sound. For several moments I had looked on in amazement, wholly at a loss to account for his mysterious mirth, when suddenly he drew from his belt a sprig of evergreen, waved it over his head and disappeared.

In an instant my room had expanded to the size of the drill room of the new armory. In the centre stood a gigantic Christmas tree loaded down with the most motley collection of Christmas presents I had ever seen. On the topmost bough was a handsomely embroidered night shirt, from the pocket of which protruded a large official looking document decorated with a glaring red patent office seal and to which was attached a tag bearing the name of Air-Brake Norton; next was a diminutive trumpet for "Toot" High; a pair of boxing gloves for Tom Littleford; a string of pearls and a bunch of sweet violets for Hosea; a leather medal each for Webster and Heidkamp for their frequent attendance on club runs; a jumping-jack for Amor Hall; some teething rings and a rattle for Dr. H. M. Kempton; a convertible bustle, that could in an emergency be used as a luggage carrier, for the Bearded Lady; a copy of "The Life and Adventures of the celebrated Miamitown Cow" for Mr. Wm. Miller; a mariner's compass for Trumbower; a gross of cyclometers for Dr. Green; a little ax, in a red plush case, for the silvery tongued Marqua; a lady's tandem bicycle for the sadly-maimed Piper; a nondescript safety bicycle for the hard-to-please Charley Allen; a raw hide bow and a quiver of arrows for H. W. Longley; an anti-header for Charley Galway; a copy of Jack the Giant Killer for Oskamp; a park badge No. 13 for Charley Ross; a pretty new nothing with a whistle in the end of it for little Ralph Taylor; a copy of "She" for A. A. Bennett, to be placed in the library of the "Veloce" Club; a bottle of embalming fluid for the "Duke;" a pair of dancing slippers for the Fat Woman; a little painted tin cup, bearing the stenciled motto "For a Good Boy," for Walker Hall; an immense pair of white wings, to be attached to the frame of his Star in the rear of the saddle in such a manner as to be opened by a stern wind and closed by a head wind, for the weary Dr. Wm. D. Kempton.

These, however, were but a moiety of the presents, but before I could examine the rest my attention was drawn to an imposing four-story building that stood to the right of the tree. Its front was of pressed brick with free-stone trimmings. The upper part of the large windows was filled with stained glass of an elaborate design that included the winged wheel of the L. A. W. Through the basement windows could be seen a spacious and well-appointed wheelroom. Through the large bay-window of the second floor could be seen a group of wheelmen gathered about a grand piano, from which were issuing sweet strains in response to the delicate touch of the silent Nelson. Beyond this, through the sliding doors, could be seen a room whose walls were hidden by shelving, on which reposed the numerous and richly bound volumes of the club library. As I looked from them to the chess tables that stood about the room I heard a strangely familiar voice that said: "Papa! papa! are you never going to wake up? The breakfast bell has rung several times, and we are tired of waiting!"

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NEW YORK.

"HAWKSHAW."

Assuming as correct an assertion recently made by me in this column, that in many points there was but little difference between racers, whether they were man or horse, and a little study will show that I am not far from right in the claim, it would be but wise to study the successes of the thoroughbred to see if from them something to the advantage of the racing man could not be learned. An investigation of the question from both the standpoint of the biped and of the quadruped has convinced me that in all things appertaining to training as a means of putting the racer in the fittest shape for speed, that the horse has by long odds the best of it. This column is not the place to enter into a comprehensive and complete proving of this, but as a single item in the mass of argument in favor of the claim I make as above, I must note the question of eating and drinking, which is at all times the foundation of succesful training in both horse and man. When a thoroughbred goes into hard training, and especially at the time he is to be "keyed up," and made fit for some special racing event, his food and drink, both in quantity and quality, are made the source of extreme study and care on the part of the trainer. To such an extent is the belief carried among expert trainers of horses, that any change of diet or drink is likely to result disastrously to their charges that in the case of the horse being forced by his engagements to depart from his training quarters he is always accompanied by sufficient food and drink to last him till his race has come off. It is of no unusual thing in consequence of this to see hay brought from California, or water from Chicago or Saratoga. In contrast to this take the usual course adopted in handling the man who intends to race, hence, after he has succeeded in getting himself into condition, what does he do? Why he proceeds to the place at which he is to race, often hundreds of miles away from his training grounds, and arriving there, at best, only a few days or hours before he intends to ride, and thus encounters at one and the same time a complete change of air, water and diet, and the result is often found in the failure of the contestant to approach in his racing, anywhere near the speed and stamina he had acquired in his training. Is not this a case wherein a lesson from the care and attention to the thoroughbred should prove a profitable lesson to the racer? Surely if so much care is needed by a horse, it is but reasonable to suppose that the man must require equally as much if not more.

The remedy of failure from this cause is easier with the man than the horse. Let, therefore, the wheelman try to remove this stumbling block from the path of his success. When training for any races that will take him away from the vicinity in which he trains, adopt for food only those articles of a standard kind whose plainness and universal use will enable him to duplicate them wherever he may go, let his drink, especially when in the form of water, be of the smallest quantity, as it is at all times a danger to his success. Let him learn to substitute as far as possible in the place of water some weak tea or some well-known brand of ale, so that his change of surroundings will bring him no appreciable change in the course of his living. To those who would carry this theory to its furtherest and consequently more perfect action, I would advise that for, say a month prior to their races they adopt as a beverage some standard bottled table water, using it in the place of the local water to drink, then the danger that lurks in a change of water can be almost entirely eliminated, since wherever the racer may go he can secure the bottled article exactly similar to that which he has trained upon. There are yet many more points in the training of a thoroughbred for racing that wheelmen might copy to their advantage and profit, and to such as desire to arrive at the perfection of handling and care of a racing man I would commend a careful research of the methods employed in making the thoroughbred "fit" as a study that would prove of immense advantage to racing men, by greatly improving the knowledge of many of those who now without cause pose as "trainers."

How many of the readers of this column remember the once celebrated Renton case? I venture to say that not one of those who do so will have thought of it once since it drifted from public notice, and yet in its day it was a most celebrated affair in cycling circles, culminating as it did in the arrest of Eugene Aaron, as Secretary, first, and Dr. N. M. Beckwith, President, afterwards, for libel. In fact Mr. Renton threatened to arrest the entire L. A. W. before he got through with the affair. This was the Renton innings. Now for the other side. As I drifted into the Supreme Court the other day I was somewhat surprised to find Dr. Beckwith there, and to learn from him that he was there to appear in his suit against Renton for false imprisonment and consequent damages. It is somewhat an aged but very apt quotation that seems to apply here, and that is that "he laughs best who laughs last," and I am afraid Renton, before many days, will be a convert to this belief.

That irredeemable old cycling murder mill, otherwise called "a track," in Madison Square Garden, was put into active work on Saturday night, and still maintains its reputation as being the most dangerous place possible for a wheelman to attempt to race upon. The event was a two-mile bicycle handicap, at the games of the Manhattan Athletic Club. In the final heat the entire field of four competitors went down in a grand tumble on the upper turn. From the hodge-podge of man, machine, sawdust and profanity thus caused, G. F. Brown, of the K. C. W., who had started from the 75 yard mark, and J. H. Hanson, of the New York Bi. Club, 16 yards, were first up, mounted and away, finishing in order named. Time, 7 min. 30 sec. In payment of these gentlemen's efforts at grand and lofty tumbling, and for their kindly consenting to risk their necks for the edification of the assembled multitude, the Manhattan Athletic Club kindly presented Mr. Brown with a gold watch, and Mr. Hanson with a silver one, having offered them as prizes in the race. Irving M. Halsted and H. L. Kingsland, of Baltimore, who started from scratch in their respective trial heats ran unplaced, and were therefore not in the finals. These gentlemen evidently posessed the good sense to prefer the certainty of an unbroken neck and no watch, to the possibility of a broken one, with no matter what kind of a watch for a premium. Such exhibitions as are billed as "races" in Madison Square Garden should be forbidden by the Society for the Prevention of Cruelty to Children. To win some paltry prize, men (?) risk their lives and limbs, and if they themselves cannot see the foolishness of so doing, some one else ought to do so for them and forbid the affairs. When the public, time and time again in these "races" in the garden, is treated to exhibitions of falling wheels and riders, it causes in their minds a prejudice to arise against wheeling that no amount of argument can remove. I am sure that to such of them as have often seen these affairs, the dividing line between the car of Juggernaut and the modern bicycle is too slight for them to determine.

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NEW ORLEANS.

"NOKOMIS."

Twelve members answered to roll call at the last regular monthly meeting of the Louisiana Cycling Club. As was hinted around, the club's Secy.-Treas., J. W. Jay, handed in his resignation, which was accepted. Jay has giving up riding altogether, having sold his wheel, and now will be an ordinary street car rider. His resignation leaving the office of Secy.-Treas. open, Mr. E. M. Graham name was proposed and was unanimously elected, he having just resigned as Lieutenant of the club. High Private, L. Jeff Frederic, was the candidate for Lieutenant and likewise was unanimously elected. Jeff is a popular fellow, a hard rider, and has his eye on the Captain in the coming races for the Batson medal, so he says. Secy.-Treas. Graham is one of the most popular members of the club, and his promotion to that office only shows in what high esteem he is held by his fellow members.

The Louisiana Division of the L. A. W. are some $80 richer since the last meet. I have just seen the report of the Racing Board, which will be read at the next meeting. It would seem that from this, meets yield a profit instead of a loss.

There is a big talk amongst the members of the Cycling Club about a turkey raffle or shoot to take place sometime near Christmas. From all I can learn there has been a committee appointed to take charge of the arrangements, and that some six turkeys will be at stake. I know from experience that a cycler knows a good turkey when he sees it, so the competition promises to excite much merriment.

The races for the Batson medal promises to be about as hard a set of races as have ever been scheduled. A 12-mile run to Schadwells, 35 miles up the river to Red Church, 30 miles to Hahnville, 25 miles on the asphalt, and I hear Shell Beach is talked of, but there is general complaint as to the latter. Next Sunday, weather permitting, the first race will take place, and as there are ten entries, the race promises to be an exciting one.

The Mardi-Gras lantern parade is booming, in fact it has taken a fresh start, and if the plans are carried out, it will be the most original one ever held in this country. Every rider will be in full costume, representing one of Mother Gooses' flock, surrounded by lanterns, torches, etc., so the effect will not only be pleasing but novel as well. Wheelmen from all over the country will be invited to take part in the procession, and to attend the Mardi-Gras festivities, which will be more attractive this year than ever before.

H. J. Pigott, a member of the L. C. C., handed in his resignation at the last meeting, much to the regret of all. He goes back to his home in England, leaving nothing but the regrets of his fellow wheelmen behind. As a parting memento, he had the boys photo. taken, and presented each one in the group with a copy. To show their appreciation of this kindness, he was in turn presented by them with an enlarged copy of the picture, handsomely framed, to carry home with him. Pigott's dry humor will be missed on many a club run.

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BUFFALO.

"ALL BALL."

The event which was looked forward to with unusual interest, the annual election of officers of the Buffalo Bicycle Club, took place in their club house Monday evening, Dec. 10. Never before in our history was such intense interest manifested. And this is accounted for when two of its sterling wheelmen ask for the suffrages of members for President.

Long before the final event groups could be seen in different parts of the house discussing their favorite candidates in voices so low that it was impossible for a person of different views to catch on any scheme which might be brewing. After the writer was button-holed for about the fiftieth time he fled into a secluded corner—where he could make observations—and it was amusing to see the great interest manifest by friend and foe alike. Well, the election was held in the gymnasium and it was crowded, and that means a big crowd. After the regular business was disposed of and the election was in order some one moved that the rule prohibiting smoking be suspended. There was a weak objection raised by non-smokers, but the smokers prevailed, and the intense nervous tension was allayed in fumes of smoke, and the election proceeded.

The nominating speeches were eloquent and would have done credit to any organization. Both candidates had able supporters, and the hosts were marshalled to combat. After the smoke of battle cleared it was discovered that there had been a close conflict. Mr. Charles F. Hotchkiss being elected by a majority of two. No sooner was the result known than there went up a mighty shout, which lasted several minutes. An over-enthusiastic supporter actually climbed a rope to the ceiling, and had to pay for it with a pair of blistered hands.

Mr. C. W. Adams and Mr. R. B. Hoffman were both re-elected, and well deserved this token of esteem. Their annual reports were ably written, and when Treasurer Adams finished reading his report it was received with thunderous applause. We now come to the election of Captain. There were three candidates in the field, and the search for votes was exceedingly lively. Two ballots had to be taken before a choice was arrived at. Mr. W. E. Donaldson was elected by a plurality of twenty-two. This was the signal for great glee and hand shaking. Mr. Donaldson was almost borne away in the midst of enthusiastic friends. It was after the midnight hour when the last ballots for trustees were counted. The following are the list of officers for the ensuing year: President, Chas. F. Hotchkiss; Vice President, W. C. Letchworth; Secretary, R. B. Hoffman; Treasurer, C. W. Adams; Attorney, Albert C. Spann; Captain, W. E. Donaldson.

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SPRINGFIELD, ILL.

O. R. DINKEY.

The "Capital Citys" have a grievance—with the dues at a minimum, they are accumulating a surplus. Several of the hard riders took a run to Chatham one evening lately. The road was worse than bad—it was rotten. Hence, when a Capital City rider encounters a piece of road that is particularly bad, he calls it "Chathamized," and his brethren understand.

At the annual election of officers of this Division the "Capital Citys" captured the Vice Consular and Secretary-Treasurer offices, Mr. Charles Hansel and Mr. Thomas F. Sheridan being elected.

As an experimenter Captain Fogarty is a success. He bought one kind of a wheel to learn on, exchanged it for another to practice with, sold it and bought another to ride on, made another change, and is now riding a "Star," and it is said that he was discovered investigating the qualities of a quadricycle a few days ago. What next, John?

Mr. John E. Ransom, one of the best riders of the club, had the misfortune to encounter a "road hog" in the person of a wealthy farmer a few days ago. The result was that the said farmer told

Mr. Ransom, after running over his wheel and smashing it, that "them things has no right to be on the road, the sidewalks was made for them." He will probably have a chance to explain to the judge why he thinks so, and give cause why he should not be fined for his hoggishness and ignorance. The matter has been referred to the Division, and as the case is absolutely good, it will probably be pushed for all it is worth.

Mr. Waldo S. Reed also had his wheel smashed by a farmer some few weeks ago, but unfortunately, could not find out the name of the person who rode over him, or he would have brought an action against him.

CHICAGO.

THE "STROLLER."

The Lincoln members are extracting all the fun possible out of their club house in a social way. Tuesday evening last a very entertaining lecture was given by Dr. Belfield; subject, "The Parasite of the Human Body." Thursday evening always finds a large gathering of club members and their "best" ladies to "trip the light fantastic." The raffle craze has struck them in full force. A gold watch has just been raffled off for the benefit of the amusement fund, and some two hundred dollars realized, Mr. Lucas, connected with one of our daily papers here, holding the lucky number. A New Mail bicycle will be raffled off in the near future, the club having been presented with one for that purpose, and the end is not yet. Their election is near at hand and their tickets are in the field already, although I think a majority of the old officers will be re-elected, and speaking of elections, I was surprised to find so many candidates as have lately developed in the Illinois Club, Mr. Sloan, the President, being almost the only officer who has not one or more rivals for the same office. So, too, in the Chicagos, there are two tickets already in the field, one headed by W. A. Skinkle and one by J. C. Ellis; W. C. Thorne for Captain on the Skinkle ticket, and Charley Seig for Captain on the Ellis ticket; and several other tickets are talked of. Frank Coty is on both tickets for Treasurer, and Frank ought to have the place.

John Bogue has been on a short visit to Denver the past week.

Pierce, one of the old Owl Club racing team, talks of taking to the path again next spring.

Cone, of the I. C. C., is now called the "Berry Wall" of Chicago, owing to a late newspaper article.

Doc Gibson says the only way to get even with those South Side "fellows" is to go over and lick them all.

Bernstein says Street is going to run for Secretary of the Illinois Club, and Bernstein is already electioneering for Street.

Tom Roe is East for a short time on business. I am told that Tom will surely see "Erminie" in Philadelphia before he returns, though.

Burley Ayers has decided to extend his absence from the Illinois Club house three months more, or until the late unpleasantness has blown over.

Garden says I entirely misquoted him in regard to that proposed St. Louis-Chicago team race, and that he has written a letter stating why the race did not occur. I certainly understood him to say as quoted by me, but if I was mistaken, and I guess I am, I offer an apology to all concerned.

The Illinois boys had one more theatre party the last night of the Nadjy Company's stay here, and the boxes were secured the first thing. Francis Wilson received their attention, while, as the *Ocean* said next day, "they became stone images whenever Pauline Hall appeared, but Pauline managed to sing her part through all right." I don't think any of the clubs will try and lionize any of the profession after the recent fiasco caused by the combined efforts of two of the largest clubs here.

NEWS AND COMMENT.

Probably the most magnificent road in world is the military road in India, running from Calcutta to Pershawer. This wonderful highway is 1600 miles long, splendidly macadamized, and on the low counties lined with live oaks and other semi-tropical trees while on the upper or Southern tier the sides of the road are lined with gorgeous tropical growth which is alive with brilliant plumaged birds and frisky monkeys, to say nothing of an occasional royal Bengal tiger.

Don't send in your *League* renewal *until* after April 1st.

We wish one and all of our readers a very happy Christmas.

The tournaments South are said to have awakened great interest in the bicycle in that section.

The Philadelphia *Sporting Life* endorses our idea as to the advisability of forming a road record association.

W. W. Stall has been appointed general agent for Eastern Massachusetts to handle the Warwick Cycle Company's goods.

Texas Siftings is evidently appreciated by our readers, as the orders for the same are coming in fast. Our offer may be withdrawn at any time. Don't delay.

An advertiser in the World thus writes us: "We are happy to say that our advertisement in the Bicycling World has been more fruitful of results than any other medium.

It is possible that the Cincinnati, Ohio, and the Covington, Ky., wheelmen will invoke the aid of the League to establish their rights to passage of the suspension bridge in common with other users of vehicles.

Prince and Eck, cyclists, vs. Marve Beardsley, on ponies, are having a whack at each other in Denver. At the end of the second day the score stood: Wheelmen, 235 miles 5 laps; Beardsley, 234 miles 5 laps.

We are advised by the Eastman Dry Plate Co., that their "advertisement of the Kodak in the World is producing the most satisfactory results." A word to the wise—advertise in the World!!

We think Philadelphia must be the banner city of the country for lady cyclists. It is claimed the Quaker City has fifty of the fair sex who ride a bicycle. Can any city in the Union present a better showing than this?

The personal movements of the editor of this paper seem to interest brother Prial of the *Wheel* immensely, but sometimes, yes, very often, he misses his guess when he opines we have "been to Albany of course."

The *Referee* Annual will be ready for delivery by January 1st. All those who desire to have a complete epitome of records and of sporting news for the past year, should send in their order at once to the *Referee*, 199 So. Clark street, Chicago.

Since the Berlin (Germany) government has raised restrictions on the use of tricycles on the streets the trade in tricycles in the German capital has taken immense strides. The Coventry Machinists' Company seem to have the cream of the trade with the Berliners.

The Pope Mfg. Co. has issued its calender for 1889. It is made on the same lines as that of 1888. Each day has a quotation on the subject of cycling, and a blank space to be used for memoranda. It is of convenient form to place on the business man's desk.

The Rev. C. H. McAnney, of North Long Branch, N. J., has lately taken to the bicycle. He utilizes the vehicle by visiting the members of his congregation and the sick. He calls the vehicle a "consecrated bicycle," and on Sundays he rides it to visit distant church members.

The pleasant little rivalry between the Chicago Cycle Club and the Illinois Club of Chicago over Pauline Hall must have cost the rival factions in the neighborhood of a cool $1000. Miss Hall's visit to Chicago will long be remembered by Chicago riders, and it will also remain as a pleasant memory in the mind of the fair Pauline.

Cyclists have the advantage over other men in that they possess stockings of dimensions sufficiently ample to hold quite a lot, while the non-rider has to borrow one from the opposite sex, and in some cases when a wife or sister is not handy negotiations are apt to be embarrassing to one of modest nature—like ourselves for instance.

The general press is swinging too much to the other extreme when it announces that "the days of the ordinary are numbered." In looking over our exchange clippings no less than ten papers thus solemnly proclaim the doom of the big wheel. This is all fudge; the ordinary will be in big demand, though in the future it must content itself to share the honors for first choice with the rear-driving safety.

The Norwich, Conn., *Bulletin* is responsible for the following: "Norwich has a bicyclist who is not only at home on country roads, but if he is allowed to tell it, will soon convince one that he knows something of the mountainous parts of Pennsylvania. On one memorable occasion when he was bicycling over the mountain trails of that State he took his gun with him, and as he was going a sixty-



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 141 and 143 Greenwich street, New York.

The Bicyling World (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

☞ Postage stamps not received in payment.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

The operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.

AGENTS WANTED.

Cycle dealers who are in a position to import our wheels into the States and to push the sale of them will oblige by communicating with us. At the expiration of the present year we shall require a first-class agent in each principal centre.

The name and fame of the **Quadrant Tricycles** abound in the States. We have now also several splendid lines to offer in **Safety Bicycles** of tip-top quality with important improvements and at moderate prices.

THE QUADRANT TRICYCLE CO.,
Sheepcote St., - - - - - Birmingham, England.

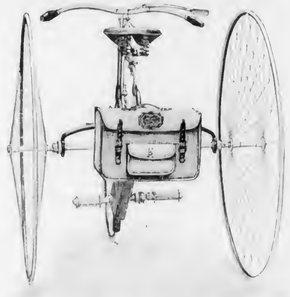


INCER CYCLES



UNEQUALLED FOR TOURISTS.

Immediate Supply.



W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON.

Second-Hand Wheels.



Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Royal, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $60.00 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

EASTERN ROAD CLUB CUP TIE.

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 25 miles in the time of 1h. 35m. 25s."--*Bicycling World, Nov. 16th, 1888.*

The Machine ridden was a

SWIFT ROADSTER.

Catalogues Free.

The COVENTRY MACHINISTS' CO., Ld.

239 Columbus Avenue, BOSTON.

WARWICK CYCLE

CATALOGUE READY JANUARY, 1889.

THE WHEELS FOR 1889

ARE

THE Warwick Perfection BICYCLE

AND

THE Warwick Perfection SAFETY.

WHEELMEN LOOK OUT FOR THEM.

Agents * Don't * Get * Left

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

A. KENNEDY-CHILD, Superintendent of Agencies.

MFG. CO. SPRINGFIELD, MASS.

mile gait down a mountain path he saw a coon crossing the path ahead of him. Quicker than thought he let go his brake, raised his gun, and brought the coon down at the first shot. He says he did not stop to pick the coon up but he is quite sure he killed it."

WITH the death of the Alphabetical Road Racing Association, road racing in this country will receive a staggering blow. The warning knell was sounded by our New York correspondent, Hawkshaw, and the facts have borne out his prognostications that the N. Y. & N. J. R. R. A's. days were numbered. So the grand semi-annual races over the celebrated Irvington-Millburn course are events of the past. Born, May, 1886. Died, December, 1888.

SECRETARY E. F. LECATO writes us: "Will you kindly say in your next issue that the Maryland Bicycle Club will keep "open house" on New Year's Day, and we extend a most hearty welcome to all of our friends who will honor us with their presence. The following committee will be in charge: Yates Penniman, S. T. Clark, E. P. Hayden, G. H. Miller and E. F. LeCato, chairman, and they take this opportunity of extending to you a personal invitation. If you will come down, we will indeed try to make it agreeable for you." The hospitality of the Maryland is so well known that it hurts us to say "may." But alas! we will have to forego the pleasure of paying our respects to the Maryland Club in person on New Year's Day.—ED.

YE CENTURY SMOKER—MISS PAULINE HALL IN THE QUAKER CITY.

THE club house of the Century Wheelmen on North Broad street, above Montgomery avenue, wore a gay and festive air last Tuesday evening, thronged as it was with the Centurions and their friends and invited guests, the occasion being the first "smoker" of the winter season. While no athletic sports were provided, yet the entire entertainment was thoroughly enjoyable and enjoyed, although it must be confessed that the atmosphere was a trifle thick for weak lungs.

From first to last the conversation and mirth never flagged, nor did the excellent cigars run out. I decided that a poorer brand would induce less frequent requisition on the cigar box by the crowd generally. The formal part of the entertainment, consisting of music and song, was opened by a piano solo, after which the following programme was rendered: Glee, "Baa, Baa, Black Sheep." Glee Club: bass solo, Mr. Harry W. Schell; reading, Dr. Morris; glee, "Lorelei." Club: recitation, Mr. Brown; solo, "The Vikings," Mr. H. W. Schell, a magnificent thing, by the way; reading, Mr. Brown; glee, by the Glee Club; then came the gem of the evening, a solo, "London Bridge," by Mr. Schell. This gentleman's fine renditions were really the success of the evening, and it is no discredit to the Glee Club to say this, for they achieved all the success that could possibly attend a first appearance. Mr. Schell also favored the company with a couple of other songs, and several of the club members also gave musical numbers and recitations. It was a late hour when the party broke up amidst the unanimously expressed wishes for an early repetition of the Centurion's smoker. It would scarcely be fair to close the account without giving the names of the members of the Glee Club, to whom so much of the success is due. They are: Basses, Messrs. Walker (leader), Geo. Schell, C. C. Schell, Havens and Bahl: tenors, F. B. Schell, Carter, Talteval, Oehlers and Speier.

My thanks are due Mr. McGlathery for many courtesies received from him, as well as from others of the club.

During the progress of the affair some wag played a joke on the police officers by notifying them that a mill was in progress between Dominick McCaffrey and another pugilist, and a squad had collected for the purpose of making a raid on the house before the joke was discovered.

MISS PAULINE HALL

reached this city last week, with the Casino Company, which is playing "Erminie" at the Chestnut Street Theatre, and your correspondent called on her by appointment, last Thursday afternoon, spending a very pleasant half hour. She was full of reminiscences of her Chicago and Boston wheeling exploits, and expressed herself as most deeply sensible of the many attentions paid her by the cyclers of the two cities. The weather being so disagreeable, she had not brought her bicycle with her, but expected to have it sent to her in case the weather moderated, when she proposed enjoying some riding through the Park and Lancaster Pike, of which she had heard. On Thursday night a number of the Pennsylvania Bicycle Club propose attending "Erminie" in a body, and a block of upwards of forty seats have been engaged for the occasion, which is to be a full dress affair, and which is also to be signalized by the presentation of some floral and other emblems to the fair prima donna. Full particulars of the theatre party in my next.

"ARIEL."

Philadelphia, Dec. 17, '88.

TO TERTIUS—C. C. L. O. A.

"WELL, I'll be dammed," said the stream, when it heard there was to be a mill built on its bank. Well! Tertius, is it possible you are still —?

'Twas but last night, whilst looking over my log-book, I glanced along the articles wherein which we recounted our adventures, and whilst thus engaged I began to wonder where you were, and if I would ever again hear of you.

This morning, when I unfolded and opened the WORLD, behold! you were before me.

Yet, why should I evince surprise? The old saying is, "Speak of the devil and you will see him."

And so you have been down in Florida? Well, I'm glad to learn it, for it has puzzled me immensely to satisfactorily determine what had introduced the yellow fever germs into the land of swamps and winter resorts.

Where did you get that Latin word, did you find it in your roaming?

Yes, Tertius, I remember all the pleasant times and rides we had.

Do you remember that trifle I loaned you? Well, don't hurry yourself.

Do you remember that pretty girl we saw in the butcher shop, and you went in and got a "cold shoulder" from her, and how "muttonish" you looked when you came out? SECRETARY.

THE ROVERS, OF CHARLESTOWN, MASS.

LAST Friday night Young's Hotel was the scene of one of the most enjoyable dinners ever given by a cycle club, the occasion being that of the third annual dinner of the Charlestown (Mass.) Rovers. Among the guests present were ex-Chief Consul Hayes, Abbot Bassett, Dr. Kendall, J. B. Seward, C. S. Howard and J. C. Kerrison. Coffee and cigars having been reached, President A. W. Robinson opened the post prandial exercises by giving a glowing history of the past and a cheerful forecast of the future. Some of toasts which were given in verse are worth reproducing. The first one, "The Wheel:"

Oh, wheel, paradoxical ever,
Though tired always thou'rt weary never,
The kicks we give thee are but kicks of love,
For every kick is an onward shove!

This was responded to by H. W. Hayes in a manner that evoked the enthusiasm of the Rovers.

The next toast, "The League," was also couched in appropriate verse, as follows:

The League that distance measures not,
In miles on sea or land;
But that which winds a chain about
The cyclers—heart and hand.

Chief Consul Emery responded to this toast, and made a stirring speech on behalf of the national body.

To the toast, "Our Female Annex," Abbot Bassett responded in a way that provoked applause and merriment. After roundly rating the incorrigible bachelors for not getting better halves, and in answer to the query as to "where shall we get them?" Mr. Bassett proceeded in mirth-provoking verse to instruct the bashful Rovers "how, when and where." We now expect to hear of a great addition to the ranks of the benedicts in the Rover Club.

J. B. Seward, Dr. Kendall, C. S. Howard and others spoke, recited and sang, as occasion or their peculiar talents warranted.

THE CRIMSON CHALLENGES THE BLUE.

THE Harvard Bicycle Club has challenged the Yale Bicycle Club to a road race next spring. The course, distance and number of men is left to Yale, and the challenge is sent now in order that Yale may be able to find no excuse for not accepting it: but with Greenleaf, Davis, Bailey, Brown, Barron and Rogers against them Yale will hardly dare to take up the gauntlet.

FAST RIDING IN AUSTRALIA.

IN a three-mile race at Melbourne, Australia, T. W. Bust rode the distance from scratch in 8m. 2 4-5s., beating a field of seventeen riders. This is, we believe, world's record for the distance in competition.

A few days later J. W. H. Bust covered a mile against time in 2:30 2-5. This beats the English record, but does not touch Rowe's record of 2:29 4-5.

On the same day E. Elliot rode one-half mile against time in 1:13, which is within one fifth of a second of the world's record held by Rowe.

MILE ROAD RECORD.

A NEW machine, the Rudge Triplet, with S. G. Whittaker, No. 1, E. Oxborrow, steering, Jack Lee, No. 3, rode a mile on the road near Coventry, in 2.31 1-5. The *Cyclist* thus speaks of the event: "There was little wind, but the roads were very heavy and sticky from the recent rains. The route is about half down hill, and on the word to go the trio went off at a tremendous pace, and simply flew over the ground. Unfortunately, an error was apparent in the reading of one of the watches, so after half an hour's rest Mr. Sturmey, with Mr. Williams and the "Triplet," repaired once more to the starting-point, Mr. Wootton having the assistance to check the finishing time of Messrs. S. Golder and Walter Phillips, and the word being given, away flew the crew, passing over the bridge in the wonderful time of 2m. 31 1-5s., this beating by far the fastest time ever recorded for a mile on the road by any machine."

AUGUSTA, GA., TOURNAMENT.

UNDER the auspices of the Augusta National Exposition (with your correspondent in charge) the first two-days' amateur and professional meeting ever given in the South came to a glorious termination, on the exposition grounds at Augusta, on Wednesday, Dec. 12th. The dates selected were the 10th and 11th, but heavy rain on Monday caused a day's postponement, and the wind and sun made the track (at least a portion of it) dry and fit for racing on Tuesday. Riders from several cities in Georgia gathered to take part in the contests, and only ten days were allowed the manager for notifying the cycling portion of Georgia and Carolina. The entries and attendance were most gratifying. Augusta cyclists, with commendable promptness, resurrected their bicycles from the garrets and cellars, where since the flood they have found quarters, and within five days after the tournament blast was heard on the Georgian hills Augusta once more shone forth in cycling, and her boys put in good work on the exposition track, headed by that most genial and energetic of youths, Charles A. Bland, of the Georgia Railroad. The local papers had daily reports of the men in training and the entries as they arrived, and on the day of battle few people (who read) in Augusta did not know of the two-days' bicycle tournament. The Exposition Directors must have had a very poor opinion of the charms of a bicycle meeting, for they acted in a very small spirit in the matter of finances, which curtailed both amateur and professional prizes, and it is safe to say that Georgians will be a long time before they will see a two-days' meeting of eight events each day given for the paltry sum the Directors of the Augusta Exposition allowed for the recent meet. But the meet was a success; everybody enjoyed themselves, and the Directors were highly pleased, pleased so much that the Secretary complimented "yours truly" in a letter of thanks—and well they might be for the outlay—but cycling has received a boom here and much good will result.

The Pope Mfg. Co. kindly donated one of the prizes in the shape of a cup, and the Coventry Machinists' Company a gold medal. I have to especially thank Mr. L. E. Hickok, who had charge of the bicycle exposition (who had a walk-over for the blue ribbon award), for his able assistance in carrying out the tournament arrangements, and also the cyclists of Georgia who so nobly responded to the short notice. Charleston, Atlanta, Macon, Savannah, Columbus, and other cities were represented. I have the word of the cycle agents here, who declare that the tournament and exhibit at the Exposition have done more good and have made more sales and enquiries than anything this part of the South has seen, and the manufacturers will soon recognize that industrial exhibitions and tournaments are the true "boomers" of the trade.

Below I give results:

FIRST DAY—DEC. 11.

Half-mile amateur open—Homer Reed, Atlanta, first; Tom Powers, Atlanta, second. Time, 1.26.

One-mile, professional, Southern championship—W. J. Morgan, Boston, first; J. H. Polhill, second. Time, 3.04.

Quarter-mile amateur (heat race 2 in 3)—Homer Reed, first; C. A. Bland, Augusta, second; F. A. Colson, Charleston, third. Reed won first and third heats, thus winning the race. Time, 42s., 41 1-2s., 44s.

Half-mile professional handicap—W. M. Boyst, Greenville, 50 yards, first; W. J. Morgan, scratch, second; J. H. Polhill, scratch, third; W. H. Maxwell, Charlotte, N. C., 60 yards. The scratchmen caught Boyst within 100 yards from the finish but could not head him. Boyst winning by a yard in the fast time (for the track) of 1.09; Morgan, second; Polhill, third.

One-mile amateur handicap—T. A. Powers, Atlanta, 120 yards, first; W. J. Browne, Augusta, second; Rees Mulligan, Augusta, third. Time, 3.48.

Half-mile bicyclists vs. trotting horse—The trotter, a 2-40 skipper, defeated Morgan and Polhill in 1.20 and 1.22.

SECOND DAY—DEC. 12.

One-mile Southern championship, and cup presented by Columbia Company—T. A. Powers, first, Homer Reed, second; W. J. Browne, third. Time, 3.52.

Half-mile Southern championship, professional—J. H. Polhill, first, by a yard; W. J. Morgan, second. In this race Morgan broke the little wheel fork, finishing the race in danger. Time, 1.24.

Two-mile amateur handicap—T. A. Powers, first; Homer Reed, second; W. J. Browne, third. Time, 8.04.

One-mile championship of Augusta—J. F. Henderson, first; R. Mulligan, second. Time, 3.48.

Quarter-mile dash—T. A. Powers, first; J. M. Carter, second. Time, 42s.

Half-mile bicyclist vs. trotter—W. J. Morgan won the first heat in 1.21; the horse the second in 1.21 1-2; the third was not run.

The short races were a feature of this tournament, and gave much satisfaction. Close finishes resulted in many races. The attendance was about 3000 each day. "SENATOR."

Augusta, Ga., Dec. 14th.

LITIGATION.

WE regret to announce that legal warfare has been resumed between the Pope Mfg. Co. and the Overman Wheel Co. The present suit is brought by the Pope Mfg. Co. over a question of their contract of June 10, 1886.

NOVEL, USEFUL AND HANDSOME.

THE attention of our readers is especially called to the advertisement of the Economy Wall Desk, which appears in another column. It is a desk so constructed as to occupy a minimum of room and at the same time afford those conveniences which are always needed where writing is to be done, whether in an office or in a private room in a dwelling. Entirely unlike other desks, it is fastened to the wall instead of standing upon a foundation. When closed it occupies no more space than a wall cabinet, and is really a handsome decoration to a room or office. When open, on the other hand, there is a generous surface on which to spread writing materials, and also abundant pigeon-hole room for the storage of stationery, manuscripts, books, etc. We know of no article of the kind which has received higher praise from persons of distinction than has this desk. A number of these testimonials appear in the advertisement. The desk, while good for any day of the year, makes a most attractive holiday present.

CHATTANOOGA (TENN.).

THE Chattanooga Cycle Club is on a boom. During the past season we have more than trebled our numbers. We intend next year to make our club the banner club of the South.

During the past summer several miles of our streets have been paved with asphalt. The roads hereabout are fair: Montgomery avenue, from the Stanton House to Mission Ridge, as as fine a stretch of road as one can find anywhere. Hills are numerous and our coasts are fine. Lookout Mountain is the largest hill in these parts, in fact it is such a big one that none of our riders have ever been able to reach the top on their wheels.

A few Sundays ago a party of eleven took a run to Crawfish Springs, Ga. We were under command of our Captain, Dock Thacher, and were cicerone by Mr. Sedgwick. On our trip down Gus Krouse's machine, which had been injured a few days before in a race, broke down. Krouse patched it up, and pluckily rode it the rest of the run. Arrived at "Crawfish" we ate a hearty dinner, a part of which we had brought along and the rest we obtained from a store and a farmhouse near by. The start for home was made at 2.30. When we had covered about half of the distance, the Mascot, who complained of a pain in his side, dropped out and waited for the next train. The fire-eater and the man-tamer being in a hurry to see their girls, left the others and struck a 2.40 gait for Chattanooga. As we came by their sweethearts' house, we saw their wheels leaning against the front fence. BUDGER.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written; see advt. Send in 25 cents for a copy. It's value received.

A NOVEL ICE ATTACHMENT FOR CYCLES.

A REFERENCE to our advertising columns will reveal a cut and announcement showing how cycling on ice, or hard frozen snow may be indulged in by all who possess a wheel of any type whatever. The ordinary, the rear driver or the Star can be easily fitted. This device is furnished by the Ohio Cycle Supply Co., of New Knoxville, Ohio., which concern will furnish all the necessary information in regard to this "new idea," which "idea" we have no doubt will find a ready sale in sections where ice riding can be indulged in now that we are assured of "great speed and perfect safety."

A PILGRIMAGE FROM FRANKFURT TO BAYREUTH.

(By F. A. Spencer.)

My friend E. and self could think of no pleasanter rest from our work than to spend one or two weeks in wheeling to Bayreuth, the Mecca of Wagner worshipers. Frankfurt-on-the-Main was our starting point, and our mounts were a 54-inch "Sansparell" and a 50-inch "British Challenge." We provided ourselves with excellent maps of our route. The engineering staff of the German army have laid off a large section of Central Europe into theoretical squares; these in turn are accurately surveyed, and every detail of the character of the land is given, including the gradient of all hills or mountains.

The morning of August 1st saw us off in a fine, drizzling rain. Our seats for the performance of Parsifal on the 5th were engaged, so that weather was a secondary consideration. We traversed the broad plain through which the river Main flows, and in half an hour we had left the rain clouds behind and ridden into bright sunshine. Frankfurt lies in Prussian territory, and we were soon out of that country and on Bavarian soil. At noon we reached Aschaffenburg, which city contains a fine old "burg," or castle, with many towers; here also is a model of ancient Pompeii among other sights of minor interest. From Aschaffenburg we struck into a valley which presented charming scenery, but a decidedly rough road. Having fortified the inner man with a substantial dinner, we proceeded to make a short cut across the Spessart mountains. The rise was steady, without a level intermission, but of a grade to permit our reaching the top, after a climb of a little over an hour. A violent thunder shower overtook us here, and we took refuge under some fine old beech trees. Sunshine followed, and mounting again we enjoyed an uninterrupted coast for about an hour and a half down the other side, amid beautiful scenery. We reached the banks of the Main once more. Not being quite sure as to the identity of the stream we inquired repeatedly the name of the river of the peasants. To our queries they invariably answered that they "did not know." This evidence of stupidity and ignorance was fully up to the average standard of intelligence shown by the Bavarian peasant and of which we had repeated evidence during our trip. We reached Gemunden at dusk, and devoured a fine, warm supper, and then to bed to sleep the sleep of the healthy cycler. The next morning we were off betimes; our route lay along a "sand-papered" road with the river on one side and the terraced grape orchards on the other. These orchards are most carefully built and tilled, perched apparently on almost perpendicular walls. The brand of wine is not much known outside of Germany. After a three hours' ride we approached Wurzburg, the approach to this place being by a fine, long coast. On the way down E's spring broke, so our first move was to find a dealer where the broken part could be mended. The town presented a very picturesque appearance, as we approached, with its many churches and towers. It contains one of the more celebrated of the German universities. Students with vari-colored caps and slashed faces, such as "Senator" Morgan described, were therefore numerous.

In the meantime rain had come again. One of the young apprentices in the dealer's shop offered to pilot us out of town and put us on the nearest road to Schweinfurth, our next objective point. He started us up a regular "teaser" of a hill, but when we looked back at the top to thank him he had disappeared. After ploughing a little further along through the mud we learned that we were on the wrong road. On hearing this cheerful news we made some lurid comments on our guide (?), the weather and the road, and wended our way back to the right road, which we had seen winding up on the other side of the valley. This presented a hill longer and steeper than the first, so we walked. We finally reached a rolling plateau under the most perfect cultivation, but devoid of any particular attraction except the mud, which piled itself on our wheels and ourselves. We reached Schweinfurth under a clear sky at dusk. The town is chiefly occupied in manufacturing colors. Of these, blueing forms an important part and is exported to America in large quantities.

Under way again at 8 o'clock next morning we made Bamberg about noon, still following the river Main. Here we called a halt for dinner, that is E did, as an indulgence by your correspondent in a combination including cucumbers and cow's milk on the previous evening, had materially lessened my interest in things edible. After recuperating somewhat we pushed on, the weather, now being bright and cool, making the exercise of riding delightful. We again struck into the mountains to make a short cut. We pushed up hill for about three quarters of an hour, and were rewarded by a fine view of the valley we had just left, the charming landscape including two ruined castles on prominent headlands overlooking the valley. The roads were beautiful excepting where they passed through a village or hamlet.

In Bavarian villages the roads are simply vile, rough, cut up and dirty; the villager dumps all the family refuse into the street, and there it is left to rot and interfere with traffic. The peasant's beast of burden is usually a cow, and sometimes an ox and an occasional dog or woman, but never a horse.

The houses are of the most primitive, cheerless order. The average German village has little or nothing picturesque about it, in fact they repel rather than attract.

(To be Continued.)

DR. H. T. APPLEBY.

IT is with sorrow and sincere regret that we chronicle the death of Dr. Harrison T. Appleby. At a special meeting of the Buffalo Bicycle Club, of which he was an honorary member, the following resolutions were adopted: Whereas an all wise Providence has taken from our midst our beloved associate and fellow wheelman, Dr. Harrison F. Appleby, to whom we are greatly indebted as the founder and leader of the club in its earlier days, therefore be it *Resolved*, That this club, in meeting assembled on the 14th of December, 1888, sincerely expresses its sorrow at the loss of a valued member, and tenders its sympathy to the bereaved family; also *Resolved*, That a copy of these resolutions be forwarded to the family of the deceased, and be engrossed upon the minutes of the organization.

Dr. Appleby's history as a wheelman is full of interest. He was the founder of the Buffalo Bicycle Club and its first active President. He served the club in various capacities during its early career, and his wise counsel and untiring work in its behalf went far toward placing it on a permanent and successful basis. Dr. Appleby was one of the pioneer wheelmen of America. He received his first bicycle in the fall of 1878, and was the first person to ride outside the city limits. Mr C. F. Chavel received his bicycle July 6th, 1876, and the doctor ordered his wheel some months earlier, but his size required a special wheel made to order, and this prevented him from being the first to appear on a wheel in Western New York, but he rode on one of the wheels on exhibition at the centennial some months earlier in the same year, which gives to him the distinction of being the first to ride the bicycle.

When the velocipede first made its appearance here the doctor made a drawing of it, went to a carriage maker, and had one made which was the pride of the town. He was always a very methodical rider, and his yearly mileage was the largest in the club. He took delight in it, he was as happy when riding alone and communing with nature as when in the company of others. He was most companionable and full of wit. His loss is felt keenly, and where shall we find another such as he?

The "Ramblers" took appropriate action on the death of Dr. Appleby and the loss which the Buffalo Club sustains.

ALI BABA.

THE VOLANT SAFETY.

(Springfield Bicycle Manufacturing Company.)

THE Springfield Bicycle Mfg. Co., realizing that the demand for a machine of the safety type is still in its infancy, although growing, determined to produce a bicycle of that type, and after months of experimenting, have produced a machine which it was our pleasure to inspect at their show rooms on Columbus avenue last Monday. We regret that the wood cutter has not completed the cut of this machine in time for this week's issue, but we were assured by Mr. Yost that we would have it in time for our next, together with a fuller description of the Volant.

The first thing that struck our notice in examining the machine was that it was much shorter or more compact between the centres, that is, the driving wheel and the steering wheel were brought much closer together than in the ordinary crank rear driver. This is

made possible because of the principle of driving, as applied to the Springfield Roadster machines. By thus bringing the wheels together, it is claimed by those who have tried the machine, that it makes the steering much less sensitive than is possible when the wheels are farther apart, which is necessary in order to clear the foot and the crank on the rotary driving machines. Among other improvements made on the machine for the 1889 pattern is a new and much simplified clutch in which one spring is made to do the work of five, as was the case in the clutch heretofore manufactured by this concern. The bearings which carry the driving gear are double ball, thus giving a large bearing surface, and consequently increased stiffness and easy running. Balls are also fitted to the driving and steering wheel. The saddle is something new, and has many points of great excellence, one of which is that by a simple device the saddle can be elevated or lowered, front or back, to fit the peculiarities of different riders. In fact this device is the only one we have ever seen that appeared to us practical and almost instantaneous in adjustment. By an ingenious arrangement of the rear part of the saddle to the coiled springs, a certain rocking motion is imparted to the saddle, so that when a man presses down, the saddle instead of being stiff follows to a limited extent the motion of the thigh when it is raised or lowered in either the up or the down stroke. It has also a very simple but efficient adjustment for a tension. The pedals instead of being of the form heretofore common with the Springfield Roadster, will be of the ordinary bicycle pattern, with bearings of special design.

It is not the intention of this article to go into a detailed description of the machine, this will be done in our next week's issue, providing the cut is finished. In general appearance the wheel is graceful, and impresses one as having great strength and power. A sample wheel has been given a most thorough and trying test with the most satisfactory results. In finish, the standard black enamel and nickel plate are used. The saddle and the steering posts are, of course, adjustable, as well as the brake rod. The handle-bars are brought well back, and where the ends and cylindrical handles are attached they are bent at an angle which will make the holding of same in a comfortable and natural position. In regard to price, the company have not yet decided as to what this will be, but it will probably be in proportion to the prices on their other machines.

We also had the pleasure, while in the office of this company, of being shown their

NEW TANGENT SPOKE ROADSTER,

which they call their No. 5. It is in every respect like their machine of last year, with the exception that is has a tangent spoke and hollow rim and improved clutch and the bicycle pedals. It is a fitting and excellent addition to their line of wheels, and will no doubt at once jump into popularity with the riders who desire and believe in the tangent spoke and the hollow rim.

As soon as we can procure a cut of this machine, we shall give it also a more extended notice. In the meantime, this need be taken only as an announcement of what may be expected in the case of both machines.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date.

WE have no very devoted love for ancestral customs, and antiquity does not heighten our veneration for institutions that are not intrinsically good. Ceremonious observances are of but small account in themselves if they are destitute of ennobling and refining influences. But the passing hours of Christmas are more deeply laden with the inspirations of moral advancement and physical enjoyment than any day in the calendar. The whole world unites in joyful commemoration of the birth of the world's Great Benefactor, and gives the fullest scope to the indulgence of those kindly sympathies which were so beautifully commended in His teachings and in His life. To all our reader, young or old, wheelmen or non-wheelmen, of all sects and creeds, and of no sect or creed at all, we proffer our hearty good wishes for their enjoyment of a MERRY CHRISTMAS.

THE wheel has triumphed in the courts again and again, but never until now have we had a decision from a Supreme Court. Rhode Island has given us what we have long desired, and the legal status of the cycle is now established beyond question.

CHIEF CONSULS are requested to fill vacancies in the office of delegate to the National Assembly at once. The call for the annual meeting must soon be issued, and proxy blanks will be sent out as soon as possible. Appointments must be made as follows: California, 2; Maryland, 2; Massachusetts, 2; Missouri, 1; New Jersey, 3; New York, 1.

WE remarked a few weeks since that there was money ahead for the man who should make a practical hitch for two safety machines. We have since learned that the hitch is an accomplished fact, and an application for a patent for the same has already been filed.

WE received a letter from a League member last week, in which he propounded the old query: "What is the League doing, anyway?" We were able to answer him for the particular Division under whose jurisdiction he resides is just now hard at work upon a road book, it has successfully fought several cases in court, and in many ways it has shown itself useful to wheelmen. When we had written the answer to his question it was our turn, and we inquired: "What are you doing for the cause, anyway?" Have you furnished any routes for the road book? Have you aided your Chief Consul by service of any kind?" We await his answer. The men who do nothing are the first to inquire what is being done, and there is more vinegar in the tone of the inquiry than its subject matter.

A BICYCLE IS A VEHICLE.

So Says the Supreme Court of Rhode Island —One More Important Decision.

State vs. Patrick H. Collins. This complaint was brought under chapter 66 of the Public Statutes. It is charged that the respondent while travelling with a vehicle met another person travelling with a vehicle on a highway, and did not seasonably drive his vehicle to the right of the centre of the travelled part of the road so as to enable the other person to pass with his vehicle without interference or interruption. Upon the trial the defendant was found guilty and fined. The evidence showed that the defendant was travelling with an express wagon, and that the person whom he met was travelling with a bicycle, and the defendant asked the Court of Common Pleas to charge that a bicycle is not a carriage or vehicle, within the purpose of the statute, and that he was not obliged on meeting a bicycle to drive his wagon to the right of the centre of the travelled part of the way, and on his request being refused, excepted. His exceptions were: First—That the language of the section under which he was complained of is less broad than that used in other sections which apply to all persons riding or driving, thus showing the intent to exclude some class of travellers from its operation, viz., those travelling on horseback. Second—The requirement of the section that the person in charge of the meeting vehicle shall drive not only to the right, but to "the right of the centre of the travelled part of the road," indicates that the Legislature contemplated that the vehicle met should be of a class to require for its safe passage one-half of the travelled part of the road, and not merely, as in the case of a bicycle, a few inches—bicycles not having been invented when the statute was originally enacted. It is stated that a bicycle has been held in England to be a carriage within the meaning of a statute forbidding furious driving on the highway, and not to be a carriage within the meaning of an act which gave a right to levy toll for every carriage of whatever description and for whatever purpose which shall be moved by any other power than that of beasts of draught.

The State contended that a bicycle is a kind of velocipede, which both Worcester and Webster define as a carriage, or vehicle on wheels, and cites a decision of the Treasury Department of the United States, made when John Sherman was at its head, on appeal from an assessment of duty made by the Collector of Customs of Boston, on an imported bicycle. The Collector had assessed 45 per cent. on it as a manufacture in part of steel, and the importer claimed it to be dutiable at the rate of only 35 per cent as a carriage, which position was sustained by the Department.

The opinion as rendered by the Supreme Court is as follows: The question raised by the exceptions is whether a bicycle is a carriage or vehicle within the meaning of Public Statutes R. I., c. 66, p. 1, which enacts that "Every person travelling with any carriage or other vehicle, who shall meet any other person so travelling on any highway or bridge shall seasonably drive his carriage or vehicle to the right of the centre of the travelled part of the road, so as to enable such person to pass with his carriage or vehicle without interference or interruption." The Court is of the opinion that it is a carriage or vehicle which carries a person mounted upon it and which is propelled and driven by him. The word vehicle is certainly broad enough to include any machine which is used or driven on the travelled part of the highway for the purpose of conveyance upon the highway. The purpose of the section is to prevent accident or collision, and such accident or collision may happen from a bicycle and other carriage meeting, unless the rule laid down in the section is observed. In Taylor vs. Goodwin, L. R. 4 Q. B. 228, it was decided that a bicycle is a carriage within the act which forbids the driving of any sort of carriage "furiously, so as to endanger the life or limb of any passenger." The exceptions therefore are overruled and the case remitted to the Court of Common Pleas for sentence.

Michigan Road Book Supplement, 1889.

The Supplement to the Michigan Road Book for 1889 will be sent to press in January. Any corrections and additions to 1888's Book should be sent to me immediately to avoid delay.

It would be a pleasure and great help to me if all the members would lend me all the assistance they can without further solicitation. Fraternally,

A. B. RICHMOND,
Chief Consul Mich. Div.

Grand Rapids, Mich., Dec. 12, 1888.

Michigan Consuls.

List No. 2.

Hastings—Charles W. Jones.
Hillsdale—Jed J. Randall.

Hotel.

Pontiac—Hodges, vice Northern.

Fraternally, A. B. RICHMOND,
Chief Consul Mich. Div.

Grand Rapids, Mich., Dec. 12, 1888.

Finley Reinstated.

By unanimous vote of the Racing Board Mr. Thomas R. Finley, of Smithville, N. J., has been reinstated as an amateur. CHAS. S. DAVOL,
Chairman.

Ohio.

Mr. Marcus Moses having tendered his resignation as Representative, because of removal from the State, I take pleasure in hereby appointing as his successor Mr. D. W. Jones of Gallipolis.

T. J. KIRKPATRICK, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding date of publication. All applications received after that hour must go over to the list of the following week.

List 170—Total 11—11,25.

BOSTON, Dec. 21, 1888.

CALIFORNIA DIVISION—1—10.

S. F. Bi. Club.

21185 Massie, H. C., 111 Geary St., San Francisco

MICHIGAN DIVISION—2—354.

Unattached.

21181 Grant, R. K., Hastings
21178 Ingersoll, Thurlow, 283 Shiawassee St., Lansing

NEW JERSEY DIVISION—1—742.

Unattached.

21170 Lichtenberg, L. M., Box 161, Englewood

NEW YORK DIVISION—3—241.

Unattached.

21177 Moore, Clarence E., 74 N. Aurora St., Ithaca
21180 Beach, J. Edward, 14 Hanover pl., Brooklyn
21181 Wren, Oliver, "People's Theatre," New York.

OHIO DIVISION—3—015.

Canton Bi. Club.

21179 Tilden, Guy, Canton
21182 Williams, Homer, 155 S. Howard St., Akron
21183 Carter, Chas., Mansfield

TENNESSEE DIVISION—1—45.

Nashville Bi. Club.

21180 Goodwin, Arthur, care Tenn. Mfg. Co., Nashville
21187 Arnold, E. C., Knoxville
21188 Biddle, W. P., 13 Asylum St., "
21179 Redd, Thos. M., Room 10, McCallum Bldg., Knoxville

OFFICERS FOR 1888–89.

PRESIDENT,
T. J. KIRKPATRICK,
Springfield, Ohio.

FIRST VICE PRESIDENT,
H. W. HAYES,
103 State Street, Boston.

SECOND VICE PRESIDENT,
W. S. BULL,
10 West Eagle Street, Buffalo, N. Y.

TREASURER,
W. M. BREWSTER,
300 Olive Street, St. Louis, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

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Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.
H. W. Hayes.....Boston, Mass.
W. S. Bull.....Buffalo, N. Y.

Membership.

G. Carleton Brown.....Elizabeth, N. J.
Frank C. Hodgett.....Detroit, Mich.
Alfred Elwell.....Cleveland, O.

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Chas. H. Luscomb.....261 Broadway, N. Y.
J. S. Dean.....and *Bicycling World*, Boston, Mass.
A. Moore Betts.....421 Olive Street, St. Louis, Mo.

Rules and Regulations.

Dr. Wm. H. Ewell.....177 Tremont Street, Boston, Mass.
W. W. Slate.....P. O. Box 22, Brooklyn, N. Y.
Henry Gwether.....P. O. Box 1582, Philadelphia, Pa.

Improvement of Highways.

Stephen Terry.....Hartford, Conn.
Chas. S. Bartol.....993 Main Street, Buffalo, N. Y.
H. S. Lamoreux.....Cincinnati, Ohio.
Care Searmgood, Mendelson & Co.

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater, 22 to 25 m. m., Washington, D. C.
Col. George Sandeman.....Scranton, Pa.
George Collister.....Cleveland, Ohio.
Care Davol, Hunt & Co.
W. M. Brewster.....300 Olive Street, St. Louis, Mo.
H. H. Hodgson.....New Orleans, La.

Transportation.

Burley B. Ayres, 153 S. Hoyne Avenue, Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References: *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

"'Tis Mightier than the Pen."

A SENSIBLE CHRISTMAS PRESENT.

UNCEASINGLY at it--writing, writing, writing—good writing, bad writing, worse writing—sometimes can read it when it is warm, seldom when it is cold—sometimes the receiver can translate it—sometimes he can't—waste of time, waste of labor at both ends. The pen is old-fashioned--the progressive business man, the intelligent professional man, the live clerk, and the modern student type-write; some 30,000 of them use the World Typewriter. 'Tis a wonderful little machine, as simple as a primer, yet strong, durable, practical; and anyone can with practice easily write thirty-five words a minute. A Single-Case World costs $10.00, a Double-Case World, which writes seventy-two characters, $15.00. Live Agents Wanted. Address Typewriter Department, Pope Mfg. Co., Boston, New York. Chicago.

* * * * *

The Best Business Calendar Published.

THE Columbia Calendar for 1889, although on the same general lines as its predecessors, shows marked improvement. The leaves are not pasted, but sewed at the end, so that any leaf can be immediately turned to. The stand is made of pressed pulp, handsomely gilded, and practically indestructible. There is ample space for memoranda on each leaf, and there are 365 leaves. Although this is the fourth year of the Columbia Calendar, the matter contained upon the slips is fresh and new, and as usual gives much valuable suggestion on the whole broad field of cycling. The Calendar is sent by mail on receipt of twelve two cent stamps. Address Advertising Department, Pope Mfg. Co., Boston, Mass.

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BOSTON, 28 DECEMBER, 1888.

Volume XVII.
Number 9.

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We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

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"THE ART OF TRAINING FOR CYCLE RACING."

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The VOLANT combines features of merit which can readily be appreciated by all. Our walking lever motion enables us to bring the wheels much closer together, thus distributing the weight to better advantage, also making it much less sensitive to steer. It has Ball Bearings all around, runs light, and is strong and compact. We shall have them ready for delivery by Feb. 15th to March 1st. Retail price **$115**.

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BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 28 DECEMBER, 1888.

FROM almost every quarter comes news of great club activity. This is especially true of all places, except of the extreme East and of Boston in particular. This city, once proud of its cycling clubs and their activity and prosperity, now finds that the city proper possesses not an active cycling club. 'Tis true, 'tis pity, and pity 'tis, 'tis true.

OUR appeal to wheelmen to agitate the matter of road improvement is bearing good fruit. While it is the duty of the cycling press to iterate and reiterate the necessity, convenience and economy of good roads, it is extremely desirable that the general press should be induced to array itself vigorously on the same side. Our advice is to write to your local papers and stimulate a popular demand for improved highways.

AN interesting and romantic tale of the late H. B. Smith, of Smithville, N. J., the manufacturer of the Star bicycle, is going the rounds of the press. Our readers will remember that he left his enormous fortune for the establishment and maintenance of a school for young mechanics. This will is to be contested, it is said, by a lady from Vermont who claims to be his wife, although not the one held out to the people of Smithville as the wife of the late H. B. Smith. Even in cycle circles we have our romances, though hitherto they have been confined to the tale of a handsome young man on a bicycle, a bad fall, pretty girl, nursing handsome young man, mutual love and grand wind up with tandem accompaniment.

WE await anxiously the outcome of the Stanley show, for we are informed that great strides will be made by the makers in safeties, both single and double. We are not disposed to quarrel with those who are confident of the future popularity of the ordinary, but we feel an equal confidence in the success of the rear driving safety and in its perfection we feel a deep interest, because it is, we are assured, to be the wheel of the people. The feeling of interest in the tandem we find quite general, and look forward next season to seeing some most excellent productions. We have heard of but one maker who will not put a two-wheeled tandem on the market.

THE INCONSISTENT SIDEWALK RIDER.

UNDOUBTEDLY all the readers of this paper are acquainted with, or at least have heard of, that peculiar conglommeration of human inconsistencies of the genus SIDE, who rides a bicycle. One time you will hear him engaged in a disquisition upon the rights of cyclers, and again you will see him exercising the qualities of his unfathomable incongruity. His instruments of torture are a bell and whistle, and above all his brazen countenance. The principal mode of self-gratification of this *non compos mentis* is to ride on the sidewalk as if pursued by the furies, at the same time ringing his bell or tooting his whistle, not only being the cause of discomfort to, but endangering the lives of the legitimate users of the walk. Another of the favorite pastimes of this interesting individual is sidewalk riding at night without a lamp.

Again you see this mixture of discrepancies exerting himself to push his wheel through a crowd, when, by going only a few steps further, he could with half the trouble go round.

This kind of rider, when he enters a town, not only injures himself but also his fellows in the sight of the public, not taking into consideration the incalculable wrong done the cyclers (if there be any) of that town.

Oh! human nature, how inconsistent thou art. LEAGUE.

[Yes, we all know him, and we hate and despise him. Arrest him, fine him, imprison him, and we who do believe in consistency will rejoice. ED.]

THE SOUTH END WHEELMEN RECEIVE THEIR FRIENDS.

Two years ago the southern part of the city of Philadelphia witnessed the formation of a new club, which was christened by its half dozen originators, "South End Wheelmen," and last Tuesday evening the two-year old infant celebrated its second anniversary and also its housewarming in the new quarters, No. 1720 South Broad street, where its forty-three active and twenty two associate members have found a home. About half past eight o'clock the club mounted their wheels and rode up Broad street to Dickinson, where they were met by the Mutual Band, under leadership of Prof. Ferrazzi, and headed by the musicians the procession moved down to the new club house amid a glare of red fire, Roman candles and rockets. The club house had been handsomely decorated for the occasion both without and within, and presented one blaze of light as the wheelmen rode up to the entrance, saluted by the cheers of the non-riding members and visitors. Among the latter were prominent representatives from nearly all the city clubs.

A CONCERT

was given by the band in the large meeting room on the second floor, and after the house had been inspected from the gymnasium on the third floor to the wheel room on the first, the guests and members were invited out to supper. For the responsibility of the finest supper I ever saw at the opening of a cycling club house thanks are due the following committee: Messrs. Jackson, Caryl, Young, Bradley and Edwards.

THE PRESENTATION OF THE MILEAGE MEDALS.

for greatest milcage during the year, was then made to the following members: Messrs. Edwards, 6474 miles; Draper, 3400; Dimon, 2074; Keim, 1674; Bradley, 1810; Bechtold, 1671; Caryl, 1040. E. J. Kolb was also awarded a handsome medal for his win of the club championship ten-mile road race in October, and Captain Bradley was presented with another beauty by his friend, George Caryl, club Secretary, as a memento of his one-mile championship, won by him at the State Fair.

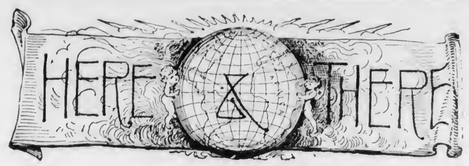
Not content with the undoubted success they scored on Tuesday night, the club repeated it by tendering a

RECEPTION TO THE LADIES

on Wednesday evening, to which they invited their lady friends. Music and dancing were indulged in and refreshments were served to the fair guests, who pronounced wheeling in general, and club receptions in particular, a great success. Here's a health to the South End Wheelmen! "ARIEL."

Philadelphia, Dec. 23, '88.

THE Columbia Bicycle Club, of North Attleboro, Mass., have elected the following officers for the year 1889: President, F. J. Mills; Vice President, W. F. Swift; Secretary, T. E. Bell; Treasurer, C. F. Kurtz; Executive Committee, F. J. Mills, T. E. Bell, C. F. Kurtz, S. E. Lamphrey, and J. Platner.



PENNSYLVANIA.

"ARIEL."

LAST Monday evening the South End Wheelmen, at their regular meeting, elected Captain J. J. Bradley as delegate to the Associated Cycling Clubs, in place of S. Jackson, Jr., who declined re-election. Mr. J. A. L. Edwards remains the other representative from that club.

IF it were not for the fact that I do not care to invite said J. A. Lincoln Edwards, Secretary of the A. C. C., to sit down on me as he did on Mr. 3463, in the last issue of the BI. WORLD (it's rather unpleasant to be told you are "in the soup," you know), I should like to intimate that said A. C. C. do a little more next season toward promoting inter-club runs, etc., than they did this; but with the Association's feelings in view (likewise my own) I refrain.

READING is talking of holding the next State Division meet in that place on July 4th. Rather a long look ahead, but there is no reason why it should not be a go. The central location of the town would draw large delegations, thus ensuring its success.

THE new house of the Century Wheelmen is still an unsettled question. They at one time thought they had secured the house on the corner of Broad and Montgomery avenue, but the negotiations fell through and they are now talking of a property near Broad and Oxford. It is a question whether it would not pay them to build. Fifteen or sixteen thousand dollars is a large sum to put into a property that will have to be altered to suit the requirements of a wheeling club.

HARE and hounds is taking down here. Following the Thanksgiving Day run of the Centurions, the South End Wheelmen held one last Sunday. Messrs. McArdle and Wheeler were the hares, and that they were well selected is shown by the fact that they were not only not caught but only one of the hounds followed them over the entire course, which was described to me as a terror, being over railroad tracks, cross country lanes, and the kind of roads generally that prevail down toward the "Neck." Mr. Chas. Kolb, who followed them took six headers, while Mr. Wheeler took one, standing on his head in a manure pile. Some people will insist on choosing queer places for a dismount. The hares rode a total distance of 24 miles in 1 3-4 hours.

A CHANGE has taken place in trade circles here. Strong and Green have removed their place on Fifth street to Arch, above Seventh, and they certainly have, in their new quarters, the finest cycling storeroom in the city at present. A lot has been leased back of the store, which they purpose utilizing as a riding school. The firm is now the Strong & Green Cycle Co., a new man having gone into the business, whose name I am not allowed to reveal until after the first of the year.

ALTHOUGH we are verging toward midwinter riding still goes on. Captain Supplee took eighteen of the Pennsylvanias to Norristown last Sunday, and I rather imagine this is record for the season. The Centurions, South End and Mount Vernons were also out on the road. To-day I took a spin up the River drive, along the frozen banks of the Schuylkill, with the thermometer somewhere near ten above, and we are only hoping it may be thus all winter. No vaseline for us, yet, if you please.

KIRK BROWN and his new Psycho tandem came to grief this week. He was riding it round the public buildings, with a young man on the front seat, exhibiting the points of the machine, when the front fork broke near the head. Fortunately, the wheel held in or a moment or two, and a bad fall was averted.

CHIEF CONSUL JESSUP called a special meeting of the Board of Officers of the Division last Friday evening, and in response thereto a bare quorum materialized. Following were present: Messrs. Jessup, Hare, Burt, Tucker, Osborne, Lewis, Brown, Wells and Crowther. Mr. Jessup brought before the meeting a plan of dividing the State into districts, after the example of Massachusetts and New York, but the plan of elections for representatives from said districts was considered to involve so many difficulties that it was finally dropped, after a full discussion. The following gentlemen were appointed a committee to make nominations for the election next season: Messrs. Osborne, Philadelphia; Trimmer, York; and Van Nort, Scranton. The meeting then took up the matter of the Road Book (Pennsylvania-New Jersey-Maryland), and after hearing from the printing house having the matter in charge it was decided that the book be issued not later than February or March, to be furnished to all members of the Division free and to the New Jersey and Maryland Divisions at 40 and 50 cents respectively, according to binding, for each member of said Divisions; a quantity to be also furnished to the trade and to other wheelmen, for which a retail price of $2 per copy will be asked. The Secretary-Treasurer's report showed a balance in bank of some $758, with about $100 paid on account toward the printing of the book, so that the Division is somewhat flush. A motion was made and carried to have the National delegates place Geo. A. Jessup in nomination for the Presidency of the L. A. W., this being the first official action on this subject.

A CIDER and doughnut party came off at the "Pennsy" house on Tuesday night, in honor of President Laing's re-election, which was greatly enjoyed by a large number of cyclers. Music and sparring filled out a very pleasant evening.

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NEW YORK.

"HAWKSHAW."

I VERILY believe that if a race was advertised to take place on the summit of the Brooklyn Bridge towers, that a large field of New York wheelmen would be found ready to start in the event, so great is their anxiety to risk their necks in any form of medal grabbing that might be proposed, no matter how unsuitable or dangerous the grab might be. When I saw the disgusting exhibition of men and machines that formed a cycling sandwich upon the track of Madison Square Garden on Saturday evening, I thought that here at least would be some gentlemen who would see the danger and consequent folly of attempting to do any form of in-door racing under the present system of Garden or Armory games, but I should have known better, I suppose. I might have known that the gentlemen in wheeling circles here, who are by courtesy termed "racing men," can no more resist competing in one of these events when some valueless bauble is the prize for which they risk their necks than a bull can remain lamb-like under the tantalization of a red bandanna. Like a Jack-in-the-box the same field of starters popped up at the games of the Twelfth Regiment on the following Monday. The track, some twelve laps to the mile, with a surface as smooth and as treacherous as ice, was crowded with these gallant exponents of grand and lofty tumbling. But why take up space here to narrate the result? It was the same old story, the same gentleman from Brooklyn who occupied the position of premier tumbler on Saturday night appeared in the same role on Monday, and nearly the same pyramid act was indulged in by those unlucky enough to be contesting with him. A young man borne upon the shoulders of his friends in an unconscious condition was the result, but what matters that? What difference does a few killed or wounded make to these racing gentlemen? Doesn't the winner get a ten dollar gold (?) medal, and isn't that compensation enough for danger, or even death itself? Maybe you don't think so, Mr. Editor, neither do I, but then these gentlemen would declare that we were old fogies, because we held such opinions and valued our necks at a greater price than a $10 medal, and were therefore not fit judges of the glory of such bloody contests as these. Perhaps not. Why, Mr. Editor, you remember in our day we used to think of cycling as the very poetry of athletics! See how it is changed! These gentlemen are fast convincing the public that instead of being the poetry it is the Sullivan of athletics, i. e., "the champion knocker out." Alack! alas! that it should come to this. But it has.

WHAT a universal leveler cycling is! History once made Warwick a "king maker," but cycling has brought the proud Warwick down to being only a "common felloe" maker, and the highest honor it accords the name of Warwick is to attach it to a new pattern of bicycle.

A BRILLIANT writer, in a journal published somewhere or other in the wild, woolly and windy West, advises the editor of this paper to correct the writer of this column "with a great big club" for some utterances of mine that have not met with the approval of this same b. w. from the w. w. w. W. How sad it is to see such ignorance exposed in public print. Undoubtedly the editor of the journal upon which the aforementioned b. w. is employed has long since learned that upon the block-head of this b. w. nothing short of an imposing stone vigorously applied will make any impression, and at once, from his own experience, he comes to the conclusion that editors correct the errors of their writers here in the East on the same plan, and advises the use of a "great big club," doubtless thinking in his mild and idiotic way that this would be a more polite, because less deadly way, than the use of the imposing stone which he is acquainted with. Some day when this b. w. has nothing else to do if he will just take a day off, and write a treatise on what he knows about running a paper, which at the utmost oughtn't to take up over a very small page of letter paper, and will kindly send a copy to the editor of this paper and myself, we will both, I am sure, in the future endeavor to improve upon our present crude form of journalistic endeavor, and in days to come perhaps we, too, may learn like our friend, the b. w. in the w. w. w. W., to more fully appreciate the use of the "great big club" as a factor in journalism. In days of old the wise men came from the East, especially around Christmas time, but no longer is that so, for it is from the West that they now swoop down upon us, and thus another error of the past is corrected by the wisdom of the present.

NOW has come the season of the year, "the saddest of them all," when ye back country wheel correspondent is no longer able to cajole the editor into the belief that the entire cycling world is waiting with breathless expectancy for the arrival of the paper which prints his soul destroying wheel notes, wherein appears the startling news that "Sam has got a new oil can, and it's a dandy," or "Bugle Low opened a jack-pot at the club the other evening, and lost seventeen cents and a monkey wrench by attempting to bluff out on a pair of Jacks against a full hand," or something else of the same kind. So lacking this material for his notes, owing to the closing up of the riding season, he plumes his wings for a loftier literary flight, and thinking that no one else has read the "quick or you're dead," he allows his gigantic brain to bring forth something like this: "Now swirl me swift from the surging spring, I'm weary of wold and wind; the gruesome graik of the jabberwock comes jummering to my mind; the feeble song of the spotsome trog comes solemnwise soughing slow, and again I hear, by the bournful birch, in the swailing swirl of the soughful wind, as the gust goes glooring by, the weird wail of the wheelmen wild, as he lays his wheel away." And the next week's issue of the *Bungtown Starter*, contains a notice among its social notes, just beneath the one wherein its readers are informed that Squire Jones has painted his new barn red, something like the following: "Willie Wheeler, the son of our esteemed fellow townsman, Col. George Washington Wheeler, is a well-known light in the literary world, and has refused several tempting offers to dispose of some of his literary products. We append one taken from the well-known journal, the *Wheelers' Weird*, etc., etc.," and then will follow an extract from the wonderful Willie's efforts. Such is fame in backwoods life, and such is the pain that we who read wheel papers or write for them, must be afflicted with. Oh Lord!

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DENVER.

"OCCASIONAL."

ON January the 18th, the Social Wheel will celebrate its first anniversary by a "theatre party" and a banquet. The club will first attend the Opera House, and after the performance they will attend to the eating portion of the programme.

THE latest remark at the club rooms, "Who is 'Occasional'?"

WHEELMEN of this city are already talking of a spring meet; it is not a bit too early, either.

IN the November *Sports Afield* the Ramblers again remind the Social Club of their challenge, "open to any club west of the Missouri." What is the matter, Socials, does mere talk frighten you?

IN the Ramblers' club rooms there is a mark on the wall (about four feet from the floor) said to be one mile above sea level. Boys, think of it: riding hills over a mile above those of your Eastern States. How do you think your wind would affect you?

"HOD" KENNEDY is on the lookout for the "chump" (as he calls his expected victim) that wrote the BI. WORLD for information as to his (Kennedy's) eligibility to the L. A. W. Mr. Kennedy has his "guying" gun well loaded, and I caution Mr. "Wheelman of Denver" to lay low for the present.

WHEELMEN of the East, let me excite your envy. How many days during the winter can you call a run and have twenty-five wheelmen turn out with you, and then a little later to have the "other club" come along and swell the number to thirty-seven. The Socials on their run to Littleton last Sunday had the above number: twelve of them were Ramblers, however, who happened to run up against us.

ST. LOUIS.

"LINNEUS."

"STROLLER," with your native Chicago modesty, you overstep the mark when you say that I did any bluffing as regards a race between Stone and Lumsden. If you will trouble yourself to look up the WORLD of Oct. 19, you will notice a squib, under "What I would like to see," "Stone meet Windle." You took exceptions to this, and in your letter of Nov. 2 you state, "but hadn't you better have Percy try Lumsden again before going for the scalp of Windle?" Prof. Stone has about gotten tired of POOR bluffing, and early this week he placed the whole affair in the hands of C. C. Brewster, with instructions to challenge Lumsden. Brewster has written to Garden in the matter, and it behooves "Stroller" and the balance of the Windy City cyclists to "put up or shut up." Percy Stone says if the match is arranged it cannot come off before spring, and he would prefer to have the races run on the road, as we have no suitable track here; one race at Chicago and one at St. Louis, and in case of a tie, the run off to be held at Clarkesville. The wheelmen here are all very anxious to have the race come off, and will all put their little pile on Stone.

GERRY JONES, "He pays the freight," ex-Chairman of the Racing Board, was in town Wednesday, and left on Thursday for Kansas City. Gerry does most of his riding now-a-days in a Columbus buggy.

I HEAR that President Lucas, of the Cycle Club, has entered into negotiations with a well-known capitalist, looking towards building a cycle track somewhat nearer town than the Fair Grounds. He refuses to divulge anything as yet, but states that if the track is built the credit belongs to the Cycle Club.

SPEAKING to Willi Brown a few evenings ago the question was broached of having him ask Street Commissioner Burnet to appoint a wheelman to act as Street Inspector without pay. He thought favorably of the scheme, and thinks that if a wheelman is found who is willing to serve, he could have him appointed. Who will act as such?

R. A. NUTTSON is arranging a cycle race meet to be held at Hot Springs on Christmas Day, and a poster at the agency announces in big black letters that "the fastest men in the world will compete." He has Percy Stone down for the amateur events, but Percy says he will not attend unless he receives a check covering all expenses. [Nice amateurism.—ED.]

A LOCAL sheet called the *Real Estate Bulletin* devotes two and one half columns of space to an article in which it extols the virtues (?) of our granite pavement, and says Mr. Burnet will make the mistake of his life if he adopts brick instead. Cyclers would gladly welcome the change, as our present down-town paving is becoming poorer every year.

MISSOURI is not to be placed in the category of States whose Chief Consuls have as yet not sent for the road improvement pamphlets, as nearly 200 of them have been mailed to all parts of the State to each Road Commissioner or Surveyor. In connection with the pamphlet a circular asking for road information and names of cyclists was sent out, and answers are beginning to come in giving the required information and complimentary to the leaflet.

NOTICING that your correspondents are bringing on their candidates for President, I would ask, "What's the matter with Doctor Emery?" Any one who was present at the officers' meeting at Baltimore and heard his debate on the constitution, which completely knocked out the "Great Objector," could not help being favorably impressed with the man. Dr. Emery has served the League long and well, and in my opinion would run a good race for the position.

THE Division has not increased its membership this year, and is still six members behind last year's figures. With the great increase of riders this would seem inexplicable, and the explanation is to be found in the words "too few workers." Up to last September the city was practically without a local Consul, and nobody seemed to bother himself about recruits. This condition of affairs has also held sway at other places in the State. There is absolutely no reason why Missouri should not have had 400 members.

HAL GREENWOOD tells a good story on the Cycle Club. It seems that when the club leased their present quarters their landlord had been greatly annoyed by a neighbor, who, wishing to buy the property, had frightened off all prospective tenants by stating that the house was haunted. Now whenever the rent is paid the owner blandly asks, "are you still making enough noise to keep the spirits out? if not, be sure to make all you can." It is needless to say the boys need not to be told this twice, and whenever sheol is raised they are simply living up to their contract to knock the spirits out.

STROLLING round to the agency last Wednesday, hungry for news, I had the pleasure of meeting "Senator" Morgan, who had just arrived from the South. He states the tournaments at both Columbus and Augusta were fairly successful and that he is on the way to California to see how the land lies for giving a big tournament at Frisco. The "Senator" impressed me as being a man of snap and vigor as far as cycle racing is concerned, and if it were not for that R.-T. affair he would be differently regarded by all. He will be back East to attend the Chicago tournament in May, and says St. Louis ought to make use of the opportunity and give a race meet following the Chicago affair, as all the best men in the country could then be brought here.

S. C. NEWMAN won the Missouri's mileage cup this year by riding 5003 miles: he will evidently not try to win it for another season, as he says "a cycler who rides for pleasure as well as for health is overdoing the matter if he passes the 3000 mile limit in a season of eight months. A person of strong constitution may not to permanently injured by a 5000-mile ride in one season, and will soon attain his normal condition, he has done himself no good in a physical way, and it is safe to say that not one in a hundred will repeat the performance. Long distance riding has a tendency to disgust the rider with the sport, simply because it removes it from the realms of pleasure and healthful exercise into the commonplace regions of work, and this, too, makes me doubt the reports of cyclers doing from five to seven thousand miles season after season. Ride 5000 miles in a season, and after spending all your spare time, formerly devoted to society, reading and other pleasures, on a wheel, consider if you care to repeat the performance—ten to one you won't."

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KANSAS CITY.

"MENTOR."

THE United Wheelmen are now located in their new quarters at 1117 Broadway, and the club house is a bijou in interior appearance, and will compare favorably with any club in the country. The prosperity of the club is due nearly entirely to L. S. C. Ladish, the club's President, whose untiring energy has placed it on its present substantial basis. The house has been fully described in these columns, but the members were surprised at the luxuriousness of the house. The rooms are all beautifully furnished. The papers have been filled with descriptions of the club's house, and the general public has become more or less interested in the club.

"OCCASIONAL," your Denver correspondent, has now come out of the gloomful gloom long enough to remark that the jump-pedal mount is a chestnut vintage of '79. We herewith tender him our distinguished consideration and ask to excuse us for living.

"SENATOR" MORGAN, your special correspondent, was in the city today (19th) en route for 'Frisco. The "Senator" has a host of friends here and they were glad to see him. He called at the United Wheelmen's club and entertained a circle of the boys with his many reminiscences of the path. He left here for Omaha.

YOUR correspondent learns from a highly reliable source that it was the intention next year to elect Chas. H. Luscomb President of the League, his circular letter to the New York Division members, however, has "cooked his goose," so to speak, and that J. R. Dunn will be nominated in his stead. This information is given for what it is worth, but it is entirely reliable.

BOB HOLMES, of St. Louis, Chairman of the Missouri Touring Board, had occasion to write to Marshall, Mo., to get the names of wheelmen there, for the purpose of securing them as League members. Bob's letter of inquiry found its way into a wag's hands and the latter sent a list of fourteen men, who did not ride bicycles, and were burdened with adipose tissue from 200 to 300 pounds.

HARRY G. STUART, who leaves this evening for Los Angeles, Cal., where he has accepted a position on the Los Angeles *Times*, was tendered a banquet on Sunday evening at the Coates House. The affair was an enjoyable success. The menu was elaborate. Dr. Henderson made a neat address, testifying to Mr. Stuart's work for bicycling. Although not a speaker Mr. Stuart replied in a few words. President Ladish also spoke at length of Mr. Stuart, and his connection with bicycling in Kansas City. At a late hour the members returned to the club rooms and a reception was held. Mr. Stuart left the next morning for a trip into Missouri, returning Wednesday. He will reach his new home on Christmas morning.

W. C. BRADLEY, of Ottawa, Chief Consul of Kansas, was in the city last week and called at the United Wheelmen's club house. Mr. Bradley is arranging for the fourth annual Kansas Division meet at Ottawa, in June. The races will be held in Forest Park and wheelmen will camp out on the grounds. There are a number of large buildings where entertainments can be held. The buildings and grounds are illuminated with electric lights. Camping out will prove a pleasing innovation. This meet promises to draw a bigger attendance of wheelmen than any previous: $1,000 in prizes will be offered contestants. Mr Bradley is now trying to secure a national championship to be run off there. The track is without doubt the finest in the State. It is fifty feet in width, sixty on homestretch. The track is surrounded with trees which makes it shady and cut off the wind.

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MINNEAPOLIS.

"WHISKERS"

THE weather for the past two months has been all that could be desired, and the roads are as smooth and hard as marble. The result is that one sees hundreds of cyclers daily in a short ride around the city. A few of these popular resorts are Lakes Harriett, Calhoun, Cedar, Como and White Bear. Then there is Minnehaha Falls and Fort Snelling, around which the scenery is perfectly grand. So, gentlemen, if any of you have any intention of paying a visit to the Northwest during the summer months, do not fail to bring your wheels, and some of us will try and make your visit pleasant.

AMONG the best riders in town the speedy are E. A. Savage, J. R. Stockdale, Colie Bell, E. J. Hale, Henry Lackor and Chas. Barwick. The first three are evenly matched and have had some very interesting brushes.

THERE are about one thousand wheelmen here and I am very sorry to see such a light League membership. On making enquiries I find there has never been any one who took an interest in the League and did the necessary missionary work. There is really no active club here, though the Minneapolis Bi. Club claims to be, but it is more dead than alive. This is a mystery, as there is plenty of good material.

I HAVE long been an admirer of J. Purvis-Bruce as a writer, but have never had the pleasure of meeting the gentleman. Learning that he once resided here I started to find out what kind of a fellow he is. The first person approached was Chas. Barwick, who said he knew Bruce very well. "But," said he, "if you want to find out anything about him go and see the cow boy." "And for Heaven's sake who is the cow boy?" "Oh," said he, laughing, "that is Jim Stockdale. We call him the cow boy because he went South on a cattle ranch last winter and in the spring blew into town in a hat that would take a man three days to ride around. He and Bruce were like unto 'Damon and Pythias.' You will find him at Sam Morton's sporting goods store." So thither I went, and on enquiring for Mr. Stockdale, a gentleman in the rear of the store, his feet cocked on a desk, silk hat on one side, and smoking a cigar as contentedly as if he "owned the earth" was pointed out. "Know Bruce?" said he. "Well, I should smile.' Why, partner, he was the whitest man that ever struck this camp." So we sat down and had a talk, and if Mr. Purvis-Bruce is half the man that Stockdale paints him, all I have to say is that I long for the day when I may meet him.

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KENTUCKY TIPS.

"BOURBON."

WHAT'S the matter with Kentucky. We wish to assure the readers of the WORLD that she is "all right." Like the intrepid Stanley, not having been heard from for so long, a suspicion may be entertained that all was not right. But we are still with you, Mr. Editor, and hereafter you may bet on us for a place.

LOUISVILLE has a promising club now, an infant as yet, but four months old: two as promising children have gone before, gathered in by the cycle of the great reaper. Phoenix-like we have risen from their ashes, and we hope to gather a spring harvest of new members. Out of two hundred riders in this city, we have as yet secured a membership of but twenty-seven active members.

THERE are always men in all classes who stand aloof and let the workers put an undertaking upon its feet, and when success is assured, they flock to the standard to enjoy the benefits. It has been truly said that the lazy men get the best of everything.

I AGREE with "Hawkshaw" in what he says in support of the "social element" in clubs. We believe in the "social element," and while we are biding our time until we get a club room, we are accepting invitations to the homes of our members, where good fellowship and other good things rule the hour.

THE twenty mile road race, fixed for Thanksgiving Day, was postponed. Six entries were from Covington and the Kenton boys were quite confident of "plucking" our best spurters. They will have an opportunity to try at the Division meet in April at Danville, when the postponed road race will be run off.

CHIEF CONSUL CRONINGER, of the Kenton Wheel Club, is now engaged upon a new road book and map, which will be issued in the spring. He is putting his club through a course of winter training, to be ready to "do us" when the season opens.

A REPORT comes from that quarter, that recently the club made an 80-mile run just for a little exercise, during the last two hours of which they made 28 miles. Please pass the salt.

WE have received copies of the circular on road making, issued by the League. A very excellent and well written article. It was published in a condensed form in the *Courier Journal* of last Sunday, which will give it wide distribution.

LOUISVILLE has voted a million and a half dollars for street improvements, and during the next year our wheeling territory within the city will be considerably extended, and many new riders may be expected to join our already quite respectable army.

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NEWS AND COMMENT.

A MEETING of the Boston Athletic Association will be held on Saturday, December 29th, at 8.15 P. M., in the gymnasium of the Club House on Exeter street, at which the Building Committe will turn the House over to the Association. On Monday and Tuesday, January 7th and 8th, the Club House will be open from 12 M. to 5 P. M. to ladies or gentlemen accompanied by members or presenting a card or order of any member. We understand that the limit of 1200 members which is full will be increased to 1500.

THE Rochester Club banquetted on the 20th.

THE Berkshire County Wheelmen dance in masks January 9th.

THE South End Wheelmen of Philadelphia have opened a new club house.

W. F. MURPHY of the K. C. W. has ridden 5,026 miles this season. A good record.

FRED CONINGSBY is to try to break the Eagle Rock Hill record on a Victor bicycle.

WE welcome the Eagle Bicycle Co. of Stamford, Conn., among our American makers.

OUR Xmas present to ex-Chief Consul Hayes is a fan and fig leaf, express paid to Brazil.

THE Louisville *Commercial* publishes an alleged portrait of Mr. R. D. Garden of Chicago.

WE can recommend winter wheeling, even in our Northern States, as most exhilarating fun.

THE man who said "leaders are but few, but followers go in flocks," never tried to run a bicycle club.

MR. GEORGE W. PRESSEY, the inventor of the Star has been elected President of the Hammonton Board of Trade.

MR. PRIAL denies that he is going into the sporting goods business with one W. Halpin, so the Brooklyn *Citizen* says.

WE learn that the Universal Cycle Club had a "razzle dazzle stag racket" last night. We wonder how the members feel this morning.

OUR Cycling press men seem to lean towards the trade, and it is reported that John A. Wells is to become a member of the Strong & Green Cycle Company.

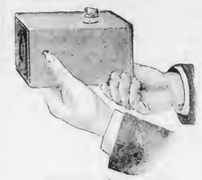


This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. One throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickeled. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 149 and 150 Greenwich street, New York.

THE BICYCLING WORLD (established 1878.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

☞ Postage stamps not received in payment.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder-strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess,** and secure, by its use, a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.

A CORRESPONDENT writes, complaining of extreme low handles as a fruitful cause of the so called bicycle back, and urges all manufacturers to give their customers a choice.

MISS PAULINE HALL continues her conquests of the hearts of wheelmen. The Pennsylvania Club have presented her with a handsome badge. She seems to have a walk-over in her particular line.

WE have, in the course of our cycling experience, ridden over snow and ice upon every class of cycle. We should think the device advertised elsewhere would prove very successful and add much to the efficiency of the cycle as a carriage on slippery surfaces.

AN eight hour bicycle race between women for the championship of America and $500, as the Palace rink Christmas, was won by Miss Lottie Stanley, who made 80 miles, to 78 by Jennie Wood, 64 by Annie Hardy, 59 by Lulu Hart and 43 by Clara Baldwin.

"SENATOR" MORGAN is working the Southern press in his usual efficient manner. In the Augusta *Chronicle* the stock cuts of Rowe and Woodside do duty in an article where they are not mentioned. The "Senator" still claims to be long-distance champion of America.

THE "Pathfinder" furnishes a full account of the recent celebration of the San Francisco Bicycle Club's "tin wedding." Space forbids us producing his account in full. Messrs. C. A. McDonald, B. C. Austin Jr., Thomas S. Cobden, H. A. Mathews and others contributed to the entertainment of the ladies and gentlemen present. The San Francisco Club is, next to the Boston Club, the oldest Wheel Club in the country and we are pleased to learn from the "Pathfinder" that with all its ten years it is more prosperous than ever and has the handsomest and largest cycle club rooms on the Pacific Coast.

L. A. W. 17,561 writes: "Now that the riding season is over, the average club man hangs around the store and seeks for some pleasant way of passing away the wild and wooley winter hours. A new idea in the cycling line has been brought out by several of the lovers of the sport here. The 'idea' is to see how many times and how fast a dinkey (safety) can be ridden around a circle within a space ten feet square. Mr. Jacob Jackson and his Veloce have succeeded in placing the record (as a starter) at 200 times without a dismount. The phrase 'miss and out' must be slightly changed to apply to this branch of cycling to 'outside and out.' The circles must be made inside the lines or no go. Now let us see what some of the pushers of the rear driver can do. When they become expert enough, perhaps the space might be cut down to 9 feet square, etc. As 'Jakie' went something over a mile in making his ride, we could perhaps get some records for this style, say for 1-4, 1-2, and 1 mile, no 50 mile records wanted. Then again, the space can be enlarged to suit ordinaries. It's lots of fun—for the spectators, so try it.

TEMPLE writes a letter to *Bi. News*, recapitulating what is already history in this country, in re the greatest Barney ever perpetrated on the cycling public. We take extracts from that paper, commenting on Temple's letter. * * * * "Temple's letter explains itself on many points, but there is only one which we propose to touch on, and that is the assertion of Mr. Woodside that all Temple's victories were arranged. Temple's pertinent question practically answers this charge. He asks: 'Why, if the races were arranged for me, were they not arranged for Woodside and Rowe?' We know that they were not so arranged, and there's an end of it. Again, Temple did many excellent performances under the eye of amateur officials, and on watches above suspicion. The record of the little man's performances are not confined to the professional

San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed) DEVANY, HOPKINS & CO.

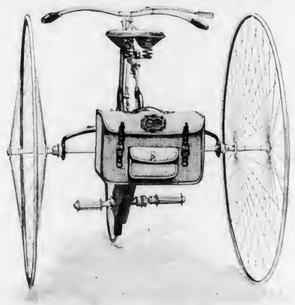
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MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their fetting out, their dangerous journey and safe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid.

☞ Postage stamps not received in payment.

track. He appeared at amateur meetings and tournaments, and the best of our amateur authorities officiated. It is ridiculous to tell us that Ralph Temple is a waster and a fraud. We believe that for his size and weight no better or faster man ever sat upon a bicycle. We further believe that all the important races which he ran over here were *bona fide*. He has but one fault, and that is, he rides an English bicycle. This one fact seems to have snuffed out all the patriotic pride which we fancied would have bubbled out when a native-born Chicagoan held his own manfully against all comers. The nation which annually imports a selection of English amateur athletes to send them back within a few months as "Americans" to compete in English championships, might have been expected to rejoice over native talent, but far from it: with some honorable exceptions, the only American of the American team has not received even fair play in America. We are sorry for the little man. The agreement for the "barney" was in the handwriting of Rowe's trainer. Temple slaughtered Rowe in every practice spin in England until Morgan requested him to let him beat him; and with both men fit and well, we would stand Temple to win every race of a similar series, and we hope he will go to win every time if another set of matches can be arranged next season." [We think *Bi. News* is wrong in ascribing Temple's treatment to the fact that he rode an English wheel—that is bosh. We further would correct *Bi. News* by stating that the three "articles of agreement" were one each in the handwriting of Morgan, Alley and another party to the fake—ED.]

HOW THE MARYLANDS "DEFENDED THE CUP."

It's a fine old League Club—God bless 'em, every one. Loyal? Yes, loyal to the heart's backbone. They are League clear through. A little exclusive to be sure, but with a warm, comfortable wrapping around the cockles of the heart that bursts open and gathers in its petals every wheelman that appeals by honesty and respectability. And don't you make any very gigantic mistake either for it is *devoted* to wheeling with an enormously big, big D. Truly it has its social features and very delightful they are too, but the members are not effeminate dudes. Oh, no—these same clever chaps who don dress suits as occasion requires and are pinks of propriety *in* propriety, are athletic men early in the morning or the night after a club german. No, they are not "toughs," but they can do some tough riding nevertheless.

The dear old Maryland Club. You were told in charming simplicity of one of its late annual "Bushwhackers' Meets," and now you shall learn how it "defended the cup." The citizens' cup was subscribed a year ago and won by the Marylands, when such crack riders as Jerry and John Lord, Dick Whittingham, Kemp Bartlett, Ned LeCato, Sam Shriver and others could make it a foregone conclusion. But to-day, Jerry is a dignified M. D., John is doing the country across the pond, Dick is with the Hoes in New York, Kemp has taken unto himself a charming little helpmeet, Sam has gathered icicles in the harvest of life and left us, and none of the fleet flyers remained but Ned—dear, old, faithful Ned—whose loyalty is proverbial and whose heart is as a child's. You must know the cup had to be defended for two years before it could become the property of the club.

October rolled around, the month in which the contest must be made, with scarce a thought of preparation. The leaves were beginning to fall, and so were the hopes of the club members. Enough interest was not manifested to get up a team of defenders. The men were doing plenty of road riding but were disinclined to the restricted regimen necessary to proper training. Something must be done. At last, at one of the regular club meetings the topic of defending the cup was alluded to. One charming old frost-bitten chestnut, with skin wrinkled by many a severe winter, and kernal kiln-dried by the hot blasts from the furnace of *dolce far niente*, and one distinguished for an arousing oratory which has long burned its way to conviction in the councils of the League as well at the club forum, arose, and with silver tongued eloquence burnished with the liquid gold of earnestness, addressed us thus:

Said Sam, in a climax of peroration, after an appeal, "fellow members, fraternal brothers, my heart sheds molten tears of crimson vital fluid at this apathy in the once great King of Clubs" (evidently Sam didn't have his mind on his number, but did have it on the last evening's little gathering of Knights of the Round Table). "Can it be that the grand old Maryland Club, with a full house and a full hand, will faint heartedly lay it down to a despicable little bob-tail bluff? Are ye braves with women's hearts? Why has this apathy stolen silent, unseen, but not unfelt, into our wigwam" (Sam had just been a witness of the wild-west show)? "AROUSE YE, and buckle on the armor of defense against the assaults for club supremacy and kick out a brilliant victory on the pedals of white-winged Mercury" (Sam gets a little mixed in metaphor). "Are ye men or are ye women? As for me, give me the cup or give me the chalise. I would rather be a door-keeper in the House of Representatives, and exist on cold tea, dipped with a congealed ladle from the frozen depths of the Polar regions of despair, than to dwell in the innocuous atmosphere of an Irish Turk's bath. Hear me, ye apathists! I, Sam—Sam, the slumberer—Sam, the sacred shrimp in the lagoon of idleness—I, I, who love the small vices so dearly, I, who so devoutly court morpheus on the couch of splendor, I, who delight to sip the nectar of the gods from the exhilarating cup of Bacchus, I, who somnolently inhale the perfume of the fragrant Havanna under mine own vine and fig tree, I, Sam, the marital exquisite, will from this period of my normal precocity, arouse me and appear upon the arena of the amphitheatre encircling the Druid's fair lake, and will there greet the first warm smiles of the monarch of the day with severe athletic training, and press on, *on*, on to victory, or take a header into the lake with all the fellow scorchers who will join me."

Sam sat down exhausted by enthusiasm superinduced by his own sentiments, and the members were affected to tears—copious tears, which fell on the floor with a dull thud, similar to Niagara's cataract. Mose wept, Harry wept, Ira wept, John Fahne, Pete, Billy, in fact all wept, and Jim Wilkinson wept phonetically. Needless to say this glowing appeal had its effect—all the boys were "one the fake" but Sam.

After the janitor had mopped up the saline floods, Captain Ned began to look around him for material for the team. It was not promising, because unknown. That which *was* known to be promising was from various causes unavailable. One had taken unto himself a wife. Another had to bury a hatchet. Another couldn't get up early. Another couldn't spare time from business, and so it went on. But don't you ever begin to believe that the club's resources were exhausted. Our Ned don't give up so easily as that. The nursery and the cemetery was left and Ned ransacked them. From one cradle he pulled out Oscar, and from one simple grave, without adornment, he resurrected "Old Jerry." Oscar was given some antelope's milk to make him talk faster, and Old Jerry was galvanized into a pretty lively corpse by the electric taffy, which flowed in honied words from Ned's honied tongue. Then Ned stuck in his thum and pulled out a plum, and the fruit was Billy Hall. Again, Ned extended his digit into the dough and fished out a "chaser," and the cracker was Billy Beatty. Billy is not called a chaser because he is particularly chaste, but for the reason that he chased out the funds for the late League meet.

Ned gathered together this little Spartan band and looked them over. Oscar volunteered the information that he "d-i-d-n-'t k-n-o-w a-s h-e c-o-u-l-d r-u-n v-e-r-y f-a-s-t, b-u-t h-e w-o-u-l-d t-r-y a-n-d g-e-t i-n f-r-o-n-t o-f s-o-m-e o-f t-h-e o-t-h-e-r f-e-l-l-o-w-s a-n-d f-a-l-l d-o-w-n." Oscar afterward practiced this little racket in training, but somehow he lost the combination, skinned his own nose and gave up the jockeying feat in disgust. Ned made the team a neat little speech. Said he: "Oscar, you must practice pedaling faster than you talk. Dear Old Jerry, you antiquated old tombstone, you have held your breath so long in your narrow home that you ought to have a great deal of wind to spare. Billy Beatty, in the name of the seven Sirens, do keep your hash hopper closed and chase something. Billy Hall, you got the cup and got us into trouble; now you kick us out of it. As for me, I hold three aces, Crist, Brown and Barber, and it's a pretty good hand to bluff on."

No one understood that little reference of Ned's, but afterward it was found that Ned had learned that the other clubs had been scared into not entering teams because they had heard that the Washington cracks, Crist, Brown and Barber, had made application to join the Maryland Club, and the clubs took it for granted these flyers would be entered for the cup. Ned's diplomacy consisted merely in keeping silence, neither affirming nor contradicting their impressions until he had his own men well under training. Crist, Brown and Barber were members of the Maryland Club, and they will carry Maryland's name to the front in many a team race about the country, but a scrub team is always good enough to defend the cup when drilled by such an able general as Captain Ned LeCato.

Well, the race "came off" October 10—ten miles around Druid Lake. Four clubs entered teams of five each. The clubs were Maryland, Baltimore, Rambler and Centaur.

Ned briefly exhorted his noble army of defenders thusly: "Young men, old men, scrub men, lend me your ears. You have before you a herculean task. You have been called from the cradle and the grave, from the shop and from the sanctuary, to defend the cup, and the eyes of the Maryland Club are upon you. Billy Hall, you carpet the way. Old Jerry—you darling old mummy—you shake the wrinkled kinks out of those dilapidated old legs, and strike a parallelogram for the tape. Billy Beatty, you capture the whole bakery, and Oscar will insure us the victory. I have spoken. Let us be on."

Old Jerry was carefully lifted on to his wheel, and the galvanized

mechanism manipulated, which kept his jerky old legs in motion, and pushed off with a shove that would have kept him going to all eternity had not Bob Unduch fired a bundle of old clothes at him just as he crossed the tape at the finish on the last lap. The aim was fair, and withal a pretty good shot, considering that Bob had not had much practice shooting at galvanized corpses on the wing. Old Jerry came down with a crash—but with the five points necessary to win—where he lay with those miserable old legs mechanically kicking those jerky old kicks until the combination was unsprung and the parboiled specimen of antiquity liberated.

The victors gathered Old Jerry up, pasted him together, and have put him in the club cabinet of curios for future use, but President Mose first spread a banquet at the club house, where wine flowed like water.

And that, God bless them, is how the Marylands defended the cup. OLD JERRY.

RESPECTS TO MR. "OCCASIONAL."

WHEN one is asked a direct question, through the columns of the BICYCLING WORLD you of course allow space for him to answer it?

It is very queer that the Denver Ramblers are "occasional"-ly critised by outsiders, who do not seem to be entirely satisfied with the club's actions.

Last year the "WORLD" commented on our ten mile an hour clause (as we call it) saying "the Denver Ramblers have a clause in their by-laws which debars wheelmen who cannot maintain a gait of ten miles an hour" (or words to that effect). Ramblers, indeed! the idea of rambling at the rate of ten miles an hour; nothing was said by us either in conformation or denial. Now, astonishing as it may seem, the Ramblers nearly always ride at the rate of ten or eleven miles, although there is nothing in the by-laws prohibiting the admission of a three mile an hour man should he desire to enter. Ten miles an hour is not considered fast out here, as several prominent Eastern Wheelmen whom we have met can testify. The above explanation may be interesting to those who asked some of our members at the Buffalo tournament regarding our "ten mile an hour clause."

The most laughable criticism, is by "Occasional" in the WORLD of December 7th, and were it not that he makes a pointed inquiry, would be met in silence.

If he can convince us that he is not a member of the social club, we forgive him. In any event he has a cordial invitation to attend one of our short thirty or forty mile "follow-the-leader runs" and if he succeeds in finishing we will give him the credit he would deserve for being above the average rider. For it is a positive fact that there are not over a dozen riders in Denver who could have finished the run, mentioned by him without walking at least fifteen miles of the course.

As to the hound-deer chases, they were both experimental and in both cases the course was unavoidably shortened by accidents.

My dear "Occasional" our record of *fifty thousand* miles on club runs was not made in town. "ONE OF THE BOYS."

Denver, Col.

NATIONAL CYCLISTS' UNION OF ENGLAND.

THE Records Committee have accepted the following claims to path records:

BICYCLE.

J. H. Adams, Lewisham B. C., at Crystal Palace, on August 22d.

MILES.	H. M. S.	MILES.	H. M. S.
26	1 20 49 3-5	33	1 43 51 1-5
27	1 24 4 4-5	34	2 47 21 3-5
28	1 27 18 1-5	52	2 51 4 1-5
29	1 30 31 2-5	53	2 54 47
30	1 33 47 2-5	54	2 58 38 2-5
31	1 37 12 2-5	55	3 2 33 4-5
32	1 40 34		

TRICYCLE.

S. F. Edge, Anerly B. C., at Coventry, June 11th.

MILES.	H. M. S.	MILES.	H. M. S.
21	1 3 14 4-5	24	1 12 38
22	1 6 21 2-5	25	1 15 44 3-5
23	1 9 28 4-5		

ROAD RECORDS ASSOCIATION OF ENGLAND.

A COMMITTEE meeting was held at 14 High Holborn, on Friday evening, the 23d ult, when the following business was transacted, viz:

Mr. M. A. Holbein's claim for the 100-mile safety record, 6h. 20m. 26s., made 20th August last, was allowed.

Mr. G. P. Mills' claim for the 12-hour tricycle record, 147 miles, made on 12th October last, was allowed.

The consideration of Mr. P. A. Nix's claim (209 miles) for the 24-hour bicycle record was adjourned until next meeting.

A PILGRIMAGE FROM FRANKFURT TO BAYREUTH.

BY T. A. SPENCER.

(Continued.)

Our next stopping point was a little village twenty-four kilometres from Bayreuth. After resting there we jogged along easily. The enthusiastic natives call that part of the country the Franconian Switzerland. There were many abrupt knobs rising from the plateau, well covered with trees. These varied the monotony of the landscape, but did not strike us as particularly Swiss. We reached the crest of a hill overlooking Bayreuth at about 11 o'clock, and stopped to spruce up a little generally, as we had a kind lady friend, a member of the Festival Company, who had arranged for our seats and lodgings. Both were essential precautions. Bayreuth is beautifully situated at the junction of three valleys and somewhat on a mountain side. The Festival play house could be immediately singled out standing out alone, further up on the mountain. It is called "das Richard Wagner Buhnenfest-Schauspielhaus," which in English means "the play house of the Richard Wagner Stage Festival. Riding into Bayreuth our first act was to procure our grips from the express office whither we had sent them ahead. Securing these we proceeded to our lodging house and donned non-cycling garb once more. After posting ourselves as to some of the points of interest, we strolled out. Our first turn brought us into the Richard Wagner street. This is about the most important street in the town, and contains Villa Wahnfried, Wagner's former home, the present residence of his widow and children. Further on it is continued as a beautiful avenue lined with majestic trees, which conducts one to a little inn once frequented by Jean Paul Richter, the poet. The Villa Wahnfried is almost completely hidden from view behind trees and thick shrubbery. It stands one or two hundred feet from the street. We found a way which led through the royal park to the final resting place of Wagner. During his life there was direct communication between his grounds and the park; thus, upon royal summons, he could reach the royal presence by the most direct route. Poor, demented King Louis of Bavaria was at least clear-headed in one direction, he appreciated Wagner's genius. He used his great wealth without stint in enabling Wagner to realize some of his ideals. The Munich citizens conceived a hearty dislike for Wagner, because he was seen so much in the King's company, and so much of the King's time and money were expended on "The Master" that it was thought the latter was gaining undue influence over the King and working harm to the State. The most energetic measures which lay in the power of the people were made to oust Wagner. At these evidences of what he regarded as the ingratitude and inappreciativeness of the Munich people, he shook the dust of Munich from his feet and retreated to Bayreuth. Here his greatest triumphs have been realized, and his masterful genius and his indomitable energy have enabled the world to enjoy the highest form of the music-drama.

Wagner's tomb lies in an idyllic spot. It is simplicity itself; a single polished granite slab, about six feet by ten, and inclined at a slight angle, covers his remains. Around in a circle, about thirty feet in diameter, are planted young trees and shrubbery, almost concealing the grounds and the rear of the villa. It is the ideal of a peaceful and beautiful resting place. There were several magnificent floral tributes resting on the slab when we were there.

The royal park and palace looked rather dilapidated, but the latter was used whenever royalty visited the town. There were numerous quaint and picturesque old structures scattered through various parts of Bayreuth. Just such as may be seen in many similar towns in Southern Germany.

At about 3 P. M. we turned our steps up the long incline leading to the play house. It had begun to rain, but already a steady stream of pedestrians and vehicles of all descriptions was on its way up the hill. Among the vehicles were the glittering equipages of the royalty and nobility, and through various degrees down to the tumble-down droschky. The house does not present a very imposing appearance. It is constructed substantially but of a style nondescript yet perfectly suited for the purposes for which Wagner intended it. The front half contains simply the auditorium, the rear half the stage and flies. The stage is square, and extends upward and downward a space equal to that seen by the spectator.

The first salvo of trumpets was heard from the front portico, and the audience at once began to fill the auditorium rapidly. It was a polyglot gathering, but all actuated by one motive. The majority stood, and the men kept their hats on. The auditorium is unique; the seats rise from the orchestra at an angle of about twenty-five degrees, and they are arranged divergingly. There are no galleries; the architecture is severely simple. There are two tiers of boxes at the extreme rear. These contain the only upholstery there is in the building. The result is almost perfect acoustics. The capacity of the building is about 1500 people.

Suddenly the electric lights are completely extinguished, leaving the audience in nearly total darkness, there being a faint shimmer of light from the orchestra reflected from the ceiling above the stage. The orchestra is completely hidden from view, half of it under the stage and the remainder covered by an immense semi-circular sounding board, so that the orchestral music reaches the audience by reflection from the stage.

Naturally the audience seated itself at the disappearance of light, and waited in utter silence for the opening notes of the orchestra. I can only describe my feelings as those of awe. The consciousness of being surrounded by so many human beings, each one with all his senses concentrated into one, and waiting almost breathlessly for the beginning. At last the tones rose, long drawn, wonderfully sweet and majestic, soft at first, then gradually swelling until one was thrilled with its grandeur. The great curtain was finally drawn aside, and revealed a beautiful scene of early morning in the forest, with the castle containing the Holy Grail on a hill top in the distance. The story is founded partly on the deeds of the Knights of the Round Table, and partly upon certain occurrences in the life of Jesus Christ. The most remarkable scenes are that of the Chapel of the Grail, with all the knights assembled, and wonderful choruses coming from the heights above the stage. The change which led up to this was one of the most wonderful pieces of scene-shifting I ever witnessed. With lowered lights the scenery very slowly moved across the stage from right to left. Gradually one became aware of columns here and there among the blanks which had succeeded to the forest scene. These became more numerous and regular; suddenly a flood of light revealed the Chapel of the Grail. The next remarkable scene was that of the flower garden of "Klingsor," by means of whose beauty and that of the beautiful flower girls it is hoped that "Parsifal's" downfall will be accomplished, and thus the progress of the triumph of right over wrong be stayed. The flowers were of such huge dimensions as to make the performers look like pigmies.

(To be Continued.)

THE WHITE CYCLE CO.

VERY quietly, but with an energy that speaks well for the future, has the above-named company been organizing, building a factory, putting in an expensive plant, and generally making preparations for a large business during the coming season.

The White Cycle Co. was organized Feb. 18, 1887, with a capital stock of $150,000, and the officers are as follows:

President and Manager, Frederick White (Westboro); Vice President, F. F. Denfield (Westboro); Treasurer, George O. Brigham (Westboro); Secretary, Frank E. Peck (Boston); Directors, Frederick White, Geo. O. Brigham, Allen W. Achorn, F. F. Denfeld, F. E. Corey, M. D. (Westboro), Frank E. Peck (Boston), Emerson W. Law (Cambridge).

Mr. F. White is the inventor of the machine which this concern are to manufacture. It is not the object of this article to describe the machine; that will be done later, and as soon as data and cuts can be procured from the company.

What we wish to do is to let our readers know what the concern has done so far in preparation toward turning out machines.

The factory of the White Cycle Co. is situated at Westboro, Mass., thirty-two miles from Boston on the Boston and Albany Railroad. Work was commenced on the buildings last September.

The new factory, nearly ready now for occupancy, comprises two buildings; the main factory is built of brick and wood with floor of concrete, overlaid with plank, and is 152x50 feet, and the blacksmith shop, engine and boiler room and polishing room under one roof, 50x30 feet. Both of these buildings are one-story in height and designed originally by the Superintendent with special reference to the purposes for which they are to be used.

The shops will be heated by steam and lighted by electricity.

An improved case-hardening furnace and a power hammer will be placed in the blacksmith shop and probably also a machine for welding parts of the cycles by electricity.

The boiler and engine now being placed will be of fifty-horse power capacity.

The machinery is of the finest and will cost upwards of $20,000, and is from the works of Brown & Sharp, of Providence, and Pratt & Whitney, of Hartford. The placing of the machinery will commence right away.

The plant will have a capacity of 2000 machines annually.

This company have secured the services of Mr. W. R. McDonald as Superintendent, and Mr. William Bixby Forenan, both mechanics of the highest order.

Mr. F. White, the inventor of the cycle and the President of the company, is an old resident of Westboro, and the citizens thereof are justly proud of their energetic, pushing fellow townsman.

As before stated, at the very earliest moment that we can procure facts and cuts we will describe the "White Flyer Cycles" for the information of our readers.



THE WARWICK PERFECTION SAFETY.

(Warwick Cycle Mfg. Co.)

IN a former issue we stated that it would be our pleasure to introduce to the riding public one of the novelties for 1889, in the Warwick Perfection Safety.

We called at the factory of this company in Springfield Thursday (20), and were met with our inquiry as to "how that safety was getting along" by the practical answer of being shown the model machine, the cut of which adorns the head of this article.

Under the triple guidance of Mr. Warwick, the President, Mr. Tapley, the Treasurer, and Mr. Kennedy-Child, the Superintendent of Agencies, we were piloted through the well appointed factory, and from the three we obtained the following facts in regard to this machine:

"In the first place," said Mr. Warwick, "we want to grind the fact into you that every ounce of metal in these bicycles we are making is of *wrought steel*: this is a point we wish to impress on you most thoroughly." That we were duly impressed is proven by the fact that we give this statement the premier position in the article.

The bicycle has many novel points about it, which we will point out in the following

SPECIFICATIONS.

The frame is made of the loop pattern thus making the machine suitable for either sex, the novelty in the construction being that the frame is of *two* weldless steel tubes. These are connected with the head by a double neck, thus ensuring great strength. Just back of where the sprocket wheel is attached the frame divides and forms the back fork terminating in the "Warwick Perfection" spring bearing.

THE FRONT FORKS are of the well known Perfection type, and like the back ones are attached to the bearings by the W. P. spring.

THE SEAT pillar follows the curve of back wheel for a certain distance, and then is straightened to receive the saddle rod.

THE STEERING.—Mr. Warwick has been tireless in his experimenting as to making the steering less sensitive than is common, and he has at last adopted the following device, which will be better understood by studying the cut: The steering centre or head is similar to that of others, where cones are used, but instead of continuing the steering rod straight up to the handle-bars, just above the top cone bearing the rod is bent back at a sharp angle for a

short distance and then it is continued by a graceful curved line (still back) to the point where it meets the handle-bar. The practical results of this is that tests have proven the steering to be much steadier, and that, of course, is what riders of safeties are desirous of securing.

THE BEARINGS to both wheels are adjustable ball bearings and positively dust proof. The pedals are Warwick Tenacious pattern and run on dust proof adjustable ball bearings.

THE SADDLE is of new design, having a pleasant rocker motion, is adjustable in all directions, being fitted to an elastic wire spring of great simplicity. The introduction of two thin flat steel springs under the leather of the saddle prevents same from stretching.

THE SADDLE POSTS.—This device is a novelty and consists of TWO posts fastened to saddle, these fitting into two corresponding tubes on the adjustable frame rod. Into these tubes spiral springs are placed and then the saddle is slipped in and the ends rest on the spirals, thus giving an easy *vertical* motion and spring. Another beauty of this device is that the saddle can be removed or placed in position instantly without touching a bolt or screw.

THE GEARING is fifty-four inches, attached to rear hub cog, by a forged steel chain, with a simple adjustment by two set screws of wonderful strength and lightness.

THE TUBING AND RIMS are all of the special Warwick tapering gauge. Spokes are direct; wheels, 30 inches, with 3-4 inch tires.

FINISH, best enamel and nickel; mud and dress guards and foot rests are attached, and of approved form. A powerful plunger brake is fitted to the front wheel; handle-bar, saddles, etc., adjustato any height.



THE COLUMBIA LIGHT ROADSTER SAFETY.

(Pope Manufacturing Company.)

IN the Light Roadster Safety for 1889 the Pope Mfg. Co. seem to offer to the public a wheel that will meet all the wants for a reliable and efficient safety. We cannot do better than furnish our readers with the following brief of its construction:

Thirty-inch rear (driving) and 32-inch front wheel; tires, 7-8-inch rear, 3-4-inch front; cold-drawn and rolled seamless-steel hollow felloes; No. 13 tangent spokes, 40 to rear, 36 to front wheel, all adjustable at felloe; Columbia adjustable ball bearings all round; seamless steel tubular front fork with anti-vibrating spring joints; Columbia steel double frame; adjustable crank and chain driving-gear; improved Ewart forged-steel detachable-link chain; detachable sprocket wheel; detachable Knous cranks, 5 3-4, 6 1-4 and 6 3-4 inch throw; Columbia "double-grip" rubber ball pedals; 5 1-4-inch ball-bearing socket steering head; 28-inch one-piece tubular-steel curved handle-bar, adjustable for height; vulcanite handles; adjustable rear-wheel lever-spoon brake; adjustable L seat rod; Kirkpatrick saddle; detachable steel-wire lantern bracket; foot rests; guards to steering wheel and chain; tool bag, with Columbia B. & S. monkey wrench, screw driver and oil can; gear, 54; weight, 51 pounds; finish, enamel and nickel tips; price, with ball pedals $135, parallel pedals, $130.

The slight increase in the size of the front wheel we consider a good one, and we are assured that the new spring joints, while relieving as to vibration, in no wise interferes with the steadiness of the steering. This is a point to make a note of, as we have time and time again ridden safeties which were almost spoiled by the unsteadiness and unreliability of their steering. The rear or driving wheel bearings are outside the flanges of the wheel, where they ought to be. Altogether the machine forms a notable addition to the excellent assortment of wheels manufactured by this old and reliable company.



THE VOLANT SAFETY.

(Springfield Bicycle Manufacturing Company.)

WE promised our readers a description of the Springfield Roadster Volant Safety in this issue of our paper, a cut of which is here presented, but we must of necessity make our description brief for want of time before going to press.

From a talk with the manufacturers of this wheel we learn that they hope to secure a large trade of new riders who desire to ride for pleasure and business and do not wish to stride a high wheel, even though they know it to be absolutely practical and safe, also for those who ride but little and would like a wheel which combines the qualities of the ordinary safeties with the capacity for hill climbing and sand or rough roads, which with the features peculiar to the Springfield Roadster pattern of bicycles, it is claimed accomplish.

The principle upon which this wheel is constructed shows merit from its simplicity and conveys at once to the mind strength and durability and ease of running. The steering wheel is 30 in. in diameter and the driver 31 in., with U rim and direct spokes, being upended and threaded at flange end with 7-8 inch tires. The wheels are brought much closer together, which shows compactness, and which makes steering and controlling the wheel much less sensitive.

The handle bars set well back and close to the rider. The steering head is of the V shape centres pattern with a neat adjusting device. The backbone slopes gradually to saddle post which is an upright, and from which the fork extends to rear wheel. The fork is slotted to permit of adjusting the chain, which extends from the rear sprocket wheel to the clutch mechanism, which is adjusted below the back bone and directly underneath the saddle post, which spreads each side from the centre sufficient to allow of adjusting the levers, and which extend down on a line with the chain. The gearing for speed is much less by means of the sprocket than in the ordinary, as this is partly done by the lever motion, thus distributing the strain more equal. The speed of the Volant is equal to a 67 inch diameter wheel, and those who have ridden it claim it to be much easier to run and less fatiguing. It has the ordinary bicycle ball pedals and Humber chain with two rows of balls on each wheel, two rows on each clutch stud and two rows on each of the hanger bearings. It is finished in enamel with nickel trimmings, with the new improved friction clutch, which is to be added to all of the 1889 wheels turned out by this company.

We cannot see any reason why this machine should not become popular, and we think the Springfield Bicycle Mfg. Co. deserve success and with their newly equipped factory at Highlandville they hope to be able to supply the demand for their wheels for 1889, which up to the present time they have not been able to accomplish.

THE splendid quarters formerly occupied by the Massachusetts Bicycle Club have been disposed of to the Boston Art Club at a great sacrifice. The club's furniture and other properties were sold to the highest bidder on Wednesday last. This seems to be the unfortunate end of one of the oldest and at one time one of the strongest wheel clubs in the country.

AT the indoor games of the Manhattan Athletic Club, Madison Square Garden, New York, on the 15th inst., first and second prizes were won on Columbias.



LEAGUE HEADQUARTERS

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

HERE'S to 1889! We greet the New Year with good wishes. The Secretary extends the compliments of the season and wishes one and all a HAPPY NEW YEAR.

THE League has gone ahead this year and we enter 1889 with a membership of 11,948. This is the highest point ever reached. It is not much ahead of the point reached last year, but it is an advance and we have to chronicle no backward step. We have many months more in which to add to our numbers but for purposes of camparison we must take the calendar year, and that makes for us a good showing.

Rhode Island Racing Board.

Please publish following appointments on Rhode Island Division Racing Board:

George C. Newell, Chairman, Pawtucket, P. O. address, 27 Custom House street, Providence.
Chester I. Campbell, Providence.
E. M. Bixby, Providence.

Fraternally, Charles S. Daxol, Chief Consul.

Missouri.

Mr. E. B. Paillon of Boonville, Mo., is hereby appointed member of the Touring Board of this Division vice Walter Williams, resigned. Fraternally, W. M. BREWSTER, Chief Consul.

Massachusetts Representative.

Herbert L. Grew has been elected a Representative on the Massachusetts Board of Officers by the Rovers' Cycle Club of Charlestown.

Illinois Division.

Freeman Lillibridge of Rockford and George F. Koester of Chicago are hereby appointed representatives.

Local Consuls.

Aurora—J. M. Lillibridge.
Austin—Frank X. Mudd.
Bloomington—E. P. Blake.
Canton—J. L. Blackadore.
Centralia—H. W. Warner.
Danville—W. L. Kelley.
Decatur—B. J. Sheckley.
Downers Grove—E. W. Annable.
Evanstown—H. M. Angle.
Elgin—Jos. Vaill.
Englewood—Jas. Cox.
Greenville—Robert C. Morris.
Jacksonville—Fred Davenport.
Monmouth—Howard C. Davies.
Pana—Harry McKoy.
Peoria—Charles F. Vail.
Taylorville—C. C. Phinney.
Winnetka—George B. Lathrop.
Windsor—Joseph H. Zumstein.
Other appointments will soon follow.

W. A. DAVIS, C. C.

Judge's Charge at Toledo, Ohio.

The following communication has been received from Grah Brothers, Toledo, Ohio.

The case of Wm. Grah Jr. vs. John S. Barker et al, in which the plaintiff recovered a judgment against the defendants for $161.25, was lately decided in the Common Pleas Court at Toledo, Ohio, and will be of interest to riders of bicycles and tricycles.

While riding on his tricycle on the right hand side of the street the plaintiff was run into by the servants of the defendants, who were driving an ice wagon in the opposite direction.

The action was for damage done to the tricycle and for slight personal injury. Messrs. Kinney and Newton appeared for the plaintiff. In his charge to the jury, Judge Pike, among other things said; "It is the right of every citizen to travel upon the streets and highways in the city at all times, whether on foot or in any vehicle, whether that vehicle be a four-wheeled one, a three wheeled one or a two wheeled one. He has the equal right with all others to use the streets in a particular manner, exercising ordinary care that he shall by his own act do no injury to any one else." And under that statement that we have just made the motive power upon which the plaintiff is alleged to have ridden on the 22d of July was a conveyance or a motor that he had a right to use and be upon on the streets of Toledo, at that time. * * * If you find from the evidence that the defendants' servants with a heavy conveyance crossed over at more than an ordinary rate of speed, at a point where they were likely to meet other conveyances and persons, it was their duty to exercise greater care to avoid a collision. And if they did not, and they inflicted injury on the plaintiff by the want of ordinary care and diligence the defendants are liable. * * * The property in issue here is described as a tricycle, and testimony has been introduced tending to show that a new one would cost a certain price; that this tricycle, that is a tricycle of the description of the one used by the plaintiff would cost a certain price. It is not necessary that I should tell you the amount. It would not make any difference whether he got it for half price or not. He may have gotten it for $5 while it was worth $50 that wouldn't establish the value. The value, no matter what it cost him, is whatever you find it to have been worth at the time it was injured. Then you will take into consideration the amount of expense he has incurred in having it restored to him for use, whether it was then worth fully as much as it would have been had it not been injured. You may add whatever less it is worth (notwithstanding the expense you may have allowed him that he has paid out than it was worth at the time it was injured. * * * *

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 171—Total 23—11,948.

BOSTON, Dec. 28, 1888.

CALIFORNIA DIVISION—1—401.

Unattached.

21211 French, Geo. L., 102 Ellis st., San Francisco

COLORADO DIVISION—1—93.

Unattached.

21191 Hamilton, Geo. T., 3730 Downing ave., Denver

ILLINOIS DIVISION—9—750.

C. C. C. C.

21207 Rossbuck, Henry, Illinois Watch Co., Springfield

Unattached.

21198 Anderson, F. H., care C. M. B. A., Galesburg
21199 Barden, H. R., 430 N. Chambers, "
21200 Lescher, N. C., "
21201 Mather, Ed., 737 E. Main st., "
21202 Ryan, Ed. F., corner Main and Prairie sts., Galesburg
21203 Strumberg, P. M., 12 Main st., "
21204 Weeks, J. H., Room 3 C. B. & Q. Office "
21205 Willett, E. M., 131 Main st., "

KANSAS DIVISION—1—150

Unattached.

21208 Metz, F. W., Garden City

MARYLAND DIVISION—1—405.

Unattached.

21192 Doon, John G., 303 Robert st., Baltimore

MASSACHUSETTS DIVISION—2—1230.

Unattached.

21193 Hafey, Chas. G., 71 Franklin st., Boston
21211 Hathaway, Nathaniel, 13 Elm st., New Bedford

NEW YORK DIVISION—1—2107.

Unattached.

21194 McLean, A. E., Clarks Factory
21196 Nugent, Thomas, Ramapo
21209 Ferris, Chas. C., 143 S. Salina st., Syracuse
21212 Graff, Edwin D., 48 West 53rd st., New York

OHIO DIVISION—1—946.

Unattached.

21195 Eagle, W. S., Chestnut st., Leetonia

TENNESSEE DIVISION—1—111.

Nashville Bi. Club.

21210 Wheat, E. S., Lindsley and Maple sts., Nashville

ARIZONA—2—8.

Unattached.

21196 Maldonado, F. B., Florence
21197 Porter, W. Wood, "

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club. *P. O. Address,* .....

References: *City* .....

State, ...

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

"'Tis Mightier than the Pen."

UNCEASINGLY at it--writing, writing, writing—good writing, bad writing, worse writing—sometimes can read it when it is warm, seldom when it is cold—sometimes the receiver can translate it—sometimes he can't—waste of time, waste of labor at both ends. The pen is old-fashioned--the progressive business man, the intelligent professional man, the live clerk, and the modern student type-write; some 40,000 of them use the World Typewriter. 'Tis a wonderful little machine, as simple as a primer, yet strong, durable, practical; and anyone can with practice easily write thirty-five words a minute. A Single-Case World costs $10.00, a Double-Case World, which writes seventy-two characters, $15.00. Live Agents Wanted. Address Typewriter Department, Pope Mfg. Co., Boston, New York. Chicago.

* * * * *

The Best Business Calendar Published.

THE Columbia Calendar for 1889, although on the same general lines as its predecessors, shows marked improvement. The leaves are not pasted, but sewed at the end, so that any leaf can be immediately turned to. The stand is made of pressed pulp, handsomely gilded, and practically indestructible. There is ample space for memoranda on each leaf, and there are 365 leaves. Although this is the fourth year of the Columbia Calendar, the matter contained upon the slips is fresh and new, and as usual gives much valuable suggestion on the whole broad field of cycling. The Calendar is sent by mail on receipt of twelve two cent stamps. Address Advertising Department, Pope Mfg. Co., Boston, Mass.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 4 JANUARY, 1889.

Volume XVIII.
Number 10.

VICTOR

CYCLES

WE CLAIM

that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

St. George's Engineering Co.,

BIRMINGHAM, ENGLAND.



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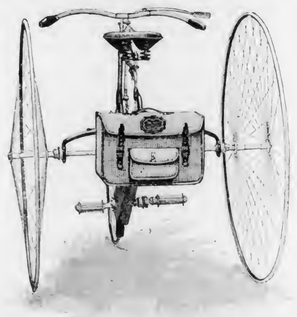
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DEVOTED TO THE INTERESTS OF CYCLING

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 1 JANUARY, 1889.

A VERY Happy New Year to every one. May the end of 1889 see every rider happier and healthier for the indulgence in our favorite pastime, and may every manufacturer's, importer's and dealer's bank account be found to have increased many fold when at the end of the year they strike a balance and figure up the profits of the season past and gone.

THE Boston Athletic Association threw open the doors of its $300,000 club house Saturday evening. The interior is simply magnificent, and the elegance and completeness of every detail renders it a most desirable and attractive resort of our swell young men who are athletically inclined. Among the members present at the opening, the following well known wheelman were present: E. C. Hodges, Lon Peck, Ralph Ahl, J. S. Dean, Henry W. Williams and others.

OUR very esteemed contemporary, the *Wheel*, grows childishly merry at our expense, and cuddles itself with egotistic enthusiasm, because, forsooth, we reiterate the prophesies and rumors connected with the Presidency of the League. It is strange how frequently we find inconsistent traits in the same individual. The editor of our most highly regarded contemporary is really a very bright and intelligent young man, but he cannot resist the temptation to pick an imaginary flaw in our armor at every fancied opportunity.

THE opinion of S. C. Newman, the winner of the Missouri's mileage cup, that the man who rides over 3000 miles in a year exceeds the limit of pleasureable recreation, and descends into the realms of irksome labor, is one of the most sensible opinions of a man who ought to know, we have had the pleasure of recording. We have frequently noticed that the ones who soonest abandon the wheel and become tired of cycling, are those who were the most enthusiastic and ardent in the use of their machines at the start. It is, as a rule, the rational wheelman who indulges in the moderate, sensible and reasonable use of their cycle as a pleasant means to a desirable end. For over ten years we have constantly cycled more or less, and we are looking forward to the coming of spring with pleasureable anticipation. Be moderate.

A WORTHY CAUSE.

SEND IN YOUR SUBSCRIPTIONS.

THE following circular has been issued to the wheelmen of Kentucky and neighboring States, by V. Driscoll, E. W. Weaver, of the Carrollton, Ky., Bi. Club:

"On July 3, 1888, as a member of the Carrollton, Ky., Bicycle Club was on his way from Louisville to Mammoth Cave, he met two men driving a gray horse. Coming round a bend, coasting at full speed, the machine frightened the horse, caused him to throw both horse and wagon down an embankment, in consequence of which the horse broke his leg, which made it necessary that the animal should be killed. In many places the rider would have been roundly abused. The owner of the horse, however, fully exonerated him. When it was discovered that the horse was the man's sole dependence it was thought but fitting and proper that an effort be made to reimburse him for his loss. In no State in the Union are riders accorded such full privileges and uniform politeness as in Kentucky; and, as this, although probably a rare occurrence, is a clear case against the wheel, it becomes the duty of wheelmen to step to the front and repair the damage. The entire loss was less than $100, but it is proposed to raise that amount. Subscriptions of any amount will be received and in due time fully acknowledged. Forward all subscriptions either to the owner of the horse, R. B. Mattingly, New Haven, Ky., or to the Secretary of the Carrollton Bicycle Club."

The following subscriptions have so far been received:

E. W. Weaver, Carrollton, Ky., $15; Pope Mfg. Co., Boston, $5; BICYCLING WORLD Co., $5; S. H. Ranche & Bro., Lancaster, Pa., $1; miscellaneous, $18.50; total, $44.50.

So much for the generous dispositions of riders. The total loss was probably $100, and it was to be hoped that the whole amount would be subscribed, particularly as the man was poor. Any further subscriptions will be gladly received.

A SOURCE OF DANGER TO WHEELMEN.

I WOULD most earnestly call the attention of all wheelmen to that most dangerous custom of wearing belts drawn tightly about the waist to support the pants, or even where they are laced tightly or where there is any constriction al out the waist whatever.

Many wheelmen are leading sedentary lives, especially the older riders, and are not physically in a proper condition to put forth the very severe muscular exertions which all wheelmen are called upon to do, and one of the dangers which I wish to particularly call attention to is that of causing hernia or rupture.

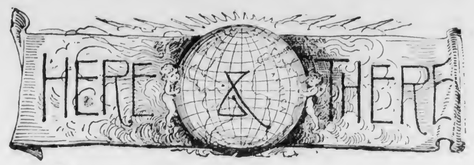
I know of two cases of hernia caused directly by the severe exertions put forth in climbing steep hills. One of them was a particularly strong, healthy and robust young man, and I am quite confident that the indirect cause of those hernia was the wearing of tight belts. The young man alluded to above has always been very active in outdoor sports, very fond of lifting, and made it a common custom to put forth his utmost strength whenever opportunity offered, and he never had any tendency toward such a result until he began bicycling, which brought about an entire change in form of dress. When any person puts forth his strength in lifting, "hill climbing is merely a form of lifting," the abdominal muscles are called strongly into play, and if by belting or other means they are prevented from expanding and increasing the circumference of the waist their force is then directed toward forcing the abdominal contents downward, and thereby greatly increasing the chances of causing hernia.

The clothing should always be loose about the waist. As suspenders are inconvenient to wear and very uncomfortable in hot weather, I would suggest as the simplest, and I think the best, way of holding up the pants is by means of a band sewed around the inside of the flannel shirt, with buttons sewed through the shirt and band and then the buttonholes made on an extra band on the inside of band of pants, the same as little boys' waists and pants are joined.

I sincerely trust that no one will misconstrue this article as condemning wheeling; no one believes in it more thoroughly than your humble servant. I am writing from experience not hearsay, and I would desire all wheelmen to give heed to my warning and so avoid a source of danger. L. A. W. 18,954.

[The above is written by a physician who has made a special study of hernia.—ED.]

THE aggregate value of prizes won by H. Synyer, the English amateur, is estimated at over $3000.



NEW YORK.

"HAWKSHAW."

To become beautiful, or to remain so, is the constant study and chief aim of many women. The first essential in either securing or retaining this is health, and the foundation of health is exercise, hence it follows as a logical conclusion, that such as desire to become beautiful, or would remain so, must exercise, and the question narrows itself into what form must this exercise be taken? In an endeavor to find something that would answer, the woman of to-day has tried tennis, archery, rowing, etc., only to find that while each has its advantages, yet still it did not supply their wants. It remained for cycling to supply to the women of to-day the most perfect form of exercise that has yet been offered them. The perfection of construction and lightness of weight in the modern tricycle was the beginning of woman's entry into wheeling, this was further encouraged and increased by the appearance of the sociable and later on by the tandem form of wheel. There yet remained the difference in favor of the wheelman, however, that the bicycle offered an ease of propulsion and an absence of much weight that was denied to women in any of the tricycle forms, and thus placed her at the disadvantage that seems to hedge all forms of sport when she endeavors to enter. Makers have for years known this, and have labored to overcome it, and to-day sees as the result the introduction in perfected form of the lady's bicycle. At once woman is placed abreast of the stronger sex, and at last secures a perfect form of exercise. Let us study some of the results from a standpoint of health and consequent beauty.

Observe a woman before she lifts herself into the saddle, and a few minutes afterward as she shoots through the park. She becomes a changed being. The roses spring to her cheeks, the light seems to leap from her eyes, her form is the inspiration of graceful action, and she becomes a beauteous picture of moving health. And this, after all, is the best view to take of cycling. Aside from its charm, its dash, its buoyancy of motion, its special or general beauty, it is the most healthful exercise in the province of woman. It is better than dancing, tennis or archery. There are many reasons why this is so, and one of the strongest seems to be that it brings continuous changes of scene, which tends to rest the body as well as the mind. The fascinating effects which it has on the fair rider cannot be estimated, provided the wheelwoman has a well-built wheel, and rides it understandingly and with moderation. It will be noticed that horseback riding has been omitted from the list of exercises now adopted by women. This was done to give it a special consideration of itself. It alone has of late years secured more women admirers than all of the other forms of exercise combined, and is to-day considered to be an essential accompaniment in the education of women. As such it may be a success, but as an exercise it is a failure.

Dr. Robert Day, the great London specialist and authority on women's diseases, lately declared his opposition to it in the following words: "Give me a neighborhood where from six to ten ladies ride horseback, and I will guarantee any physician practice enough to make a good living. *I don't believe in it, even for men.*" No more positive statement from any eminent authority could be made against the evils of this form of exercise for women, and to the average reader no further arguments will be needed to convince them of its undesirability for their adoption. Having thus disposed of the strongest fashionable opponent of wheeling for women, perhaps a consideration of what claims cycling has upon the fair athlete might be worthy of consideration. Once purchased, no further outlay or expense is entailed upon the fair wheelwoman. It is a horse ever saddled, to mount which does not require the aid of some one else, and upon the saddle of which she is independent, free to go when and where she may, fast or slow as the road or her inclination may tempt her. In no other outdoor exercise is woman as independent as in wheeling.

Now as to the special consideration of its beauty giving and retaining properties. Bringing into play every muscle in the frame, causing the blood to flow in a healthy stream throughout the veins, the result is a perfection of form and carriage that cannot be found elsewhere. But perhaps it's in the complexion of a wheelwoman that we find the strongest advocate of its beautifying qualities. It is extremely beautiful, and was almost unknown among women of a generation ago. The skin is as smooth and polished as satin, fine and close in texture as ivory, is a clear, delicate biscuit in color; transparent and with rich color showing through rather than lying on the surface. It gives the impression, also, of exquisite cleanliness. It is the result of sunlight and fresh air, and the healthful process of cleansing every pore of the skin daily with perspiration. Nothing can clean the skin like the moisture that flows through it from warm, quick flowing blood, and nothing can produce this like cycling. No water put on the outside has a like effect to the water that comes from the inside. To such women as would be healthful, happy and beautiful, no surer method can be commended than for them to adopt cycling as an exercise.

POKPOPOLIS NOTES.

"STAR."

Whilst some local wheelmen believe it would be beneficial to have the next State meet here, there are quite a number who, from the "we-want-the-earth" cries and the disgraceful scenes enacted at the last national meet at Baltimore, coupled with their experience in entertaining visiting wheelmen at home, are very doubtful as to the advisability of holding it here. Our city affords too many opportunities for the young man, away from the restraints of home, to indulge in a drunken debauch, and such conduct on the part of even a few would not only not advance the interests of the L. A. W., but would give cycling in this vicinity a blow from which it would take years to recover. We have been laboring patiently to induce conservative middle-aged business and professional men to take to the wheel, and now that our efforts are about to be crowned with success we do not wish to lose in one week that we have been so long in gaining.

The "Veloce" Club have had another election.

Christmas was such a delightful day that only those of us stayed at home who had to play the part of Santa Claus.

It is reported that Thomas Stevens, of International fame, will deliver his lecture, illustrated by stereopticon views, before the Porkopolitans early in January, and it is believed that he will be greeted by a crowded house.

On Sunday, Dec. 23, several local wheelmen attempted to climb Sycamore Hill. Charles Croninger and Charles Roth were the only ones to reach the top. Teddy Allsup, who also made the attempt, would have succeeded if—

At last a wheelman has been found who is willing to make an affidavit that he actually saw Teddy Allsup climb Sycamore Hill! He further states that during the whole trip Teddy never once used his pet expression, "it's bloody 'ot."

The disagreements between the cycling clubs of Chicago, so frequently alluded to by "Stroller," are a surprise to our wheelmen, for we have reached that stage of perfection where the lion is said to lie down with the lamb. Our clubs, actuated by a feeling of brotherly love for each other, work together in perfect harmony. The interest of one is the interest of all, and the mischief-making individual who would attempt to run down one club to a member of another would fare badly—perhaps.

If, as suggested by N. H. Dickenson in the Bicycling World and L. A. W. Bulletin for Dec. 14, the Direct Tax of 1861 should be returned to the States from which it was received and be used to improve the highways, we could make good use of the share falling to us. Some of our roads lead through very picturesque localities, but are so hilly that a profile of them would look something like this, AAAAAAAAAAAA. Now if they could be regraded, it would not only be a blessing to the farmer's horses but a godsend to the cyclist.

On the Sunday before Christmas, as the clerk of the weather was so busy preparing for a visit from Santa Claus that he forgot to order the usual Sunday drizzle, the C. B. C. took a run to Florence, Ky. The day could not have been better if it had been made to order. It was bright and clear, the temperature ranging from 24 to 46 degrees, and the boys just more than enjoyed themselves. They found Florence as agreeable as ever and apparently glad to see them, in fact it was quite dark before they could tear themselves away. As they were coasting the long hill on their return, they did not discover, in the intense darkness, that the pole at the toll-gate had been let down till Nelson ran into it with a bang that all but demolished the machine and nearly paralyzed the rider.

The local wheelman is of necessity a hill climber, for our roads

abound in hills that rise from 300 to 400 feet in a distance of from one to two and one-fourth miles. The grades are by no means regular and even, for the steepest part is generally at the bottom, and then there are places where the road, to the weary climber, seems to be almost stood on end. We also have a number of shorter and much steeper hills that at one time seemed unsurmountable, but with the improvements in bearings and in the shape of handle-bars they have, with the exception of Sycamore Hill, been gradually conquered. Although Teddy Allsup claims to have climbed this hill, there are quite a number of wheelmen who did not see him do it and who would very much like to see him do it again. Several of the Kentons, piqued by Teddy's assumed superiority, have decided to attempt it themselves on the very first favorable opportunity. It is said by those who have seen both hills, to be longer, steeper, and in a worse condition than the famous Corey Hill.

When the bicycle first appeared in "Porkopolis" our streets were like a chronic ulcer, which the people, from long habit, had come to look upon as practically incurable, and cycling as a consequence, like a weak and sickly child, struggled along for several years, maintaining a decidedly precarious existence. Some three years ago, however, a change of treatment was tried, and as a result granite and asphalt pavements gradually made their appearance where ruts and holes had formerly abounded. This change began in the centre of the city, but until this year we had but few outlets where the riding was as good as the walking. Before the close of 1889 we expect a marked improvement in this respect. The Lower River Road is to be paved with granite to Bold Face creek in Sedamsville; Eastern avenue will be finished early next season; Clifton avenue, which is being regraded and widened, will also soon be completed; and College Hill on the Hamilton pike is to be regraded so that it will be a regular and easy grade from the bottom of the first hill to the top of the second. If in addition to these improvements the abominable streets of Cumminsville could be decently paved and the granite pavement on Colerain avenue be continued from Centre street to Harrison avenue, the local cyclist would be happy.

CHICAGO.

THE "STROLLER."

The Chicago's inaugural dance is a thing of the past. It was long waited for, well attended, and everything went off smoothly. Some 150 couples were at the hall when time was called for the grand march. And it can be put down as being one of the best social entertainments ever given by the "knights of the wheel" in this city. Full dress was the order of the evening, and such a vision of female loveliness and manly beauty (*a la* Thistle) is rarely found. There was Burley Ayres, the life of many a club run; Garden, the "brawny Scot;" Oliver, the truthful; likewise the "twins." Brave Lieutenants, officers and ex-officers, all in the regulation spike-tail, and all most zealous in their attentions to their fair companions. Financially, as well as socially, I am told, it was successful, and will increase the finances of the club in a substantial manner.

Another theatre party is being planned for the return of the Aronson Company in "Erminie." Some 200 seats have already been secured by the Chicagos. The Illinois and Lincolns have been asked to attend also.

Burley Ayres has been forced to resign from the Illinois Club, so Riggs tells me, and has also resigned from the Chicagos. I am sorry to hear this, and hope that both clubs will refuse to accept his resignation. Burley is too active a wheelman to be stricken from the roll of either club.

I see that one of your correspondents is in favor of having the annual meeting of the League officials here in this city. I should like to see this also, and I have no hesitancy in saying that the various clubs here will see that the aforesaid officials have "one continuous round of pleasure," if this city should be decided upon as the place to hold the meeting.

Some one in the St. Louis *Spectator* thinks we are trying to throw mud on Stone, and that when racing comes again in the spring we will have a chance to quit bluffing. Not at all, my dear boy, far be it from us to throw mud at any one; facts are stubborn things. As for Stone, we appreciate his ability in the racing line, but think our man better, and as you say, "in the spring we will have a chance to see who is bluffing."

Tom Roe has finally established himself as manager of the bicycle department with the Western Arms Co. That little unpleasantness between Roe and his late partner, House, still continues. Tom would like the agency for the Star next year; House seems to be willing for a consideration, but Tom thinks he can get it from the company itself for the asking. Perhaps he can, but I doubt it, for House has made many friends among the wheelmen here while building up the trade he now commands.

As a result of all the talk about the respective merits of Lumsden and Stone, Stone has placed himself in the hands of Mr. Brewster. Lumsden has given his interests over to the tender mercies of Mr. Garden to look after, and it is safe to say that the result will be a series of races in the spring (probably a one, five and ten mile race) for a medal, and either the Chicago or St. Louis boys will find walking very beneficial for the health after the bets are paid, as the friends of both seem bound to wager their all on their favorite. Mr. Brewster says he is glad that team race did not come off last fall, he will be able to get a far better team together in the spring than could have been done last fall. All right, Mr. Brewster, we will have a team ready for you at any time. Why not have the team race during the Lumsden-Stone series?

A next job was put up on Charles Seig at the caucus of the Chicagos, to shelve him from running for the Captaincy again. The majority of the riders think that Charlie should give way for a new man, and although an A No. 1 man, that he promises too much in comparison with what he actually does, and so to do it politely and not hurt genial Charlie's feeling, he was nominated for the Secretaryship, and it went through by acclamation, but Charlie would none of it, it was the Captaincy or nothing, and so he is in the field, with Thorne, ex-President of the C. Bi. C., and Roe as competitors against him, with the odds in favor of Thorne, though Charlie has already promised the offices at his disposal several times over for votes pledged him.

NEW JERSEY NOTES.

"KATCHET."

W. E. Eldridge has been awarded the medal offered by C. V. Futhill, of the Hudson County Wheelmen, to the member of that club scoring the highest road record for 1888. Mr. Eldridge has covered nearly three thousand miles, and is well deserving of the medal, which is one of the handsomest ever made.

The Elizabeth Wheelmen have an athletic class, which practices in the well-equipped club gymnasium every Thursday evening.

The club records of the Elizabeth Wheelmen for the last season show an increase of over 30 per cent. over the previous season in the number of miles covered.

Mr. George C. Pennell, the efficient President of the Elizabeth Wheelmen, has taken the Elizabeth agency for the Columbia wheels, and expects to make a boom when the spring season opens.

Oraton Hall is well patronized by beginners this winter, and the chances are that the number taught to ride within its sacred walls from October 1 to January 1, will aggregate close to one hundred.

It is reported that Ed R. Collins, of the Union County Wheelmen, and J. Armoy Knox, of *Texas Siftings*, will start for the Bermudas about February 1, and will meander about the islands on a tandem bicycle.

Articles of incorporation have been filed by the Camden Wheelmen, by their counsel, U. G. Styron, Esq. This club is in fine condition, both numerically and financially, and will be heard from in the near future.

The Elizabeth Wheelmen will give a first-class cycling entertainment early in February, probably about the second week, in the Opera House, and among other attractions expect to have the famous trick riders, Maltby and Finley on the bills. When the Elizabeth boys undertake a thing of this kind they always do it in A1 style, and the coming affair promises to be away up.

NEWS AND COMMENT.

Mr. Elwell's position as one of the most prominent and honorable of New England cyclers and tour managers is sufficient guarantee that the proposed European tour under his care will be conducted in a way that will prove satisfactory to all who are fortunate enough to participate.

We wish one and all a Happy New Year.

The *Clipper* prints a splendid wood cut of W. S. Maltby.

The Milwaukee (Wis.) Wheelmen held open house January 1st.

The Buffalo Bicycle Club gave their second reception Friday, Dec. 30.

The Troy (N. Y.) Club gave a very enjoyable ball at their club house on the evening of the 27th ult.

Ducker was in town last week. He is chuck full of schemes which will materialize sooner or later.

No cyclist's outfit is now complete without a Kodak camera. It is the wheelman's apparatus. See advertisement.

Only a few weeks more and our great offer of *Texas Siftings* will be withdrawn. Send in your subscriptions at once.

A meeting of the Executive Committee of the L. A. W. was held at the Marlborough Hotel, New York, Thursday, Dec. 27.

The friends of H. G. Stuart, of Kansas City, gave him a splendid banquet on the occasion of his departure for Los Angeles.

The wheelmen in and around Boston ought to feel happy this year, as the riding in this vicinity is, at this writing, splendid.

The Hartford (Conn.) Wheel Club's reception, held on the evening of Dec. 27, was one of the most brilliant affairs ever given in that city.

It is claimed that a French chemist has discovered a method of treating steel which will greatly increase its ductility and tensile strength.

Mr. Stevens is securing quite a number of engagements to give his illustrated lecture. He is booked at Fort Wayne, Ind., for January 15th.

The Dorchester (Mass.) Bicycle Club have removed their headquarters from Adams street to Neponset avenue, a much more convenient point.

The Pennsylvania Division L. A. W. has voted to place Chief Consul Jessup, of Pennsylvania, in nomination for the Presidency of the League.

The Kings County Wheelmen's (Brooklyn, N. Y.) bowling club defeated the Pioneer boat club team last week Thursday, by a score of 1515 to 1493.

In a polo match on Star bicycles, between W. Van Wagoner and Arthur Cummings, at Newport, R. I., the former won by a score of six games to five.

P. A. Mix's claim for the 24-hour, record on a geared Facile, of 297 miles, made last October, has been accepted by the Roads Record Association of England.

We grow dizzy when we think of a mile in 2.18 1-5 on the road, and yet this record is claimed for the "Triplet," with Whittaker, Lee and Oxborrow up. Particulars later.

Latest English exchanges report Joe Pennell as being en route for Boston. We hope the rumor is correct, as a visit from the cycling artist will be a pleasure indeed.

An inventive New Hampshire barber, who is also a wheelman, has invented a saddle, the novel feature about which is that the cushion is formed by means of compressed air.

In the six-day race at Omaha, Dec. 10-15, between Prince and Eck on bicycles, and Mr. Beardsley on horses, the horses won, with a score of 677 miles 8 laps to 674 miles for the cyclists.

The Woodstock (Ont.) Amateur Athlete Association will hold a grand general and bicycle meet at Woodstock, Ont., May 24. The events will include both amateur and professional races.

Vice President Hayes leaves New York for Para January 14th. Wheeling interests lose a good man, and we are sure he will feel the loss of cycling, as Para streets are not in sense fit for wheeling.

The cyclers in the vicinity of Eagle Rock Hill hate to leave the hill unmolested. Some try to climb "for fun" and some "for record," but Shurman's great record has not been approached yet.

It is understood that New York State will nominate Mr. C. H. Luscomb for President, that Ohio will urge the claims of J. R. Dunn for First Vice, and that Massachusetts will nominate Sanford Lawton for Second Vice.

It is stated that Thomas Stevens had made all the arrangements to go in search of Stanley, under the auspices of the New York *World*, but the news that the great African explorer is safe has put an end to the enterprise.

Mr. A. A. Taylor, one of the travelling representatives of the Pope Mfg. Co., is now in Boston for a few days. He is the recipient of many courtesies at the hands of personal friends, Mr. W. K. Corey being especially active in showing Mr. Taylor attention.

Our correspondent, "Mentor," of Kansas City, we are sorry to say has taken his departure for Los Angeles, Cal., at which place he has accepted a responsible position with the Los Angeles *Times*. Our best wishes for his success attend him.

We are in receipt of a most charming little New Year's card from B. L. Darrow. It is in the form of an artist's palette; the subject of the lithograph is a tandem bicycle, a lovely girl and a good looking fellow, with the moon in the background.

Great preparations are being made by the Brookline Cycle Club for their minstrel show to come off January 23. We hope to have an opportunity to extend thanks for a couple of complimentaries, as we would not miss that show for a good deal.

Cincinnati wheelmen do not enthuse over the holding of the next meet in that city. A writer in the *Gazette* says: "The scenes enacted in Baltimore have not been forgotten, and there are a number of wheelmen who dread their repetition in Cincinnati."

The grand Beacon street boulevard running from Boston to the reservoir is now almost completed, and when it is, it will give the wheelmen of the Hub an exit unsurpassed. The completion of this grand boulevard will establish Boston's claim to the title of the Wheelman's Paradise beyond a peradventure.

A League member, dating from Louisville, Ky., asks, "Do L. A. W. members always retain their original number?" Yes, the original number is always retained and is written on the renewal ticket, there is also a *renewal* number, which is written on the ticket, is used for the convenience of the Secretary's office.

George Gould, the son of the great Jay, is very fond of wheeling, and we are told that he owns a safety bicycle the like of which does not exist. The frame, forks and spokes consist of aluminium, the balls of the bearings are made of diamonds. On the head of the machine is set a diamond of fabulous value, the handles are of mother-of-pearl. The only steel about the machine is the saddle spring. The machine weighs, "all on," less than thirteen pounds, and that is mostly the weight of the rubber. It was made by a prominent Coventry firm, and took eight months to construct.

A CYCLING RELIC.

I was sitting in my easy chair, in front of the open grate, enjoying the warmth and glow of the fire which there burned brightly.

Without, the wind howled, and ever and anon great gusts of it laden with sleet and snow came dashing against the window pane. It was just the night of all nights to sit by the fire and meditate.

I do not remember how long I had been sitting there lost in thought, when glancing over toward the farther corner of the room I saw my bicycle slowly and deliberately step down from its standard and approach the fire.

I was struck dumb with surprise, and could hardly believe my senses, but there it was apparently as full of life as any living thing. Bending over, it turned first one pedal and then the other toward the fire as if warming them, and then turning toward me it crossed one wheel behind the other, leaned against the mantel and cast at me a long, searching look, which I returned as steadily as I could, for I must confess that the strange spectacle made me tremble from head to foot.

At length, after the lapse of what seemed to me a long time, the bicycle spoke. There was a hard, metallic sound to its voice, and it spoke slowly and with great deliberation, as if to impress upon me every word.

"Fine treatment," it began, "I receive at your hands, and I a faithful servant who many and many a time have shown my devotion to you and a regard for your interests seldom exhibited by my kind; yet in weather like this, while you sit comfortably before the fire, I am compelled to stand in the farther corner of the room, close by a northwest window, with the cold wind rushing through the cracks so that every spoke in my wheels shivers. The ill treatment I have received has not been small, and the hardships I have had to undergo have not been few.

You have taken me out in all kinds of weather, banged me round on ferry boats and in baggage cars, slammed me down by the side of the road to be handled by every small boy in the neighborhood, and stumbled over by every blind old fool who chanced to pass.

You have entered me in all sorts of races, and then driven me till the breath was all gone out of me, and all for no purpose, for you have never come within a row of apple trees of winning a race. The worst of all that is, that you are never man enough to own up that you know no more about riding a bicycle in a race than a two-year-old, but you have always given as an excuse, 'my wheel isn't just right for racing.'

Once in a race you let your foot slip off the pedal, and threw me down so that five other bicycles and their riders came piling on top of me, till I felt like the under man in a football scrimmage.

At another time you pretended to make an attempt to break the one hundred-mile road record, and tried to put up a job on the public by riding over a 'ten-mile' circuit which by actual measurement was only six and three eighths miles long, thus compelling me to be an involuntary party to a diabolical scheme to cheat and deceive. Fortunately your left leg gave out at the end of the fifth lap, and nobody ever discovered it.

I remember, too, how time and time again you rode me out to

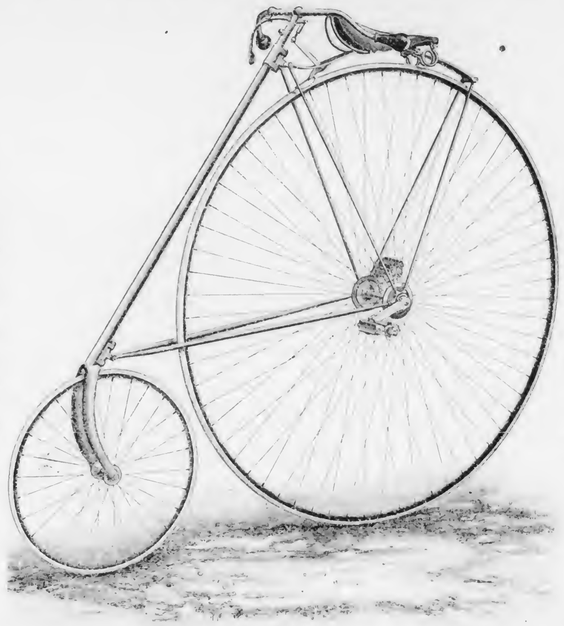
THE EAGLE BICYCLE.

THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.

THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.

A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

SIMPLE DIRECT CRANK MOTION.

THE LIGHTEST RUNNING WHEEL IN AMERICA.

BALL BEARINGS EVERYWHERE.

EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.

LARGE ILLUSTRATED CATALOGUE FREE.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - - CONNECTICUT.

☞ Mention this paper. ☜

San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed) DEVANY, HOPKINS & CO.

WARWICK CYCLE MFG. CO.

CATALOGUE READY JANUARY, 1889.

THE WHEELS FOR 1889

ARE

THE Warwick Perfection BICYCLE

AND

THE Warwick Perfection SAFETY.

WHEELMEN LOOK OUT FOR THEM.

Agents * Don't * Get * Left

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

A. KENNEDY-CHILD, Superintendent of Agencies.

SPRINGFIELD, U. S.

Jamaica Plain to see a girl with red hair and a mole on her cheek as big as a ten cent piece, and there hour after hour I was compelled to lean up against a tree and listen to the sickening sentiment with which you regaled her."

Then it laughed a low, hollow laugh, and said reflectively: "But it was fun that afternoon the hammock broke down and both of you went sprawling on the grass."

The hard, severe look returned and it went on.

"Not content with riding me yourself you loaned me to novices who twisted my backbone all out of shape and gave me many a knock and tumble in their attempts at riding.

Do you know, though," and its look softened a bit, "I think I know from experience what a pure amateur is."

Then uncrossing its wheels it stood upright, and pointing a handle-bar at me, it said:

"But that's all over now. I've stood it just as long as I am going to. You and I have got to come to an understanding, and that, too, in short order."

Then advancing a step nearer it shook its pedals in my face and said: "You little thought how patient and long suffering I have been, for at any time I could have broken your precious neck had I been so disposed. I have given you a 'header' now and then, when I have held in as long as I could, and once I marred your complexion so that your Jamaica Plain beauty, with the mole on her cheek, took you for a tramp and called the dog when you went there to call, but I have never done you any serious injury.

But patience has ceased to be a virtue, and right here and now I purpose having satisfaction."

I tried to speak, but before I could utter a syllable it commenced to strike me with its pedals, aiming all its blows with unerring accuracy at the pit of my stomach. I tried to ward off the blows, or to escape, but in vain. Then for a moment it ceased striking and I thought the attack was over, but no, it jumped upon me and with the small wheel struck me again and again. At last, with a tremendous effort I sprang from my chair, and seizing the bicycle threw it on the floor and falling on it held it there and shouted at the top of my voice. When I came to, my bicycle was on the floor and I was on top of it. "A."

TERTIUS.

I AM back from Baltimore; I mean a part of me is.

The rest of myself is scattered around in the classic mud of Maryland's shining shore.

I'm a wreck!

But Great Scott!

You ought to see Secretary!

He is a smashed cyclone, a demoralized blizzard, a reversed tornado, a paralyzed hurricane; he is a bike without spokes, a watch without a mainspring, a locomotive without a boiler, a piano without strings.

Jerusalem!

It happened this way:

In my last letter I said "I would have a run before the year ended if it took a lung."

Well!

When I got my bike in shape for running "a right, smart heap o' weather had done set in," as Secretary would say.

So I thought a think.

Why not run down to Baltimore, see Secretary, and have an old-time "run" with him?

At the same time I could pay him that ten cents which I suppose is due him. I say "suppose," because I am not sure about it. You see, I asked Secretary to have a "shandy gaff" with me one day; a "shandy gaff" is a fifteen-cent drink; Secretary said that he would take a five-cent cigar and ten cents? He duns me for that dime in his last letter, so, says I to myself, says I, "he shall have it."

I took the night express and reached Baltimore the next day. Baltimore is celebrated for oysters, beer, niggers, pirates, lovely women, brick sidewalks, monuments, red clay, the Secretary, mules, mud and a riot.

I went over to the club house, met Secretary, paid him the dime, set up a bottle of Mumm, was treated to a "two fer" cigar, borrowed a bike, and then, like lambs at play, Secky and I started out for a run.

Ah me!

Can mortal tongue tell? can mortal pen picture the events of that day?

I wot not.

Yet, in my feeble way, I will take a shy at it.

"Where shall we go?" said he.

"Damfino," said I.

"Let's run down to Washington," he suggested.

"How far is it?" I asked.

"Between forty and fifty miles," he replied.

"Washington it is," said I.

So we started.

At first we jogged along slowly—probably fifteen or twenty miles an hour—my friend making things interesting by pointing out celebrated landmarks. Here was a large oak tree with cleft trunk which was caused by Secky's running into it with his bike; there, a chasm thirty feet wide, which he had leaped at a bound, with his bike on his shoulder; anon we crossed a railroad, and my friend suggested that we ride down it.

"Rather rough," I remarked.

"Rough?" he echoed. "Why, Tertius, the rails are smooth as glass."

I caught on.

It is quite a trick to run a bike on a single rail, but after slipping off a few times I steadied down, and we just hummed.

I was on the right hand rail and Secky was on the left. I saw that Secky was rushing me, so I clinched my teeth and humped.

Faster and faster.

The telegraph poles formed a thin, hazy line.

Faster and faster!

We passed Odenton like a flash, and a few seconds later were in Bowie—ten miles away.

Then something happened.

Just beyond Bowie the road takes a sharp turn, curving to the south. Around this curve we rushed at a speed which only light or electricity could equal. And then—

Horror of horrors!

We met an express train!

The engineer would not turn out and we could not.

Scarcely two miles separated us, and before Secky or I could reach for our brakes we struck the train.

Our bikes behaved nobly.

They cut through the outer edges of the cow-catcher like cheese, lopped off the little wheels and big driving wheels of the engine, and then we stuck.

The shock flung us clear over the train and landed us, kerplunk, in the Eastern branch of the Potomac, near Bladensburg, not more than ten or twelve miles away.

The shock was terrible.

I landed in the mud, battered and bruised, but, luckily, no bones were broken.

I waded ashore, dragging my friend behind me.

Poor, poor Secky!

One of his own shoes—number twelves, too—had hit him in the back of the head, and the other had slugged him under the chin.

The gray matter of his brain was joggled out of place, several teeth were loosened, one of his generous ears split, both eyes in mourning, and in fact he did not look at all nice.

I brought him round with a gallon or two of kerosene, and returned home, where I am slowly recovering my normal condition.

Yours truly, TERTIUS.

THE "TRIPLET" QUADRICYCLE TAKES ANOTHER RECORD.

THE Rudge Triplet Quadricycle, with S. G. Whittaker, E. Oxborrow and Jack Lees "up," did the half-mile road record in great shape Dec. 19, to the tune of 1m. 9 4-5s. The distance on the Menden road near Coventry was measured by S. Golder. The wind was strong and a head one, and the road was rough. The timers were S. Golder, F. W. Allard and S. G. Woolton.

WHEW!! A MILE IN 2.18 1-5.

WE clip the following from the *Cyclist* of 19th ult., and we shall await verification with bated breath: "Just as we are going to press we learn by wire from Buckden, that a mile has been ridden in 2m. 18 1-5s., on Phillips' "Triplet" cycle, with Whittaker, Oxborrow and Lee up. Timekeepers, Rowe, Hillyer and several others. The roads grand."

[LATER.—The *Cyclist* of the 26th is at hand but a careful scanning of its pages fails to reveal any further reference to the above claim. Can it be a canard? And yet the Rudge people are advertising the record (?).—ED.]

HILL CLIMBING AT WASHINGTON.

"LAST week at Washington, D. C., several pedestrians witnessed Mr. E. F. Rosenberg break the previous records of hill climbing, held by P. M. Harris, of New York, at Sixteenth street and Boundary, commonly known amongst wheelmen as Stand-Pipe Hill. He made fifteen round trips in forty-one minutes, without a dismount, and rode his forty-six-inch Springfield Roadster. His intention was to make twenty-four round trips, but his timekeeper refused to wait longer on account of the chilly weather. Among those who witnessed the remarkable feat were Messrs. Ide, G. V. W. Knox, Dr. Lee and Hills, of the Washington Cycle Club, and many others."—*Exchange.*

A PILGRIMAGE FROM FRANKFURT TO BAYREUTH.

BY F. A. SPENCER.

(Concluded.)

Each act lasted an hour, and with an intermission of one hour between the acts, brought the performance up to ten o'clock. There was a great rush after the performance, some hurrying to get a seat in trains for various directions, others to get a seat in the most popular "kneipe" or beer restaurant. This latter is known as "Angermann's." Wagner used to sit there of an evening and drink his glass mugs of the celebrated Munich beer, and smoke. The place is a classical resort devoted to very unclassical uses. The entry is dark and forbidding. Immediately at the right is a chamber about twenty feet by seven feet, with low arched ceiling, and decorated with scenes born in the artist's mind. When we arrived the place was already packed, and people were eating and drinking from planks placed on beer kegs in the entry. Places had been reserved for us and we took our seats. At our table sat Wm. Steinway, of New York, Herr Scheidemantel, one of the leading baritones, Herr Halier, first violin in the orchestra, two or three male singers of less repute, and several chorus girls. At the other table sat noted German music directors, singers and actors, as well as a mixed collection of members of the common herd. During this season Bayreuth is cosmopolitan to the last degree. Everybody addresses everybody else, without previous introduction, and all the iron-bound rules of German conservatism are utterly ignored. The revelry was carried on until early morning, but we discreetly retired before midnight. On the following morning we heard a familiar sound of wheels, and we looked out upon a party of a dozen wheelmen, who, we learned, had followed in our tracks from Bamberg. They had come to see the second performance. The German wheelmen wear the most undignified and inappropriate headgear I have ever seen on wheelmen anywhere. Several were supplied with willowy riding whips to chastise impertinent dogs and small boys with. These are carried in a nickeled socket at right angles to the handle-bars. One of these doughty cyclists must have tried to ride down a hill which we discreetly walked down. We judged that he had climbed over the handle-bars and tried the quality of the road with the skin of his face and temple.

On the following day we attended the performance of "die Meistersinger." This was in direct contrast to "Parsifal" in its object and character. It was light and amusing. It is regarded as Wagner's nearest approach to comic opera. The old adage, of familiarity breeding contempt, was fully exemplified in ourselves. We approached the building and took our places in a much less awe-stricken spirit than on the day before. The usual visit to "Angermann's" followed.

The following morning saw us under way, refreshed and impatient for new hills to conquer. We reached them soon enough —and were conquered. Near the bottom a troop of dirty peasant boys rushed out and fell in behind us. Soon a brown arm and hand reached under my arm, and grasping my back-bone, or rather that of my machine, began helping me push up the hill. The same happened to E. It meant a "trink-geld" at the top, of about two cents, but as we hadn't gotten tired yet, we, with some difficulty, shook the urchins off. It was evidently their custom to approach every wheelman that passed in the same way, and many had no doubt availed themselves of their services. A climb of about twenty minutes brought us to a similar rolling plateau as that on the other side of the valley. We passed from this, however, into a most charming valley, very narrow and with precipitous wooded sides. We stopped for dinner at a small post hotel. Beyond this we had more climbing, with a subsequent and delightfully long coast. The character of the road was, as usual, superb, and so we bowled along at a good pace and covered about forty miles during the afternoon. Towards evening we were so high up in the mountains and the temperature was so low that our teeth fairly chattered upon mounting after a short halt. The remainder of our ride took us through an almost level country with uniformly fine roads. On the day next to the last of our tour we rode in and out such a way as to pass through five provinces. Three were petty duchies, of which one rarely hears outside of Germany. After a spin of about thirty miles on magnificent side paths we rode into Leipsic.

This ended our tour, and the greasy, muddy pavements gave each of us the first fall we had had in a trip of nearly 250 miles. Our actual riding time was about forty-five hours. The trip was novel, lay through charming country, and presented roads which it would be difficult to equal for the same distance and under similar conditions. We always avoided putting up at large towns, and in this way our expenses averaged about $1.50 a day.

Our wheels were ignominiously packed after doing us such good service, and we parted company, the one bound for London, the other for Berlin.

THE END.

THE EAGLE BICYCLE.

(See page 153 for cut.)

For some time past we have solicited information from the proper source in regard to the intentions of the Eagle Bicycle Mfg. Co., of Stamford, Conn., but we were always met courteously by Mr. L. B. Gaylor, the Vice President, with the reply that "all in good time and when the Eagle Bicycle Mfg. Co. is ready to place machines on the market we will give you the information." That this firm is now ready to announce will be appreciated by our readers after reading this article and their advertisement on page 153.

It will be of interest to know who are the men back of this new enterprise and we therefore print the names of the officers and directors.

Officers—C. H. Lounsbury, President; L. B. Gaylor, Vice President and Superintendent: D. H. Clark, Treasurer: E. S. Walsh, Secretary.

Directors—Hon. W. T. Minor, Hon. E. L. Scofield, Chas. H. Lounsbury, Walton Ferguson, D. H. Clark, Charles Gaylor, Dr. I. F. Wardwell, E. S. Walsh and L. B. Gaylor.

The company's headquarters are at Stamford, Conn., and we believe it is their intention not to manufacture any other machine except the one which is the subject of this article. It is claimed for

THE EAGLE BICYCLE

that it possesses the elements of unsurpassed speed, lightness, strength, absolute safety from headers, easy running, a positive and powerful direct acting brake. In its make up none but the best steel forgings are used, and nothing has been spared to produce a first-class wheel in every particular. In view of the fact that the company sent us only one cut, we must refer our readers to page 153, where they will find the cut used in the advertisement of the Eagle bicycle.

The strong point in the rear-driving safeties is that the rider is propelling the machine from a fixed axle and that the driving and steering are accomplished by different wheels.

The Eagle has these two very strong points with the further point that the driving is done by cranks directly on the wheel without the auxiliaries of chain or gear.

Fully 90 per cent. of the weight of the rider is on the driving wheel, where it should be: in fact, after a rider has mastered the Eagle the front wheel can be said to "skim" the ground instead of rolling over it.

The steering is very easy and the machine can be run without hands after very little practice. It will be noticed that there are two steering centres, one near the head and one just over the small wheel.

The front forks are curved so that the tendency is to *draw* and not *push* the wheel over the ground.

The brake is powerful, and the lever is brought out to the end of the right handle-bar and is applied in a similar manner as that of the ordinary.

The saddle is adjustable for stretch and also for tilt.

The large wheel has 64 direct spokes fastened by a neat sleeve and nipple to the rim.

The bearings are of the best Bown adjustable pattern, to both wheels and to the pedals.

The handles are pear shaped, vulcanite, and the bar is bent well back, so as to be under control of the rider.

The mounting is done by the pedal. In connection with this we clip from the Eagle catalogue the following: "The Eagle is easy to mount. We do not mean by this that any person without knowing how to handle this bicycle, can get at once into the saddle without any difficulty. But we do mean that when a person has once learned to ride the Eagle well, there is no wheel made which is more easily or quickly mounted, the fact that is has only pedals for a step may to some seem an objection, while to others who have been accustomed to mount by the pedal, the following explanation is of course unnecessary. It is well known that in learning the pedal mount on the "ordinary" the greatest difficulty encountered is the danger of taking a header simultaneously with the mount, and many after one or two such experiences give it up and satisfy themselves with climbing on by the step. The form of the Eagle, however, is such that no matter how clumsily the rider may throw his weight upon the pedal, the machine cannot tip forward, and he has only to give his attention to properly steering it to prevent it from falling sideways."

The Eagle Co. are in the market with the intention of pushing their machine for all it is worth; with this end in view, it is the desire of this company to secure the services of live responsible agents in every town and city in the country. To such we would advise that they address the Eagle Bicycle Mfg. Co., Stamford, Conn., and full particulars can be procured.



THE COLUMBIA TANDEM SAFETY.

The Pope Mfg. Co. score another "first" in producing the first tandem safety bicycle ever built for the market in the United States. The "dwarf" machine in its different forms of single and double has come to stay, and will be one of the most popular mounts of the coming season. The Pope Mfg. Co. forecast the public taste by producing a machine of this type, and we are confident that their enterprise will receive a fitting and substantial reward.

The frame is made of the regular seamless steel tubing used by this firm and is braced at every point possible to secure strength and rigidity. When a lady is to ride, then the brace that extends from the front seat rod to the frame back of steering head is removed. It is recommended that when two men ride the machine, that this brace be kept in position.

The steering can be controlled by the front or the back rider by means of the adjustable connecting rod shown in the cut. This rod is detachable and the steering can be all done by the front rider if desired. The handle bars are each of one piece of the best seamless steel tube, strengthened in the middle by an inner tube to provide against breakage, and curved to bring the handles into the proper position. They are keyed into the straight arms by semi-tubular taper keys, which can easily be withdrawn when this is necessary.

The brakes are applied to both back and front wheel. An adjustable plunger brake applying directly upon the front tire is under the control of front rider, while a well connected and powerful lever-spoon brake at the rear is under the control of the back rider.

The wheels are thirty inches, solid crescent felloes, forty-four tangent spokes to driving wheel and thirty-six tangent spokes to front wheel. The tires are 7 1-8 endless moulded best quality rubber.

The bearings are similar to those used on the Light Roadster Safety, and are made with a full appreciation of the requirements of a double machine.

The driving gear is made carefully and with reference to the great strain that must be put on it. The Ewart chain is used, and the fact that under test it bears a strain of 2,000 pounds before breaking sufficiently demonstrates its strength. The regular gear is 57, though it can be fitted with a 54 or a 60 gear if desired.

Knous cranks are used and the throw is adjustable to 5 3-4, 6 1-4 or 6 3-4. If desired, cranks can be fitted for 5, 5 1-2 or 6 throw. The Columbia double grip ball pedals are fitted, but in case parallel pedals are preferred a reduction of $5 will be made from full list price for each pair. Adjustable L seat rods. Harrington cradle-spring, with Knous adjustable saddle front, and Kirkpatrick saddle rear. Detachable steel-wire lantern bracket. Foot-rests. Guards to both wheels and chains. Tool-bag, with Columbia B. & S. monkey-wrench, screw-driver and oil-can. Weight, 82 pounds. Finish, enamel and nickel tips. Price fitted with ball pedals $200, with parallel pedals $190.

THE ELWELL EUROPEAN TOUR.

Editor Bicycling World: As a cyclist who has been on three of F. A. Elwell's tours, I want to say a word about the proposed European tour for next summer. His method of conducting them leaves to every man his own liberty of riding at whatever speed he chooses, with whom he wishes, and of stopping for lacteous fluids as often as he needs a bath. The cost of the trip, $400, is exceedingly low, and he will make no money from it, as I personally know he did not come out even on the other tours. Every other wheelman who has been on one of his tours can testify to this. He is always ready to sacrifice his own comfort for his companions, and his expedient resources always bring everybody through all right. The riders he collects together in his tours have invariably been quiet, gentlemanly wheelmen, who are a credit to the sport. I would not miss going on this European tour for twice its cost, and will guarantee the jolliest trip of his life to every one who goes.

Junius E. Beal,
Michigan Division Representative.

[We most heartily endorse the above words of praise. Those who attended the several tours down East and to Bermuda, under Mr. Elwell's management, will bear us out in saying Mr. Elwell is a very prince of leaders in tours.—Ed.]

Louis Harrison, one of the best known cyclers among the old-timers, and at one time the editor of the World, has returned to this country after a residence in Paris of several years. We hope soon to see Mr. Harrison in Boston, and then we shall learn his plans as to his future residence.

Although it is nearly two months before the Presidential election the political pot is already boiling pretty hot.

The late Wm. Woolsey, of Hartford Co., Md., bequeathed in his will the sum of $60,000 to be used in turnpiking the roads of that county. The sums specified to be expended on certain roads are as follows: On the road from Belair to Churchville, $10,000; road from Churchville to Havre de Grace, $20,000; road from Churchville to Darlington, $15,000. Equal sums, per mile, are specified to be used on the roads from Churchville to Aberdeen, and from Churchville to Calvary.

This talk about Pennsylvania being disloyal is all bosh and twaddle. If people imagine that a large body like the League can be run without the managers being criticised they are very much mistaken. And yet we find the so-called "disloyalty" of Pennsylvania to consist merely of a certain amount of criticism which may not be entirely just. If "criticism" and "disloyalty" are synonyms, then we fear we must be placed on the side of the naughty rebels. A truce to this "disloyalty" racket!

The Rhode Island Wheelmen, of Providence, held their second annual New Year's Eve stag party Dec. 31, 1888, at their club house on South Main street. There was a large attendance and refreshments were served about 10 P. M., and to which the party did full justice. Captain Speirs also called a club run for the same evening, and at 11.45 P. M. eleven of the most venturesome members followed their Captain over slippery pavements and sticky roads for an hour and a quarter. When arriving back at the club house they dispersed, every one pronouncing the party to be a success.

Bicycles, Tricycles, Tandems and Safeties.

SHOP WORN and SECOND-HAND.

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

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(Odd Fellows' Building,)

BOSTON, MASS.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

☞ Postage stamps not received in payment.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

MR. SHRIVER raises the point regarding the filling of vacancies in the office of delegate to the National Assembly which are created by the increase of membership. The case under discussion arises because we have no code of by-laws in harmony with the Constitution. It has seemed to us that a liberal construction of the Constitution would allow each State to make such rules as it shall choose for the filling of vacancies in its delegation to the National Assembly and we have so advised in several instances. But if the rule is so hard and fast, as Mr. Shriver insists, it is just as well for us to know it now. We have laid the matter before the Executive Committee with a request that they consider the matter and render a decision. The vacancies announced in the BULLETIN were not all as Mr. Shriver seems to think, created by increase, but in some of the States elections that should have been held during September, have never been reported at this office.

THE Executive Committee held a meeting in New York last week and, among other work, they investigated the charges made against Mr. C. H. Luscomb who, it is alleged, issued a circular in the name of the League, favoring the election of Governor Hill of New York. The result of the investigation is given in the communication published this week. The statement made by Mr. Luscomb was satisfactory to the Committee but it has been thought best not to give his defence at this time. At the February meeting Mr. Luscomb will present the annual report of the Rights and Privileges Committee, and he promises to deal with the subject at that time, giving a history of the case and the reasons which called for the circular. This will bring the matter officially before the National Assembly and every member may then put himself on record in the case. This has been thought to be a better way to deal with the question than to set and on foot a newspaper discussion.

THE Texans are moving for new roads. At a recent meeting of the Dallas County Road Convention, Col. J. B. Simpson stated the object of the convention to be to help the county out of the "slough of despond" into which it drops every winter, and sometimes during the summer. His idea of relief lay in securing a fund ample to build four great lines of thoroughfare through the country, running to the cardinal points or in such directions as the judgment of the county commissioners might decide. He was in favor of issuing a million dollars bonds for road construction. The county, he said, was now wasting annually in the construction and repair of highways about $50,000, an amount sufficient to pay interest on $1,000,000 at five per cent, at which rate there would be no trouble in placing the bonds either in this country or in Europe. The people to be brought into the country by improved roads would, he said, pay their quota to the interest and sinking fund, and as property advanced the requirements would be met still easier. The question in a nutshell was, were the people of Dallas county prepared to continue a wasteful course or would they, without an increased expenditure, resolve upon having a system of good macadamized roads, with the additional stimulant to their property that an expenditure of a million dollars would entail. Regarding the constitutional features of the case the consensus of opinion of able lawyers was, he said, that there was no constitutional inhibition against action by the Legislature authorizing the issuance of the bonds.

The following resolutions were passed:

Resolved, That it is the sense of this convention that a wise and conservative general law be passed at the next session of the State Legislature authorizing the various counties of the State, under restrictions to be provided by law, to issue public road bonds, not exceeding 4 per cent. of the taxable values in each county, said bonds to run not less than twenty years, and to bear not more than 6 per cent. interest, and to be sold at not less than par value; not more than 33 1/3 per cent. of the whole number of bonds to be issued and placed upon the market in each of three years; ample provision to be made by law, out of the fund, to keep constructed roads in good repair.

Resolved, That a committee of three be appointed to confer with the Representatives-elect from this county in respect to the framing of an amended road law for this State, and that such amended road law be framed by said committee and presented to the next Legislature.

Resolved, That the acting County Judges of Dallas county be requested to correspond with the black land counties of Texas, and cordially invite delegates from all of said counties to assemble at Dallas or Fort Worth on Saturday, the 5th of January, 1889, to discuss the improvement of county roads, and to formulate and recommend to the coming Legislature a satisfactory road law, which shall permit the issuance by counties of a reasonable amount of bonds for road construction.

Membership Totals.

	1886.	1887.	1888.	*
Alabama,	17	7	14	0
Arizona,	0	2	8	0
Arkansas,	11	12	11	0
California,	210	344	401	3
Colorado,	50	46	63	1
Connecticut,	584	642	471	4
Dakota,	8	20	10	0
Delaware,	27	37	45	1
Dist. Columbia,	72	101	164	2
Florida,	10	12	17	0
Georgia,	28	29	16	0
Idaho,	20	3	0	0
Illinois,	491	635	756	5
Indiana,	207	235	194	2
Iowa,	112	150	170	2
Kansas,	76	180	159	2
Kentucky,	87	98	91	1
Louisiana,	66	71	56	1
Maine,	101	129	144	2
Maryland,	220	289	465	4
Mass.,	1,444	1,328	1,236	7
Michigan,	226	278	354	3
Minnesota,	108	108	115	2
Mississippi,	4	3	14	0
Missouri,	258	368	361	3
Montana,	3	5	2	0
Nebraska,	70	115	90	1
N. Hampshire,	141	134	103	2
New Jersey,	944	865	742	5
New Mexico,	0	2	8	0
New York,	1,747	2,317	2,467	13
No. Carolina,	12	10	5	0
Ohio,	847	940	946	6
Pennsylvania,	1,488	1,730	1,476	8
Rhode Island,	148	179	263	3
So. Carolina,	1	2	8	0
Tennesee,	80	85	114	1
Texas,	14	23	35	1
Utah,	13	14	10	0
Vermont,	103	92	57	1
Virginia,	58	86	120	2
West Virginia,	51	56	38	1
Wisconsin	37	88	99	1
Wyoming,	19	42	4	0
Washington,	0	0	1	0
Nevada,	0	0	2	0
Bermuda,	1	1	1	0
Canada,	7	9	9	0
England,	2	4	4	0
Nova Scotia,	4	4	8	0
Switzerland,	0	0	1	0
France,	0	1	0	0
Austria,	0	5	0	0
Members ex-officiis,	0	0	0	11
Totals,	10,264	11,939	11,948	101

* National Assembly.

The allotment of delegates to the National Assembly is made on the basis of membership September 1st. If the Executive Committee shall decide that the Divisions are entitled to fill vacancies made by increase of membership the Assembly will be increased by one delegate from each of the States: California, Massachusetts, New York, Pennsylvania and a Vice Consul from Tennesee. Of the members ex-officiis eight are members of the Assembly otherwise, and the total of the Board is decreased thus much so far as the February meet is concerned.

From the Executive Committee.

The Executive Committee having investigated the issue of the circular in New York State in favor of the support of Governor Hill by the wheelmen, find that the circumstances attending the matter were such that there was no other course consistent with the honor and interests of the L. A. W. than the action taken by the chairman of the Committee on Rights and Privileges.

That while the matter of how far the L. A. W. shall participate as an organization in political contests is a question for the National Assembly alone to determine, the conditions present in New York State at the time of the issue of the circular, called for immediate response from the representatives of the organization.

T. J. KIRKPATRICK.
H. W. HAYES.
W. S. BULL.

Connecticut.

In consequence of Wm. Darrow not being a resident of New London, I appoint A. G. Fisher of New Haven on committee of Improvement of Highways in his place. C. E. LAROM, C. C.

Delegates to the National Assembly, L. A. W.

Editor of the Bulletin:

Dear Sir—Please do not consider me unduly censorious if I ask whether the vacancies in the National Assembly, announced in the current Bulletin, are vacancies caused by death, resignation etc., or by increased membership in the several Divisions and in either case, under what authority Chief Consuls can fill vacancies by appointment. The new Constitution provides, Article IV, Section 1, that the National Assembly shall consist of certain named officials, "to be elected as hereinafter provided," among whom are "Delegates from the several Divisions and Sub-Divisions." Section 2 says that "each Division shall elect a Chief Consul, etc., annually, between the 15th day of July and the 15th day of August;" and Section 4 that "each Division Board of Officers (whose constitution is prescribed in Section 3) shall hold its annual meeting in the month of September and shall *then* elect from the Division one Delegate for each two hundred members upon its roll on September 1st;" and that these Delegates with the Chief and Vice Consuls, "shall constitute the National Assembly." Nobody, therefore, has any business in the National Assembly except a Chief or a Vice Consul elected by a Division between July 15 and August 15, a Chief Consul elected by a sub-Division of 50 or more as appointed by the President to rule over a sub-Division of less than fifty or a Delegate elected by a Division Board at its September meeting on the basis of apportionment unalterably fixed at September 1st. There is no provision for expansion by growth between September 1st of one year and September 1st of the next year and no provision for filling vacancies, however caused, except that the President may appoint if a sub-Division fails to hold an election of Chief Consul when entitled to do so. The invariable rule of all constitutional instruments is that when no way of filling a vacancy is provided for, it can be only filled in the manner of original appointment or election. The vote of the Baltimore Meet to adopt the old By Laws as far as applicable to the new Constitution, until new By-Laws are prepared, does not govern in this case. The By-Laws are necessarily inferior to the Constitution and that having defined who shall constitute its governing body and how they are to be chosen, the By-Laws cannot alter that definition by adding any other persons whatsoever. Moreover, the old by-Laws deal only with a Board of Officers and know nothing of a National Assembly, which is a new creation of a new Constitution. Under the circumstances therefore, it would seem that no Chief Consul has the right to make any of the appointments called for and that no vacancies even exist if it is for the purpose of representing a larger membership than was upon the rolls of a Division at September 1st. Yours truly,

E. J. SHRIVER.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 172—Total 12—11,960.

BOSTON, Jan. 1, 1889.

CALIFORNIA DIVISION—1—432.

L. A. Wheelmen.

21213 McDonald, W. S., Wilmington

DELAWARE DIVISION—1—40.

Unattached.

21222 Bertolette, L. C., P. O. address, London, Eng., Wilmington

KANSAS DIVISION—2—101

Emporia Bi. Club.

21214 Brodie, A. F., Emporia
21215 Collins, C. H., "

OHIO DIVISION—1—647.

Unattached.

21216 Clen Dening, Byron M., Celina

PENNSYLVANIA DIVISION—5—1481.

Frankford Bi. Club.

21216 Butcher, Wm., Sandyford 23 Ward, Philadelphia
21217 Crocker, Geo., Globe Machine Works, Frankford, Philadelphia
21218 Crankshaw, Henry, 1320 Frankford ave., Frankford, Philadelphia

Wilkes Barre Bi. Club.

21223 Alexander, Wm. F., 22 Jackson st., Wilkes Barre
21224 Levan, Louis E., 181 So. Washington st., Wilkes Barre

RHODE ISLAND DIVISION—1—294.

Unattached.

21220 Barclay, Wm. H., Evening Times, Pawtucket

TENNESSEE DIVISION—1—115.

Nashville Bi. Club.

21221 Newson, Chas. A., care J. I. Newson, Nashville

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Springfield, Ohio

FIRST VICE PRESIDENT,
H. W. HAYES,
103 State Street, Boston

SECOND VICE PRESIDENT,
W. S. BULL,
10 West Eagle street, Buffalo, N. Y.

TREASURER,
W. M. BREWSTER,
300 Olive Street, St. Louis, Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.
H. W. Hayes.....Boston, Mass.
W. S. Bull.....Buffalo, N. Y.

Membership.

G. Carleton Brown.....Elizabeth, N. J.
Frank C. Blodgett.....Detroit, Mich.
Alfred Ely.....Cleveland, O.

Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y
J. S. Dean.....care *Bicycling World*, Boston, Mass
A. Moore Berry.....421 Olive street, St. Louis, Mo

Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.
W. W. Share.....P. O. Box 22, Brooklyn, N. Y.
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa

Improvement of Highways.

Stephen Terry.....Hartford, Conn.
Chas. S. Butler .....263 Main street, Buffalo, N. Y.
H. S. Livingston.....Cincinnati, Ohio.
Care Seasongood, Menderson & Co.

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater 1206 Penn. av., Washington, D. C.
Col. George Sanderson.....Scranton, Pa.
George Collister.....Cleveland, Ohio.
Care Davis, Hunt & Co.
W. M. Brewster.....300 Olive street, St. Louis, Mo.
H. H. Hodgson.....New Orleans, La.

Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References: *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

"'Tis Mightier than the Pen."

UNCEASINGLY at it--writing, writing, writing—good writing, bad writing, worse writing—sometimes can read it when it is warm, seldom when it is cold—sometimes the receiver can translate it—sometimes he can't—waste of time, waste of labor at both ends. The pen is old-fashioned--the progressive business man, the intelligent professional man, the live clerk, and the modern student type-write; some 40,000 of them use the World Typewriter. 'Tis a wonderful little machine, as simple as a primer, yet strong, durable, practical; and anyone can with practice easily write thirty-five words a minute. A Single-Case World costs $10.00, a Double-Case World, which writes seventy-two characters, $15.00. Live Agents Wanted. Address Typewriter Department, Pope Mfg. Co., Boston, New York. Chicago.

* * * * *

The Best Business Calendar Published

THE Columbia Calendar for 1889, although on the same general lines as its predecessors, shows marked improvement. The leaves are not pasted, but sewed at the end, so that any leaf can be immediately turned to. The stand is made of pressed pulp, handsomely gilded, and practically indestructible. There is ample space for memoranda on each leaf, and there are 365 leaves. Although this is the fourth year of the Columbia Calendar, the matter contained upon the slips is fresh and new, and as usual gives much valuable suggestion on the whole broad field of cycling. The Calendar is sent by mail on receipt of twelve two cent stamps. Address Advertising Department, Pope Mfg. Co., Boston, Mass.

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DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
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BOSTON, 11 JANUARY, 1889.

Volume XVIII.
Number -

VICTOR

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We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

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Bicycles, Tricycles, Tandems and Safeties.

SHOP WORN and SECOND-HAND.

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

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BOSTON, MASS.

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GRAND CYCLE RAFFLE. As there are some tickets yet unsold, the drawing has been postponed. Don't lose a good chance. TICKETS $1.00. E. B. MALLESON, Mgr., Box 841, Hudson, N. Y.

FOR SALE—55 inch Columbia Light Roadster; also Veloce Columbia; both 1888 pattern; best condition. Bargains. For particulars address ROBERT L. THOMPSON, Muscatine, Iowa.

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FOR SALE—51-inch Apollo; balls all around; bell and cyclometer complete. $85. Splendid condition. CHAS. T. RAYMOND, Lockport, N. Y.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

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BICYCLING WORLD AND L. A. W. BULLETIN

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BICYCLING WORLD CO.,

12 Pearl Street, - - - Boston, Mass

THE · SPRINGFIELD · ROADSTER · VOLANT · SAFETY.

LIGHT, COMPACT, STRONG AND DURABLE.



We wish to call the attention of the public generally to our new improved VOLANT SAFETY, which we have been induced to prepare to place on the market for 1889 to fill a long-felt want for those who desire to ride and do not wish to stride a high wheel, and for those who wish to purchase a wheel which can be adjusted to fit the whole family from a rider of 44 to 58 inches, and still for those who desire a machine that can be adjusted to them as they grow.

The VOLANT combines features of merit which can readily be appreciated by all. Our walking lever motion enables us to bring the wheels much closer together, thus distributing the weight to better advantage, also making it much less sensitive to steer. It has Ball Bearings all around, runs light, and is strong and compact. We shall have them ready for delivery by Feb. 15th to March 1st. Retail price **$115**.

Descriptive Catalogue Feb. 1st.

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, - - - Boston, Mass.

THE NEW MAIL.

Only wheel with Trigwell's Ball Bearing Head! Has had another year of Extraordinary Success! No breaking down about This Wheel.

TESTIMONIALS.

12,890 1-2 miles on a New Mail. Rather a Record for a wheel.

BROOKLYN, Jan. 3, 1888.

Messrs. Wm. Read & Sons—

Dear Sirs: I have ridden your New Mail 12,890 1-2 miles during the past two years, and I find that it stands the hard riding I have put it to admirably.

I would not care to ride a wheel without the ball head which the New Mail is fitted with. In October I rode 1700 miles in 27 days, which is the American record for one month's riding. I do not know of any one having ridden more than the above for two consecutive years, viz., 12,890 1-2 miles.

Respectfully yours, WM. T. MURPHY,
Kings County Wheelmen.

BRIDGEPORT, Conn., Dec. 19, 1888.

Messrs. Wm. Read & Sons—

Gents: The New Mail, I must say, is the strongest and best made wheel I ever rode. As I have ridden about all the different makes of bicycles used in this country, and have made a study of the different kinds of heads, I must say that the Trigwell ball head is the most perfect head on the market. I have used it for three years, and have never had it work loose on the road. Yours truly, W. B. MIDDLEBROOK,
Bridgeport Wheel Club.

JERSEY CITY, Aug. 24, 1888.

Messrs. Wm. Read & Sons, 107 Washington Street, Boston, Mass.—

Dear Sirs: About one (1) year ago I bought one of your "New Mails." I have ridden it about 2800 miles over all kinds of roads (a great many miles on Jersey City cobble), and it has been true every time. I have not had a nut loosen in that time, and have adjusted the ball head but *once*. The backbone is indeed "perfection;" firm as a rock. I cannot say enough in its favor. There is not, in my opinion, a wheel made that equals it. You can use this as you wish.

Yours respectfully, J. E. DAY.
Dec. 25, 1888.

Wm. Read & Sons—

Gentlemen: I cannot pay any tribute to the Trigwell ball bearing head which will do it justice. Only those who ride constantly and hard, and have changed from a cone to a ball head can appreciate what a blessing it is. I have used it for three years over all kinds of roads, and found it simply perfect. It has converted the riders of every manner of machine in this vicinity.

Very truly yours, WM. H. MEALY.

LOOK OUT FOR THE NEW MAIL Safety!

Out in February, with the Specialties and of the high quality of the Ordinary. THE BEST YET! Catalogue ready January 25th. Don't order a Safety till seeing ours. Will pay to wait! You can enter your name now for a catalogue. All agents of 1888 of the New Mail are requested to send us their full address *at once*. Catalogue and illustration free Jan 25th. Fine photograph of New Mail Safety now ready for 10 cts. in stamps.

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BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 11 JANUARY, 1889.

13,250.

THE above figures represent the present circulation of the BICYCLING WORLD AND L. A. W. BULLETIN, and should be full of import and suggestion to our present and prospective advertisers. The above circulation, 13,250, is larger by far *than all the rest of the cycling publications published in this country put together*. This fact is one that should not be lost sight of, and when our rates are compared with other publications of not much over one tenth the circulation of the BICYCLING WORLD AND BULLETIN it will be appreciated at once that our charges for space are extremely reasonable.

ANNOUNCEMENT.

BELIEVING that the BICYCLING WORLD AND L. A. W. BULLETIN, with its 13,250 weekly circulation, is a splendid medium for those who advertise, we have determined to go into the field very actively this coming season. In connection with this decision we have made arrangements whereby Mr. W. Neumann will solicit business for our advertising columns in the East, while Messrs. Lindsay & Tayler will represent us in Chicago, Cincinnati, and west of those two cities.

Mr. Neumann is a well-known and very successful canvasser in New York and Boston, and we bespeak for him a continuance of the kind patronage which has been his in the past.

Messrs. Lindsay & Tayler are as well known in Chicago as Mr. Neumann is in New York, and they are spoken of as men who can push a good thing when they have it. That the tools we place in their hands, coupled with their skill as good advertising men, will produce practical results, is in our mind a foregone conclusion.

With the introduction of the gentlemen who will solicit advertising patronage for this paper, we will close by asking the gentlemen in question to take off their coats and fire that 13,250 circulation at the head and reason of every available advertiser in this broad land of ours.

OUR good Governor Ames, in his third inaugural address, recommends the appointment of a Highway Commissioner in the following language:

"The economic and proper construction and maintenance of suitable roads, streets and bridges throughout the Commonwealth is at all times of great interest to the public, and while every community is more or less dependent upon steam railroads for the carrying of passengers and freight, yet all such passengers and freight have to pass over the roads leading to and from the steam roads. The knowledge and skill required to construct and maintain good roads and bridges in the most economic manner requires long experience, combined with good judgment and a special knowledge of the relative value of available materials. I therefore recommend the passage of a law authorizing the appointment of some suitable and skilful person who shall have a general advisory oversight of the roads and bridges of the cities, towns and counties of the Commonwealth, who may be freely consulted by the local authorities without charge, and who shall make an annual report to the Legislature relative to the roads and bridges in the Commonwealth, with such suggestions as from time to time shall tend to promote the public interest."

We call the attention of this recommendation to Chief Consul Emery, with the suggestion that he take advantage of the way pointed out to the League to be of some practical, tangible benefit. If we could have an intelligent and efficient man whose sole business was to secure improved highways, it would be a good thing, and is worth trying for.

GOV. BEAVER, of Pennsylvania, also comes out strongly in his inaugural message, which also has the right ring to it. That State governments are beginning to urge some method of improving the highways is a cheerful omen for the future. A pleasing feature in the Governor's message is that he takes occasion to specially mention riders of the cycle as having rights in the premises. We append the paragraph on roads in the message:

"It is said that the civilization of a country is marked by its roads. If this be true, Pennsylvania cannot claim to have ranked highest in civilization. It is safe to say that no expenditure of public moneys yields so little in return as the road taxes of Pennsylvania. Our entire system of road laws—or rather our road laws which lack system—should be thoroughly revised and codified. They served their purpose when temporary roads were to be laid out and cheaply made through unbroken forests and over lands which had but little value. The time has come when it will be economy, in every way, to build our roads permanently and substantially.

The comfort of our people, economy in the transportation of our products, saving in the wear and tear of vehicles and animals, and the needless multiplication of highways, all demand that the laws governing the laying out and construction of our roads, should be radically reformed and systematized

This may be considered a matter of minor importance, and yet it affects every inhabitant of the Commonwealth. We must all use at some time or other, in some way or other, our public roads. Their character and condition affect the breeding of our stock, the style of our vehicles, the carrying capacity of the farmer's wagon, and the speed and enjoyment of all who travel them for business or pleasure, either in the carriage, in the saddle, *on the bicycle* or on foot.

A thorough system should be devised and authorized by the Legislature which could be put into immediate effect by our older communities, and adopted by those which are newer as their ability and the wants of their people might require."

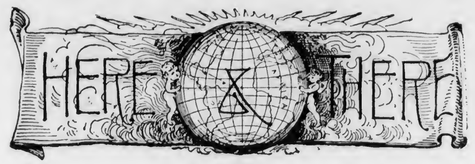
TOM STEVENS OFF AGAIN ON AN IMPORTANT EXPEDITION.

MR. THOMAS STEVENS, who has been retained for some time by the New York *World* as a special correspondent, has been suddenly dispatched on an important expedition for "the *World*."

As the journey is undertaken on the basis of six months' absence all Mr. Stevens' lecture and other engagements for this season will have to be cancelled. Should Mr. Stevens accomplish the object of his present expedition and decide to enter the lecture field upon his return, his value as a platform attraction will be greatly enhanced thereby.

In that case he may be depended upon to do the right thing by those who have been put to inconvenience by his sudden departure on "the *World's*" mission and the necessary cancellation of his present dates, should they desire to secure his services.

Yours sincerely, G. W. TURNER,
Business Manager New York *World*.



NEW YORK.

"HAWKSHAW."

MANY years ago, between the covers of some now forgotten school book, I remember reading the fact that from the grim and homely cocoon came the brilliant and gorgeous butterfly. So long ago has this been that I had entirely forgotten the fact until to-day, as I sat, *a la* George Francis Train, upon a bench in Central Park, looking at the throng of gay equipages with their loads of Fashion's butterflies, and then, as the ever-present wheelman rushed hither and thither through the press of carriages, my mind drifted back to the days of long ago, when these wheelmen were little better than outlaws upon the roadways of this same park, and while I thus compared his position then with his freedom now, I thought of this cocoon butterfly affair, though in a much reversed way, since in the case of the butterfly it is an evolution of showy brilliancy from unartistic sources, while with the wheelman it has been a retrogression from the dazzling raiment and equipment of the past, to the sombre garments and makeup of the present. To see the rider of to-day, mounted upon a wheel devoid of the brilliant sheen of nickel plate, with its size shrunken from the towering height of the ordinary to the insignificancy of the rear driver, perhaps with no uniform at all, or if so, with one of the utmost severity of color and construction; who would recognize in the cycling cocoon of the present the gaudy butterfly wheelman of the past? Not you or I, Mr. Editor, would we? No indeed, we have both been there ourselves, and our memories here play us no pranks when we call upon them to furnish us with mental views of the dear old dead and gone butterfly of our cycling infancy. But there are thousands now riding where there were dozens then, and it is for the benefit of these that we must conjure up these memories of the by-gone, and by the aid of the camera of the press, photograph them upon the pages of the BICYCLING WORLD AND BULLETIN, so that we may not be accused of being stingy through reserving these artistic likenesses of an almost forgotten past for the sole enjoyment of ourselves.

'Tis said that a "thing of beauty is a joy forever," then judged by this standard the butterfly of the elder-day was not "a thing of beauty," since he endureth not, and having passed away remains only "to memory dear," and his place in the eyes of the multitude is to-day filled by the cocoon of the less poetic, perhaps, but more practical rider of the present, from which cocoon has been spun the mighty silken web of the L. A. W. and its thousands of members. Let me picture a little more definitely one of these butterflies as I remember them. Take the dead and buried Mercury Club of this city as an example, and let us see if Solomon in his best ready-made suit ever held a candle to them for gorgeousness of raiment. Their uniforms were made in Paris, at a cost of $50 per man, and consisted of a royal purple velvet coat, knee breeches of white doeskin, with stockings and jersey of purple silk to match the color of the coat, topping all of this was a diminutive polo cap, projecting upward from each side of which were two large gilt wings, in a supposed imitation of those pictured as springing from the head piece of their Mercurial namesake. This, when mounted up a full nickeled wheel weighing nearly a hundred pounds, with fifteen-inch handle-bars which were continually knocking the wind out of the butterfly as he struggled to reach the pedals of a machine at least two sizes too large for him (for your true butterfly despised to be mounted upon any bicycle whose pedals he could reach in any other manner than with the tips of his toes), while his leg was extended to its fullest possible length, gives you a true and unexaggerated pen portrait of this theatrical pioneer of the cause of cycling. He's gone now, never again to flash across the vision of a startled public, and the cocoon that has succeeded him, in his homely but serviceable covering of gray or brown, is certainly an improvement much to be desired. But still, like all old people, you and I, Mr. Editor, will often find ourselves wishing we were back to the good old butterfly days of our cycling careers, which, despite its many faults and failings, carried with it so much of the pleasures of novelty and youth, that now even with all the cycling improvements that exist we cannot find because of the satiety and age that has fallen upon us. *Vale!* my dear old butterfly. You are but one of the many brilliant colorings of our youth that has faded into the obscurity of our old age. You were too beautiful to last, and you live henceforth but in the fond memories of the "old-timer," who will cherish you for what he thought you to be, mistaken though perhaps he was.

YOUR St. Louis correspondent, "Linneus," says that when the Chicago flyer, Lumsden, runs against the Stone wall of St. Louis' racing champion, that the wheelmen of the last named city "will all put their pile on Stone;" sort of a "stone pile" as it were.

DON'T think I am going to act the part of a reviewer when I follow the above item by yet another based upon an extract from another of your able corps of contributors, for I am not, but really, when "Ariel" speaks of taking "a spin up the River drive, along the frozen banks of the Schuylkill, with the thermometer somewhere near ten above," and winds up the account of his pleasant experiences in doing so by further stating that he hopes "it may be thus all winter," I am led to believe that cycling has undergone a greater change than most of the "old timers" are aware of. Surely Conant Foster had not such a ride in mind when he penned these lines:

"Come! mount and away! Let the tuneful lay
Flow on to the treadle's timing;
Yet, tarry, I pray—for a moment stay,
And list to the water's rhyming."

Much I fear, that no matter how poetic might be the temperament of the cycler, that the charm of "waters rhyming" would not cause him to "tarry" and "list" to them, with the thermometer "somewhere near ten above." No really I don't think he would.

NOTES BY

THE "CAVILER."

EVER since cycling began to be recognized as an international sport, coupled with practicability for business purposes, there have been chronic croakers who periodically mounted the house-tops and tried to make the world believe that cycling was on the decline. These croakers, with eagle eyes, watched for the slightest accident or anything trivially detrimental to cycling, and as soon as they found it, placed it under the most powerful glass and expected the world to see it in its magnified size.

THE changes in the Massachusetts Bicycle Club resulting in the selling of its magnificent property gave these pessimists opportunity to advance, for a reason that none of it could have happened were there not a waning interest among Boston cyclers from cycling, and from that it was easy to figure that Boston and various other places were losing their cycling grip. It is hardly worth while to deny these statements before the intelligent cycler, for he knows that the past season has seen more added to the ranks of cyclers than has any season since the cycle was invented. Still I want to say a word on the subject.

As to the assertion that cycling is declining in Boston, it is not true. Boston is and has been the greatest cycling centre in America. The suburbs of Boston are marvellous in beauty and of great extent, and a very large proportion of Boston's business men live away from the brick blocks. There is no section of Boston's suburbs without an organized cycle club; indeed, in some of the suburbs the cycle club is the most wide-awake of any of the social organizations. This multiplicity of suburban cycle clubs has, of course, worked more or less injury to the Massachusetts Cycle Club, located as it was within the city proper. Again: The forming of the Boston Athletic Club, at a cost of some $300,000, near by the building of the Massachusetts Club was also a strong factor in weakening the Massachusetts Club's grip, and it is but natural that many of the representative cyclers should be more interested in a club devoted to general sports and athletics than to one specifically devoted to cycling, particularly so when the athletic association promised to furnish accommodations for cyclers.

THE Massachusetts Cycle Club corporation then, dissolved wholly for legitimate reasons, from a combination of circumstances of direct benefit to the members and to no discredit to cycling. The Massachusetts Bicycle Club is not disorganized. It remains as a cycling association, and is likely to so remain indefinitely and perpetuanently. A large membership to the club remains, none of whom have lost their interest in the old Massachusetts. Plans for next season are being laid, and shortly the club is to have its annual dinner and reunion.

THE Massachusetts Bicycle Club was made up of many of the representative Boston athletes, and many of them have joined the new athletic club and propose to keep their cycles in the athletic building; and in speaking of the new athletic club I cannot refrain from remarking that it is a pity that this club should not put at

east one of its well-known and competent cycling members on the committee regulating the wheeling department. Such men as Hodges, Peck, Everett, Dean, Tombs, Ahl or Williams would appreciate the needs of cyclers and see that they were catered to. The preparation of the wheel room for the abundant storage of ordinary bicycles, and the meagre space devoted to safeties and tricycles indicates how little the committee know of how the "wheel world wags."

So Luscomb is going to explain, defend or excuse, which ever it may be, his political action as a member of the Committee on Rights and Privileges. I can well imagine how sonorously plausible it will be, but after all is it not raking among the embers of the past to keep this question open?

ST. LOUIS.

"LINNEUS."

THE smoker given by the Missouri Bicycle Club on Saturday, Dec. 22, at which the Cycle Club were present by invitation, was a grand success, and a large number of the members of both clubs were present to enjoy the fun. Pipes and tobacco were provided in profusion, and the programme, consisting of music—selections on the mandolin by Prof. Wagner, of Gilmore's Band, and solos on the banjo and guitar by Messrs. Hinchman and Wurtembach—was well received. The mandolin seemed to capture the boys' hearts, and each selection was loudly encored. After the music Messrs. Snyder and Sanders and Tivy and Pomarade gave an exhibition of the manly art, after which supper was served. The Cycle boys had their champion high kicker, Beggo, with them, and he being anxious to test his mettle with anybody present, C. C. Hildebrand accommodated and completely annihilated him. A stag dance completed the evening's entertainment, and a request was immediately made by several of the club's members that these entertainments be given oftener in the future, which will no doubt be complied with.

ONE of the hardest road riders that St. Louis boasts is Ed Grath, who has ridden to Ballwin every Sunday during the season.

IT is rumored that Bob Clarke, one of the most enthusiastic riders that the Cycle Club had, has given up riding and will sell his wheel.

ED. L. MOCKLER, ex-Secretary of the Cycle Club, returned from Dallas, Texas, a few days ago, and will again take up his abode in this city.

CHIEF CONSUL BREWSTER has been corresponding with R. D. Garden, to arrange the details of the Stone-Lumsden race. Percy Stone is taking good care of himself and will soon begin to train at the Missouri gymnasium.

NEVER in the memory of the oldest cycler have we enjoyed such excellent cycling weather during the winter months as now. There has hardly been a single day that a ride could not be taken anywhere, and the roads are all in fine shape.

THE Cycle Club has caught the raffling fever, and they are now raffling a 51-inch Columbia Light Roadster for the benefit of the club. A large number of tickets have already been sold, and the success of the venture is assured. The profits will go towards fitting up their card room and gymnasium.

AT the Missouri Club house a large number of members may be found every night engaged at the pool or billiard tables, or in the reading room. Since the heating apparatus has been put in shape the attendance has perceptibly increased. Harry Louderman and Russell Blossom are the present pool sharks of the club.

THE proprietor of the Ballwin Hotel put up a bottle of wine and a good dinner to the first cycler arriving there on Jan. 1. The prize was won by Will Harding, who arrived at 12.15 A. M. Geo. E. Tivy was the second man out, arriving at 1.15 A. M. The landlord had a fine turkey dinner ready for the boys but none of them stayed for it.

THE cycler is indeed a funny animal, as is evinced by the action of a number of them, headed by Sanders, Tyler and Finley, who go twenty miles out into the country to enjoy a dance at the Ballwin Hotel. The hotel has a large dancing hall and since the parties have been started Landlord Busch is anxious to see more of the boys come out and assure all a good time.

NELSON C. HAYNES, of Kansas City, has consented to fill the vacancy on the Touring Board caused by the resignation of J. M. Tryon, and will probably be appointed. Although Jackson County has more riders than any county in the State, save St. Louis County, it is but very meagrely reported, and the services of a good man are therefore urgently needed to do the needful.

THE talk of holding a race meeting in the spring is extensively indulged in. There is certainly no reason why a pony tournament should not prove to be a paying investment. "Senator" Morgan, while here, told me that if either of the clubs refused to take the responsibility he would be willing to give us a first-class tournament after the Chicago affair, provided he secured the co-operation of both clubs.

CONSUL H. S. RITTENHOUSE, of Jonesburg, was in town last week, and in conversation with him he asked, "why don't the local cyclists engage in a Division tour, say from St. Louis to Sedalia? The roads are good all the way during a dry spell, and I should take pleasure in piloting the boys through." There is no reason why this cannot be done, and if local riders wish it a tour can be easily arranged.

A MEETING of those interested in the forming of a stock company to handle bicycles will be held at the Cycle Club house next Friday, and it is expected that a large number of riders will be present to present their views. It is said the agency of two well-known wheels has been offered the company if it is organized, and that a capitalist has been willing to put three or four thousand dollars into the enterprise.

FOOTBALL is all the go, especially with members of the Cycle Club, and each Sunday a large number of them may be seen at Forest Park engaged in this excellent sport. A few Sundays ago, during a lull in the game, Ed Bates had an experience which he will not soon forgot. He wagered Captain Sanders that he could kick the ball with both feet, tried it and—sat down in a way that shook the earth. The horse laugh he got would have killed an ordinary mortal.

THE Cycle Club kept open house on New Year's Day, and a large number of guests were present. The House Committee, consisting of A. L. Jordan, E. Barnard and W. S. Snyder, deserve great praise for the excellent arrangements made to entertain the visitors. Dinner was served at 4.30 P. M., and forty sat down to as excellent a meal as was ever served in a club house. After dinner cigars were lighted and an adjournment to the parlors made, where the balance of the evening was spent in singing, chatting and listening to stories and chestnuts of last year's riding season. Taken all together it was a very successful affair, and will be long remembered by those who had the good fortune to be present.

DENVER.

"OCCASIONAL."

"——! ——!——. What should this mean?
What sudden anger's this How have I reap'd it?"

"One of the boys" (doubtless one of the dozen riders in Denver "who could have finished the run"), in his kind respects to the WORLD of Dec. 28th, brings to mind the above quotation from Henry VIII. "How have I reap'd it" indeed? simply stating facts? If I can convince them that I am not a member of the Social Club they will forgive me!! Thanks! They need not worry, I do not care to be forgiven; no, not even if the price of such a pardon was less expensive than the disowning of a club that any member can be proud of, an organization that is *the* wheel club of Denver, if not of the West. I thank Mr. Parkens for his cordial invitation to attend one of their short thirty or forty mile "follow-the-leader runs," and on the first possible occasion will take advantage of his kindness, and hope to contribute my mite toward another 50,000-mile record for 1889.

ALTHOUGH a member of the Social Club, it has always been my aim to represent both sides equally. How well I have succeeded is shown herein: A certain member, thought to be guilty of the authorship of these notes, is thusly shot at: "Say, ——, when are you going to get out some more Rambler notes? I do then want to join the band and help 'guy' the good-natured soul, patiently suffering my crime."

ON Christmas Eve the Ramblers gave a most enjoyable stag party. The Social Wheel Club attended in a body, making it the first occasion on which the organizations have shown their friendly feeling toward each other. This new state of affairs will be vastly more productive of good than the old rivalry.

AGAIN have the S. W. C.s been compelled to move into larger quarters, this being the third time in the first year of their existence. The rooms now occupied by them are situated in the Leonard Block. These rooms have been newly papered, carpeted and furnished, and present a very handsome appearance.

THE Social Wheel Club met, for the first time in their new quarters, on Wednesday evening, Jan. 2d, and elected the following officers for 1889: President, E. S. Hartwell; Captain, F. N. Coleman; First Lieutenant, I. B. Holzman; Second Lieutenant, E. R. Pynchon; Third Lieutenant, Lou Hanson; Recording Secretary, M. E. Harris; Financial Secretary, C. E. Hawver; Treasurer, F. H. Wright. Color Bearer, Don Davisson. At the same meeting

they took in seven new members, making a total of thirteen for the last month of their first year.

On the following evening, January 3d, the Ramblers held their semi-annual election. These are the officers elected for the term ending July 1st: President, A. A. Morris; Secretary, B. Hullinger; Treasurer, G. A. Epeneter; Captain, H. E. Peck; First Lieutenant, Harvey Green; Second Lieutenant, Robt. Biegle; Third Lieutenant, R. S. Riche.

"Mentor," of Kansas City, is most graciously excused for living. His being alive is, no doubt, a mistake anyway.

PENNSYLVANIA.

"ARIEL."

"Westfield" got ahead of me in the announcement of Mr. Wells' intention of forming one of the new firm of the Strong & Green Cycle Co. Well, I had promised him and kept it; so could not well help myself. Mr. Wells turns over the literary department of the *Athlete* to Chris Wheeler, a gentleman who needs no introduction to the cycling public, and well fitted for that position. Let us hope that in the next issue of the paper the phrase "If there is one cycling club in town, that, as an organization, etc.," will be conspicuous by its absence. I counted no less than six of 'em on two pages. Mr. Wells intends taking in the Stanley Show, and will tell the Philadelphia Wheelmen about what he sees there.

Under the auspices of the Philadelphia Bicycle Club, Thomas Stevens lectures at Association Hall on the 23d inst. [We think the above announcement doubtful in view of the fact that Mr. Stevens is to be sent away immediately on a special expedition as told in another column.—Ed.]

Take it all back Mr. Editor; somebody has been misinforming you. There are not fifty ladies riding bicycles in this city yet. Half a dozen would be nearer the mark, but with the advent of spring we look for a rapid increase, and if all buy machines who have been been taught this winter, the number will not be far from your figures.

Thanks, Mr. "Vortex," I will have a little patience, but please do not assume that I claim any club is *afraid* to race with the Wilmington team, for such is not the case. All I hope for is an opportunity to witness the race, and may the best team win. Don't know who you are, but your notes are entertaining and I welcome you to the list of cycling scribes.

Score the first club run of the season for the Century Wheelmen, who started out over a muddy road at 12.01 on New Year's morning for a ride to the Park. The South End men had formed good resolutions about a club run but they did not pan out and the club run resolved itself into a midnight supper at Boothby's. I am glad to say that my good friend, Mr. J. R. S. Edwards, stuck it out by himsel, and got in the first run of the New Year for the down-town contingent.

The social season is in full swing here. The Pennsylvanias held their first smoker and stag party on Friday night which was a first class success, while the Philadelphia Club had a *musical*: the same evening, and on next Friday, 11th inst., Pennsylvania's first dance of the winter comes off. The invitations are out, and it is to be a full dress affair. In order to do themselves proud with their fair partners, the Pennsylvania men have been having little practise dances on Saturday evenings.

Last Sunday the Pennsylvania men ran to Norristown and from the mud they struck, drawn by a warm sun from the frost bound ground, I don't think the experiment will be repeated for a while. Merrihew, McDaniel, Elliott and another of the Wilmington Club came up from their town the same day and say they rode through more mud than we ever saw, but I doubt it. McDaniel was then within 31 miles of 6,000 for the year and on Monday, the last day of 1888, he ran this up to 6,001. Mr. Edwards leads for this city, with upwards of 6,700 miles. W. T. Fleming, last year's champion, only has 5,474 to his credit, having been off his wheel during August and September. He goes to Florida the latter part of this month. Would I were with him.

Open House, on New Year's Day, as practised by the Centurions was a great success! From two to six, in the afternoon, they received their friends, consisting of the various city clubs and others. "Pennsy" and the South End came in bodies, through the Park and attracted much attention. In fact, on the return home there was one member of the Pennsylvanias who wished he had not been the cynosure of all eyes. This was the way it happened: The club had mounted, after bidding farewell to their hospitable hosts, and one of them being belated, started to spurt when, slipping a pedal, then and there, before the eyes of the assembled throngs (Broad street being crowded, the day being a lovely one and the Grand Opera House Matinee just over), did that unlucky wheelman describe a most scientific "header" bringing discredit on the club and covering himself with mud and confusion. And there stood that fiend, McGlathery, nearly going into convulsions over it. Oh, it was too much! And to think that I have always been such an exponent of the ordinary, too, decrying the safety and the tricycle alike! (N. B. I almost forgot to say that if the Century Wheelmen intend to make a success of any more feeds they want to keep that man, McGlathery, out of the supper room. There'll be no profits made with him around).

CHICAGO.

THE "STROLLER."

The election in the Illinois Club passed off very quietly, and resulted in the re-election of President Sloan and Captain Davis. Blackman was also elected Vice President; Street, Secretary; Mason (Geo.), Treasurer. Frank Riggs will take care of the colors the coming season.

The Chicago's election comes off Monday, the 7th, and a lively time is expected. Skinkle, one of the Presidential candidates, has been in constant fear of a new ticket being sprung or that an attack would be made on him personally. There has been a three-cornered fight for the office of Captain thus far, between Seig, Thorne and Roe, in fact it waxed so warm that anonymous circulars were posted up in the two club houses, signed "Observer," that came near causing a correct imitation of a Donnybrook Fair on a small scale. The circulars were well written campaign documents, with liberal quotations from the Scripture, Shakespeare, etc., and after giving the reasons why the writer thought two of the candidates should be defeated, went on to extol the merits of the third man in a very ingenious manner. But the author lacked the nerve to come out boldly and sign his name. Speculation is rife as to the author although rumor has it that "Observer" is none other than a candidate for one of the principal offices in the club.

The Lincolns will probably elect the same Board of Officers as last year, with some few changes.

Some of the principal officers in the Illinois Cycle Club were invited to attend the Chicago's theatre party Tuesday evening, but thought it best to refuse, owing to the recent difficulties, fearful that their actions would be harshly criticized by their own club members.

Tom Roe had an animated discussion the other day with Captain Davis. Among other little pleasantries between them Roe asked Davis how many black balls he should get if he made application to join, to which Davis replied that he "would get exactly 154" (the entire vote of the club).

The Illinois boys are taking a good deal of interest in the fight for the Captaincy in the Chicago Club, and are quite anxious to see Roe defeated, while the Lincolns seem well pleased with Skinkle's nomination and say that if he is elected the Lincolns and Chicagos will pull together in unison.

Being at the Illinois Club house New Year's afternoon I was quite surprised to see a New Year's greeting sent to them by the Chicagos. The Illinois boys sent a neat reply to the same, and it looks as though peace would once more reign among the cycling clubs here.

There was a scheme proposed in my hearing the other evening that struck me as being a very good idea if properly carried out, and that was, that the Chicagos, Illinois and Lincolns combine and rent a down-town club house, each club to stand one third of the expense. The three clubs combined ought to be able to rent convenient quarters, where they could have a wheel room, a pool and billiard table, etc., in fact a rendezvous for the noon hour or at any time for any wheelman belonging to either of the three clubs. I hope to see this succeed.

What is the matter with that Recruiting Committee that Thorne promised would work such wonders? Have they ever done anything as yet? The Englewood consolidation scheme, I believe, was turned over to them, but the committee seem to have lapsed into a state of innocuous desuetude.

The Pastimes have arranged for a very social and enjoyable time Saturday evening, the 12th, in an athletic way, and a full attendance is assured.

There seems to be an erroneous impression among some of the members of the League in this State in regard to the expenses of delegates to the official meeting being paid by the Division. The new Constitution will recommend (so I am told by Sloan, one of the committee to revise the same) that the Chief Consul's expenses be paid, and this only.

THE EAGLE BICYCLE.

THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.

THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.

A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

SIMPLE DIRECT CRANK MOTION.

THE LIGHTEST RUNNING WHEEL IN AMERICA.

BALL BEARINGS EVERYWHERE.

EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.

LARGE ILLUSTRATED CATALOGUE FREE.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - - CONNECTICUT.

☞ Mention this paper. ☜

San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed) DEVANY, HOPKINS & CO.

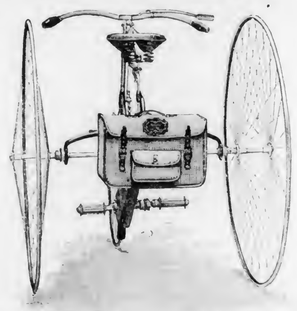
INCER CYCLES





UNEQUALLED FOR TOURISTS.

Immediate Supply.



W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON.

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

☞ Postage stamps not received in payment.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

NEWS AND COMMENT.

WE have before us a photograph of the display of the Pacific Hardware Co., of Honolulu, H. I., at the art and fancy goods exhibition in that city. Conspicuous in the picture are a couple of bicycles, the product of the Springfield Bicycle Mfg. Co. We now expect to hear of new hill-climbing records made by some of the aborigines, arrayed in all the magnificence of a paper collar and and necktie.

13,250. What is it? Why, the present circulation of this paper. Advertisers take a hint!

THE season has opened, and "Larry" Overman has taken to the road in the interests of the Victor wheels.

"YOUNG" PORTER, of Newton, will ride a safety next year. That youth with proper handling would make a flyer.

LOUISE ARMAINDO offers to make a match to race Lottie Stanley for any distance from ten miles to one hundred.

W. WINDLE'S winnings in the form of medals, bric-a-brac, watches, etc., will aggregate in value nearly $2000.

THE Springfield (Mass.) Bi. Club have engaged Mrs. Alice J. Shaw to appear at City Hall in that city Jan. 25th.

BILL NYE is to lecture at the Holyoke (Mass.) Opera House Feb. 23, under the auspices of the Holyoke Bicycle Club.

THE Lynn *Bee* says: "Temple will not rest satisfied until he has met his old foe (ROWE) and run him into the ground."

WINDLE has been invited to enter his name for the amateur championship of Europe, to be run at Berlin next season.

13,250. Have you a second-hand wheel to sell? Out of the above number of readers there ought to be *one* who would buy your wheel. Then advertise it.

TOM STEVENS is off again, under the auspices of the New York *World*, on a six months' trip. What the object of the expedition is, is not announced.

H. R. STOKES, the Australian who is cycling the world around *a la* Stevens, never used a brake on his bicycle. He claims it is safer to ride without a brake.

THE Lynn *Bee* says that Windle *will* race next season. Mr. Windle says he will *not* race next season. We sincerely hope that Mr. Windle has been misinformed as to his *own* intentions.

THE K. C. Wheelmen of Brooklyn hold first and second long distance records bs having G. M. Nesbett ride 8231 miles during 1888, and W. T. Murphy covering 8140 1-2. Both are members of the K. C. W.

AN exchange heads an article, "The Big Wheel Must Go," and then it goes on to say: "The days of the large-wheeled bicycle have been numbered, and the last of them are at hand." To the above we say "Nonsense," with a big N.

THE first game in the Wheelmen's Bowling League of New York and New Jersey resulted in a victory for the Hudson County Wheelmen over the Kings County Wheelmen, by a score of 1498 to 1488. Grant (203), Harthman (207), H. C. W., best individual scores.

RATHER unusual for a fellow in this latitude to be scooting along the highways on a bicycle during the first week in January, and yet we took a splendid spin last Friday, and from appearances we shall have another ride on the wheel before we mount the swift toboggan.

THIS is the kind of letters we recieve from advertisers: "We are much pleased with the appearance of our advertisement. We received a number of answers to it before the paper itself reached us." Why of course with a circulation of 13,250 the advertisement is bound to be satisfactory.

THE six days' bicycle race at Pittsburg between five female riders resulted in a victory for Hattie Lewis, with a score of 455 miles; Elsa Von Blumen second, 451 miles; the rest nowhere. Lottie Stanley did not start. Miss Snallor rode 374 miles, althongh her left arm was disabled, and her pluck was greatly applauded.

PETE D., the Hub correspondent of the American *Athlete*, does not like it because we pitch into the hoodlums who insult passers-by at the Reservoir. He "deniges of the charge," as Mrs. Gamp would say, and to strengthen his denial refers to Chief Consul Emery. That's a good scheme: ask Dr. Emery, by all means.

WE are heartily glad that two such wholesouled fellows as Tertius and Secretary should prove to be "long lost" chums. The swapping of recollections of mutual adventure is truly diverting. Secretary has the floor this week (Tertius had it last issue) and a very charming sketch, the Secretary's account of the watermelon party proves to be.

A MADDER or more excited man was not to be found in the good city of Newton, Mass., than Mr. W. Shaunessy last week. He left his bicycle outside a bank for a few minutes, and on coming out it was not visible. After tearing round looking for the "thief," the bicycle was found hidden away safely by a practical joker. Mr. S. is now looking for the joker.

THE Berkshire County Wheelmen, of Pittsfield, Mass., gave a grand masquerade party in Central Hall last Wednesday evening. The costumes, many of them coming from Boston and New York, were the finest ever seen in Pittsfield. The Germania Band furnished the music. The committee in charge were Messrs. Mollner, Cooney, England, Brown and Sheridan.

THE Fort Schuyler Wheelmen, of Utica, N. Y., celebrated their fifth anniversary Monday, Dec. 31, by a grand supper at the Genesee House. There were eighty cyclists present, among whom were many guests. Chas. E. Metz, the President, introduced Mr. Geo. E. Freeman as toast master. There were several toasts, and it was well towards daylight before the dispersion took place.

AT the annual meeting of the Melrose Cycle Club, held Jan. 2d, the following officers were elected: President, Jerome Hillbourn; Captain, B. F. Eddy; First Lieutenant, Irving Moultrop; Secretary, E. W. Jones; Treasurer, J. N. Hopkins; Club Committee, Dr. Chas. Sprague, S. Pearl Brock, C. Twitchell. The club will open their new club rooms Friday evening, Jan. 11, with a reception and dance.

A PORTLAND, Me., Company has received orders to build another bicycle locomotive, which will cost about $8000, for Hon. Moody Boynton, and a double decked passenger car, the plans for which are being drawn by the chief draughtsman of the company. The company will also build a track of about 300 yards in length in their yard, on which to make a trial of locomotive and car when completed about a month hence.

THE first match in a series of bowling contests, between teams organized in various bicycle clubs in and near New York, was bowled last week Thursday at the Knickerbocker Hotel, Mott avenue and 138th street. The contesting teams were selected from the bowling clubs of the New York Bicycle Club and the Harlem Wheelmen, the latter winning by a score of 1429 to 1342. There were ten men on each side, the best individual records being 189 by W. De Goicouria, of the New York Club, and 185 by G. A. Pearse, of the Harlem Wheelmen.

RACING AT SAN FRANCISCO, CAL.

WE give the result of the racing held at San Francisco New Years' Day, under the auspices of the Bay City Wheelmen. Day, fine; attendance, 3000.

One-mile novice—C. E. Townsend, first; C. W. Hammer, second. Time, 3.50 1-5.

One-mile scratch—F. D. Elwell, first; F. R. Cook, second. Time, 3.37.

Two-mile safety handicap—S. Plummer, scratch, first; A. A. Bonton, 40 yards, second. Time, 8.35.

Three-mile handicap—R. W. Turner, 85 yards, first. Time, 13.35.

Half-mile handicap—S. Plummer, 20 yards, first; F. R. Cook, scratch, second. Time, 1.37 2-5.

One-mile handicap—C. E. Townsend, 65 yards, first; A. S. Ireland, 35 yards, second. Time, 3.22.

One-mile ride and run—F. W. McNear, first; A. A. Bonton, second. Time, 4.55.

Five-mile handicap—J. Smith, 300 yards, first; C. W. Hammer, 300 yards, second. Time, 18m.

A DEFENCE OF HORSEBACK RIDING.

Editor Bicycling World: When "Hawkshaw" so sweepingly condemns the use of the horse for riding as unhealthful, he only lays the use of the wheel open to return attacks from the champion of horseback riding. The *abuse* of either form of exercise has about the same result. Wrong clothing—wrong saddles—too long, too rough or too hard riding, these have the same effect on rider of horse or wheel. The sport would be hurt rather than benefitted by converts who leave the horse because they are broken up by long or hard rides on a rough goer, having pounded their spines on a *flat* English saddle. Such would be sure to take a stiff or heavy wheel and a hard saddle, ride long distances without getting into condition, strain at all hills and rough places, and then lay the blame on the wheel for a resultant break up or down of the system, which was started on the horse, and more likely to occur from horseback riding than cycling.

An easy horse and a high, narrow saddle, or an easy saddle and the wheel one can best control, with judgment in riding, will make each exercise a health-giving recreation. But give me the wheel where the roads are rideable. L. A. W. 190.

13,250. Have you anything to sell? If you have, we can tell the above number of people all about it. STE

WATERMELONS.

HAVE you ever noticed with what unanimity and utmost zeal people work, spend and inconvenience themselves generally, to enjoy something free?

I've seen people travel miles through disagreeable weather and incidentally spend several dollars to partake of something of which they have received an invitation to partake, and which free offering probably cost the "invitor" fifty cents a head; and yet those same people would refuse point blank to spend fifty cents for the "something" itself.

Doubtless such was the spirit that animated the twenty of us who accepted the invitation to Billy's watermelon feast.

My log book makes but brief mention of it: I expect I was too lazy to write a "fuller" account. All it says is: "About twenty of us went out to Halstead's to partake of Billy's watermelon feast. I composed some appropriate verses to the club tune, but couldn't get anyone to sing them. Al pretended to have a fit and scared Ned. H., and thus got a drink of brandy. Had lots of fun. It was a glorious night."

I relight my pipe, prop my slippered feet on the fender, and gaze dreamily at the glowing coals and leaping flames. The neglected book slips from my lap to the rug.

Tinkle, tinkle, sounds the bell in the theatre of memory. Up goes the dusty curtain: the flames of the fire are transformed into the footlights, their crackling becomes the music of the orchestra. I look beyond them on the stage. The scene is a night in August, in the year 1884.

It was a perfect night, glorified and brightened by the moon, as a man's life is glorified and brightened by a loving wife. Indeed, it was such a lovely, attractive night that the moon and all her children, the stars, were out promenading the sky. There was such a profusion of the latter that some one called attention to them as we were riding along, and our conversation drifted to that subject. The poet repeated the verse about "twinkle, twinkle little star," and then the fellow who once looked through a piece of smoked glass at an eclipse of the sun began to point out the different distinguished individuals and constellations.

No one interrupted him until he pointed to Jupiter, and said: "That is Sirius."

"Are you serious about that?" asked Yates.

He paid no attention to the question, and continued: "It is also called the dog star."

"He's a sky terrier, then, I suppose," observed Sam.

"Over yonder," continued the smoked glass observer, not noticing Sam's remark, "is the crab, called Cancer."

"Well, is that a case of cancer in the sky's stomach or on its tongue?" queried Tom.

Superior to such remarks, he further said: "That nebulous matter tracing its delicate hue along the azure is the milky way."

"Is that where the little baby angels get their milk?" asked Ira.

"No, sir," spoke Harry, "it is the milkman's road to heaven."

"Do any of you know when stars are dangerous?" asked Joe.

"When they are backed up by a policeman," answered Howard.

"No, it is because they sometimes shoot," he explained.

Whilst those little remarks did not enliven the trip, they quickened the pace, and we were soon at Halstead's.

We had arrived somewhat before we were expected and supper was not quite ready. Whilst we were seated on the porch, Al, who evidently thought things a little slow, rose suddenly from his chair, walked mixedly to the middle of the road, turned a flip-flop and a sort of a back somersault, then sprang in the air, kicked his legs and flung his arms around wildly, gave a wild screech, dashed across the road, flung himself down in a fence corner, and there lay moaning and squirming. Every one stared at him in mute amazement.

Ned H. was the first one to act. He hastily ran over to where he lay, and kneeling by his side caught him by the arm, anxiously asking him what was the matter.

Al, tossed and moaned, gasped: "Gim me air," and tugged viciously at his throat.

"Al, old fellow, it's I, Ned. Tell me what's the matter."

Al squirmed and threshed his arms about, and gurgled, "fit, fit!"

"Come here, fellows, quick: he's got a fit!" exclaimed Ned excitedly.

As we all rose, Al suddenly sprung on all fours, kicked out like a mule, and his feet landing on Ned's side laid that individual low, and then the man with a fit took off up the road as hard as he could clip it, whooping and yelling, and the whole crowd in hot pursuit.

He leaped a fence and climbed a tree, and when we all gathered under it, he jumped out on Ned T.'s head and nearly broke the latter's neck.

We all pounced on him, and whilst he struggled and kicked, moaned and jabbered, we toilingly carried him back to the fence, carefully lifted him over. Depositing him on the green sward we paused to recover our breath and cool off.

Al ceased his struggles and quietly lay there, breathing heavily. By this time Ned H. had recovered and came running up.

"How is he?" he asked.

Not waiting for an answer, he again knelt by the prostrate man, and asked him how he felt.

"It's all over, Ned, thank you," faintly answered Al, "but I'm so weak."

"What will you have?" eagerly questioned Ned.

"Brandy," articulated Al.

The joyful Ned flew down to Halstead's, whilst we crowded around, some fanning him, others saying cheerful things.

You may be sure Ned was quickly back, and as some of the boys raised and held him in a sitting position, Al drank the fluid with great gusto.

We gladly and silently waited the effect—it came.

He sprang to his feet, looked quizzically at us for a moment, then said: "Well, fellows, I'll go down and see if supper is ready, and if it isn't, maybe I'll have another fit."

He took to his heels and his merry laughter rang on the night air.

Probably, dear reader, you have seen the day dawn. Suddenly the gray east assumes a rosy hue, a drifting cloud all at once shines with a pinky color, straight up to the zenith a thread of gold mounts like a rocket, a fresh, moist breeze springs from the orient and gently shakes the sleeping birds into wakefulness, the horizon assumes a purplish complexion, and then Mr. Solomon (some disrespectful people who have no regard for old age call him old Sol) rises to view. That was the way the truth dawned on us. We solemnly marched back to the tavern, and there Al sat at the table, alongside of the biggest watermelon.

The prospect of supper temporarily diverted our thoughts from him.

And such a supper! There were beefsteaks, fried chicken, oysters, potatoes, cakes, hot biscuit, milk and coffee, and then the watermelons.

"They certainly are large watermelons," observed Joe.

"Oh, yes," said Ben, careless like, "they are a good size for this section of country, but they are mere pigmies, mere pigmies. Now down in Georgia we grow melons that are melons. Why one year father made the melon patch right next to old Silas Pennysaver's cotton field, and don't you know, the old miser sued father for the value of ten bales of cotton; said our melons had grown so large that they spread over his field and occupied the ground that would produce that much cotton."

We all noticed John brace himself, and he said: "I know they grow large melons down South, and your story reminds me of an adventure I once had with a watermelon on my uncle's farm up in Maine. He took great pride in a variety he called the Flowing Fountain, on account of the immense quantity of water in them. I had often heard him speak of them, but being skeptical, determined to investigate for myself. So one morning I went out in the patch, and selecting one at random I sat down in a gully about ten feet deep by six wide and cut it, and the water gushed from it in such volumes that in less than two minutes that dry gully was filled with a raging torrent, and if I hadn't been such a good swimmer I'd have been drowned."

"Well," said Ned L., "my grandfather's melon patch didn't raise such big, or such watery melons, but it had mighty fertile soil. I remember going in it, when a boy, and cutting and eating one. I sat on a stone in a bare spot, just outside the patch, and strewed the seed all around as I ate, and by the time I had half finished, the entire place was covered with watermelon vines, and by the time I had finished, the watermelons on them were ripe."

"That reminds me of the fertility of the soil on my aunt's farm," said Whit. "One day I was in the garden, and finding a watermelon seed in my pocket I threw it on the ground, when, presto! up sprang a vine with a full-grown melon on it, and away it started to grow, dragging the melon with it. When I recovered from my astonishment I started after it. I chased it, on a dead run, down the road, over the fence, across the fields, up hill and down dale, over mountains, across rivers, through forests, States, counties, cities, towns, suburbs, reservoirs, tunnels, railroad tracks and Indian trails, for seventeen hundred miles, when I fell from sheer exhaustion and a desire to get home in time for dinner, and from that day to this I have never seen that melon."

There was a ghostly, dreadful hush, and a stopped clock stillness, until Billy exclaimed: "There it is right before you, and don't another one of you dare say a word."

We all silently finished our repast.

Ah me! The curtain goes down, and I am once again seated before the library fire, my thoughts lingering on the play. The flames die out one by one, like the musicians disappearing from the orchestra through the little door under the stage, until I am left alone with the cold embers, and I sigh as I stoop and pick up from the rug my log book, which contains the silent memories of those olden days.

SECRETARY.

FROM SPRINGFIELD, ILL.

THE Capital City Cycling Club, of Springfield, Ill., held its annual banquet on New Year's evening in its new club house on the corner Sixth and Washington streets. Invitations had been sent to all the of League and Division officers. Counter attractions at home detained some, but those who did participate were amply repaid, and they thoroughly enjoyed the eloquent and witty remarks made by the speakers.

The rooms were very tastefully decorated with paintings and portraits of prominent wheelmen, bunting and evergreens festooned and caught up by beautiful and rare exotics. The tables were ranged lengthwise down the long hall. President Edgar S. Barnes occupying a seat at the head of one table and Mr. Ed. S. Sherwood, Vice President, that of the other.

After the delicacies provided by the committee had been partaken of cigars were passed around and the toasting commenced. All the replies had been arranged for previous to the banquet, and great credit is due Mr. Will S. Henkle for the very able and judicious manner in which he arranged the programme.

The opening speech by Mr. Barnes was listened to with attention and pleasure. He briefly recounted the history of the club—the severe struggle of its early days; of some fifty odd members, the "faithful seven" had often a hard time to drum up sufficient to form a quorum. How, when the finances ran low, and rent, gas, etc., had to be provided for, the "boys" were assessed, how nobly some of the lambs yielded, while the constitutional kickers, kicked, and how hard the officers worked to keep the club together. He then drew attention to the result of their "sticktoitiveness," the handsome building which they now occupied as a club house and the elegant furniture with which it is filled. He also referred to the race and meet of the Illinois Division on July 3 and 4 at Springfield, one of the results of our exertions on that occasion being that two of the officers of the Division, the Vice Consul and Secretary-Treasurer, had been chosen from the ranks of the C. C. C. C. In conclusion, the speaker said that the club was in an exceedingly prosperous condition, and amidst prolonged applause the speaker resumed his seat.

The Chairman proposed the toast of "Our Country," which was responded to by Mr. O. M. Hatch, Jr., in a very humorous speech. Mr. Hatch said that during the coming winter a Liberty Bill would be presented to the Legislature here, and he hoped and believed that ere the spring of 1889 it would be among the Revised Statutes of Illinois. With a few more remarks Mr. Hatch "subsided."

The Chairman then called on Mr. John P. Fogarty for a song, and he responded by singing in his rich baritone voice "Beautiful Star."

The next toast was the L. A. W. officers, and was responded to by Mr. T. Sheridan, the Secretary-Treasurer of the Division, who made an interesting statement of what has been done in the last few years by the L. A. W. in general and the Illinois Division in particular. When Mr. Sheridan announced that Illinois had at last passed New Jersey in membership, and had left that little State behind for good, he was greeted by prolonged cheers, amidst which he resumed his seat.

Mr. Joseph B. Ruckell then gave a very pathetic recitation relating to a terrible struggle between a cyclist and a "yaller dorg."

The "Army and Navy" toast was responded to by Lieutenant A. W. Beaton, Fifth Regiment, I. N. G., who made some very interesting remarks on the use which is being made of the bicycle in the various European armies.

Messrs. Robinson, Ackerman and Getty rendered a very *telling* L. A. W. song, and the chorus, "I'm the son of a son," was duly honored by the entire company.

"Other Kinds of Wheels" was responded to by Mr. Fred L. Pearce, of the Wabash Railroad, in a masterly style. Mr. Pearce is a young rider but a very enthusiastic one, and is one of the most untiring tourists of the club.

Mr. C. H. Brensing gave as a recitation that poem, as published by the WORLD, by the poet scout, Crawford, detailing Mr. Stevens' ten-mile race across the prairie with a cowboy on a bronco.

The toasting closed with Mr. Waldo S. Reed replying to the toast of "The Ladies." A more appropiate "responder" to this toast could not be found. Mr. Reed knows just what to say for the ladies and when and how to say it. He has a very large circle of lady friends and is, as he should be, a general favorite. He spoke feelingly, and, apparently from personal experience of how ladies admired the graceful cyclist gliding along, how they would unconsciously turn their heads to gaze after him, and how often he had been told by different members of the fair sex how they wished that it was fashionable for ladies to ride bicycles. But now, that that lovely, adorable, angelic being, Pauline Hall, has broken the ice he hoped it would not be long before he would have the ineffable ecstasy of accompanying one or another of his many lady friends, far from the maddening throng on a bike to enjoy the sweet scented country air as well as save the expense of a livery rig.

After half an hour's general conversation the party broke up and all went home happy and satisfied with the result of the banquet.

O. R. DI NARY.

WASHINGTON (D. C.) CYCLE CLUB.

THE Amusement Committee of the Washington Cycle Club arranged an entertainment for members on Thursday evening, Jan. 3d, which was much enjoyed by those present, who represented a large majority of the membership that have the good of the club at heart.

The entertainment commenced with music by the club orchestra, with Mr. W. G. Wilmarth, first violinist, W. C. Babcock, cornetist, and C. W. Houser, pianist, and following with recitations, songs, etc., and while listening to the strains a repast was served consisting of peanuts, apples, ice cream, cake and cider.

The gloves were put on by Messrs. Knox and Rosenberg, which provoked fun for the lookers on and resulted in hard hits and several falls for the participants.

A vote of thanks was tendered Mr. E. E. Curry, Chairman of the committee, for his efforts in arranging the entertainment.

The next club hop will take place on Friday evening, Jan. 18th, and all L. A. W. strangers are invited.

X.

THE GORMULLY AND JEFFERY MFG. CO.'S MACHINES FOR 1889.

In reply to a request as to what the wide awake firm of Gormully and Jeffery Co. were going to do in 1889, we received the following reply which we can do no better than reproduce although we were advised that the same information had been sent *verbatim* to other papers: "We have not yet completed the cuts of our novelties, but we presume you will be interested in publishing a few pointers. The Light Champion and Champion, with the exception of a few minor improvements, remain the same. The American Challenge, American Safety, American Light Safety and American Ideal will remain about the same. None of our tricycles will be changed nor our tandems be altered in any important points. The American Rambler has been changed to an open front machine, but combines all the salient features of last season. It is very strong, and we shall guarantee it to carry 250 pounds. For a gentleman's use it will be braced, but the brace can be taken off for the use of a lady. We do not expect to sell a great many of these wheels for ladies' use exclusively, but it will, no doubt, be very handy for an all round family machine. We have a new rear spring which is much more pliable than the spiral we used last year, and also have a new saddle which is the easiest we have ever mounted ourselves. Comparative novices ride this machine hands off. The Ideal Rambler is a practically all steel rear driver, with a 16-inch rear wheel and a 20-inch front wheel; it follows the model of the Rambler very closely; we shall probably price it at $75. It will have ball bearings to both wheels, and pedals for an extra consideration. While we expect it will carry 150 pounds safely, we shall guarantee it to carry 125 pounds. It will be excellently finished, and we expect it will prove a very popular machine for ladies as well as boys and girls. We might further add that we have a new drop forged steel chain of our own invention, which is very strong and perfectly noiseless, and we change the 6-8-inch tire of the front wheel of the American Rambler to 7-8-inch."

A WRITER from Bombay, India, to the *Cyclist*, says: "Some of the natives have taken to the bicycle, and when mounted upon an ordinary are indeed curious objects. Fancy a man dressed in a long coat and loin cloth, with bare legs, and his feet in turned up slippers, bestriding a tall machine. How they manage to mount is quite a mystery to me, their toes only being loosely fixed into the slippers. A great many Parsees ride, but confine their attention to three-wheelers."

WE would just like to know if the last two years riding record of 12,890 1-2 miles made on a single New Mail by W. T. Murphy of K. C. W., Brooklyn, N. Y., does not take the cake? Yes, that record is that of *one* machine and is a magnificent test as to durability of this splendid roadster, and Wm. Read & Sons are justly proud of said record. Messrs. Read resume their old position in the advertising column of the WORLD this week and we would suggest that our riders keep their weather eye on that space for future announcement.

13,250. That's a pretty large circulation for a class paper of this kind. Yes, it's more than all the rest of the cycling papers of this country put together.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date. This notice has been published for many weeks, and yet renewals come in with every mail.

THE NATIONAL ASSEMBLY.

The communication from Mr. Shriver, published last week, was referred to the legal adviser of the League, Mr. Luscomb, who holds that position by virtue of his office as Chairman of the Rights and Privileges Committee, and to the Executive Committee. Mr. Luscomb has advised the Executive Committee and communications are submitted.

(*From Mr. Luscomb.*)

To the Executive Committee, L. A. W.:

The Secretary requests an opinion on the letter of Shriver's, and also on the selection of Vice Consuls in Divisions.

Sections 1 and 4 of Article IV should be read together; Section 1 naming the governing power and Section 4 its Constitution.

There is no power in any official, National or State, to add to the National Assembly. It is created, in the case of Chief Consuls and Vice Consuls, by vote of Divisions and in case of Delegates, by vote of Division Boards of Officers.

The time of selection is specifically defined and the Constitution intentionally omits granting authority to any officer to make appointments.

The number of Delegates is therefore absolutely determined for the year as of date of September 1st.

In the case of Chief Consuls and Vice Consuls there is greater latitude because it is then the office that holds position in the National Assembly and by the Constitution the choice of the person who shall fill it is vested in the Divisions (Article IV, Section 3.)

Therefore, if the Divisions shall have adopted By-laws providing for the filling of those offices, any officer elected thereunder will properly be a member of the National Assembly. In cases where no By-laws have been adopted and no election has been held as provided in the Constitution the old officers hold over. In cases where sub-divisions reach the 100 limit they are then privileged to forthwith organize as Divisions and elect Chief and Vice Consul to hold office until the ensuing September, without waiting until that time (Article II, Sections 2, 5.)

There is no power in the President to appoint, except in case of sub-Divisions, particularly specified in Article II, Section 3 and Chief Consuls cannot appoint Delegates in any event. Yours fraternally,

C. H. LUSCOMB.

T. J. Kirkpatrick, President L. A. W.

(*From the Executive Committee.*)

Abbot Bassett, Secretary, L. A. W.:

Mr. Luscomb has correctly interpreted the matter referred to him. Summing it all up I should say that the National Assembly is to be composed:

1. Of all Chief Consuls.
2. Of all Vice Consuls, no matter when elected or appointed, so long as they are now in office.
3. Of delegates from the divisions—one for each 200 members on their division list on the first day of September last.

That is, Chief Consuls and Vice Consuls are entitled to sit in the Assembly no matter when they were elected or appointed; and they are to be elected or appointed whenever their Divisions are of sufficient size to permit it under the other rules of the Constitution. But no additions can be made to the list of delegates after the number to which they are entitled under the rule September 1st. Faithfully yours,

T. J. KIRKPATRICK.

Approved; W. S. BULL.
H. W. HAYES.

This discussion makes the table published last week correct in every particular. No changes are made in the representation since the elections of last summer and fall except that Texas has gained a Chief Consul and Tennessee a Vice Consul.

ON the 15th of March, 1888, the Executive Committee issued a circular asking from the Divisions a popular subscription to relieve the National organization from its financial embarrassment. They expected, and they had a right to expect, that the call would meet with a ready response, and that a goodly sum of money would be forthcoming, and the League be placed upon its financial feet again. We regret to say that the committee has been wofully disappointed. A few Divisions came forward promptly and appropriated liberal sums, but more than three-quarters of all the Divisions have simply ignored the call.

THE National organization has always pursued a liberal policy towards the Divisions. During the dark hours of financial distress in 1887 the National organization struggled along under the burden of debt and made no call for assistance. The Divisions have never lost a dollar through the parent body. They have been paid in full, while the losses of the National organization went high up in the thousands. Last June the League entered upon a new financial system, whereby the National organization surrendered to the Divisions the lion's share of the dues, and asked for itself a small per capita tax. It made this surrender at a time when it was free from debt, but it stood on the threshhold of a half year when the income must, by force of circumstances, be very small, and it could not expect to pay its bills without help. This help was looked for from the popular subscription. It has not been forthcoming.

AT the beginning of the New Year it is a good plan to look one's assets and liabilities squarely in the face and map out our plans for the future. Looking at the financial condition of the League we have nothing to discourage us, and very much to give us hope. By pursuing a policy of economy the Secretary has been able to bring his office through the unproductive last six months of the year, and exhibit it in a solvent condition Jan. 1, 1889. The quick cash assets of this office are alone large enough to meet all the liabilities including all that is due the Divisions ($942.98).

THIS would be a good showing any year but this; but alas, this year of Our Lord 1889 is different from other League years, for we have before us four months during which the income will be not nearly equal to the outgo, and this excess of expenses must be met in some way. Should the National organization bear it all? Must the League be carried along through four extra months on the shoulders of the National organization alone? Can the Divisions call for their pound of flesh and yield nothing? If nothing may be expected then the interests of the League demand that a Constitutional Convention be at once called and a return be made to the former financial policy.

UNDER the new system of things the income of the League from membership fees for the last six months has been divided as follows: Divisions, $1504.50; National, $855.75. Under the old financial system the money would have gone as follows: Divisions, $351.12; National, $2009.12. Thus the National organization has by a change of rules given $1153.37 more to the Divisions than they would have had under the old rules.

NOW let us use two ifs. If there had been no change in the financial year the League would have stood free and clear of debt on the 1st of January and it would have had money on hand. If there had been no change in the financial system, the League would be able to carry its membership through the extra four months and remain solvent.

IN the circular of the Executive Committee was the following clause: "The Executive Committee has the choice between two plans: It can instruct the Secretary to withhold payment to the Divisions of all that is due them, thus making them creditors of the National body, as they were in 1887, or it can call for a popular subscription." The latter plan has not met with the success predicted for it and the Committee has instructed the Secretary to withhold payments to the Divisions until some provision is made to carry the League through the four months till May 1st.

THE income to be derived from the per capita tax is amply sufficient to support the National organization if the present membership is held, in fact we believe the League could borrow money to tide it over and pay the loan out of the surplus of next year, but it is about time that the League had money enough to pursue a liberal policy in the conduct of its business, and it can find good use for every dollar that comes to it. We have been discounting the future and have not been forehanded for years. Very much work can be done with money. The Secretary has been obliged to abandon plan after plan drawn up in the interest of wheelmen simply because the funds necessary were not at hand, and the Executive Committee has found its hands tied very many times.

THE League is now trying an experiment. It has been asserted that more work will be done for cycling if the States are given the burden of labor and the larger portion of funds than can be accomplished by the national organization, if it undertakes the work and holds the funds. We are now trying tentatively to discover if the advocates of the State-work theory are in the right. Nothing has been shown during the past six months to prove that they have the right of the matter, for no more work has been done, if as much, as was accomplished under the old system. Perhaps it is unfair to judge a system after six months' trial, and we will not do so, but we believe the League has gone to work in the wrong way, and that sooner or later a radical change will have to be made in the prosecution of League work.

UNDER the old system of things the States got by far the smaller proportion of money paid the League for dues. And yet the great majority of States found no use for the money and it lay idle in the treasuries. Under the new system there has been but an aggravation of this evil for more money has gone to rest at ease until some day when it will disappear in a junket.

WE believe the Divisions should do the practical work of the League, and we believe that those Divisions that do the most work should have the most money. If a State desires to get out a road book, to prosecute a legal fight or to do any great work in the interest of cycling we believe that State should be assisted by the National organization. Give the National organization the great bulk of funds. Let the Divisions have enough to pay running expenses and no more. Then let the Divisions map out their work and call for an appropriation from the National organization. It may be that in a given year the money would be expended by six Divisions or less, but it would be spent to some purpose and for the good of cycling, and it would not be lying idle seeking for employment. To-day the large Divisions get a great deal of money but their demands are large and they do not get as much as they need, while the smaller Divisions do not use even the small sums they receive. We believe the money paid in to the League treasury should be expended for the benefit of cycling and not hoarded. We do not think that the funds are used to the best advantage when they are spread broadcast with the hope that all may fall on good ground and bring forth fruit in abundance. We believe it should be the duty of the Executive Committee to direct League funds into channels where they will be used to the best purpose and always for the good of cycling.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 173—Total 28—11,068.

BOSTON, Jan. 11, 1889.

CONNECTICUT DIVISION—1—472.

Bridgeport Wheel Club.

21247 Bishop, Sydney, Bridgeport

ILLINOIS DIVISION—1—757.

Ill. C. C.

21248 Stowell, W. E., 880 Madison st., Chicago

KANSAS DIVISION—1—102

Emporia Bi. Club.

21231 Heilig, I. M., Emporia

NEW YORK DIVISION—21—2488.

Manhattan Bi. Club.

21235 McFarland, R. L., 345 West 24th st., New York
21240 Nathan, Alex, 414 E. 50th st., "

N. Y. Bi. Club.

21232 Adams, Robt. L., 200 Temple court, "
21233 Beckwith, C. B., 245 Broadway, "
21234 Brown, D. S. Jr., 179 West 72d st., "
21235 DeLima, Elias A., 202 West 74th st., "
21236 Hopkins, Edw. P., 30 Broad st., "
21237 Horton, Geo. M. S., Tribune Bldg., "
21238 Lathrop, Richard A., 112 Pearl st., "
21239 McClave, John Jr., 22d st. and 11th ave., "
21240 Orcutt, E. B. Jr., 40 Front st., "
21241 Scott, Edw. Jr., 120 Broadway, "
21242 Scott Wallace, 201 West End ave., "
21243 Smith, Leslie, 144 West 73d st., "
21244 Sweet, C. C., 3 South st., "

Unattached.

21225 Bacon, Wm. O., 710 N. Main st., Elmira
21226 Derby, Chas. E., 150 W. Second st., "
21227 Seely, D. W., 108 E. Water st., "
21228 Hills, Frank G., Havana
21229 Gillette, Wm., Madison Sq. Theatre, New York
21249 Wendehack, Chas., Box 2345, "

OHIO DIVISION—1—948.

Unattached.

21250 Kopp, Herbert, Salem

PENNSYLVANIA DIVISION—1—1482.

Unattached.

21252 Albright, John B., Lancaster

RHODE ISLAND DIVISION—1—265.

Unattached.

21230 James, Fred H. L., 30 Cherry st., Pawtucket

VERMONT DIVISION—1—58.

Unattached.

21251 Williams, J. J., Montpelier

OFFICERS FOR 1888—89.

PRESIDENT,
T. J. KIRKPATRICK,
Springfield, Ohio

FIRST VICE PRESIDENT,
H. W. HAYES,
103 State Street, Boston

SECOND VICE PRESIDENT,
W. S. BULL,
16 West Eagle street, Buffalo, N. Y.

TREASURER,
W. M. BREWSTER,
300 Olive Street, St. Louis, Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, *P. O. Address.*

References: *City*

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

FOR BUSINESS AND PROFESSIONAL MEN.

A NEW COLUMBIA



LIGHT ROADSTER SAFETY.

PRICE, with "Double-Grip" Ball Pedals, $135.

Tangent Spokes, Cold-Drawn Seamless-Steel Hollow Felloes, Columbia Tubular Steel Frame with anti-vibrating Spring Fork, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, One-Piece Hollow Handle-Bar, Improved Ewart Chain. Readily adjustable, in every essential particular, to meet the requirements of any rider.

Catalogue Free.

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DEVOTED TO THE INTERESTS OF CYCLING.

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BOSTON, 18 JANUARY, 1889.

Volume XVIII.
Number 12.

VICTOR CYCLES

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that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

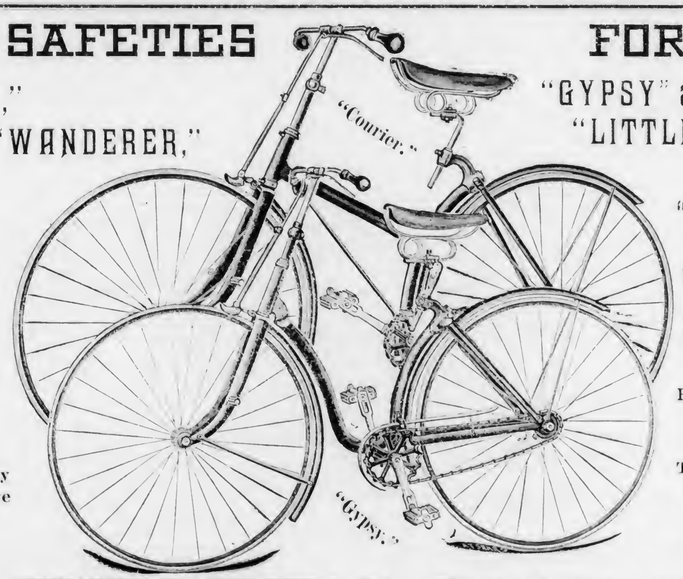
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150 TICKETS at $1 each, for a sporting ball. Number Under, nearly new, weight 7 lbs., ball on rims. To be drawn Jan. 15th, 1889. L. S. DAYTON, 242 Quinnipiac st., New Haven, Conn.

FOR SALE—Royal Salvo Lamp, A1 condition, used one season only. Price $15. Has cost great bargain. Address GEORGE R. McALMAN, 8 Linwood Ave., Providence, R.I.

FOR SALE—54 inch Apollo; balls all around; ball and excelsior complete. $55. Spared 1 condition. CHAS. T. RAYMOND, Lockport, N.Y.



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This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same character fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 35 cents each. CUSHMAN & DENISON, 111 and 113 Greenwich street, New York.

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LIGHT, COMPACT, STRONG AND DURABLE.



We wish to call the attention of the public generally to our new improved VOLANT SAFETY, which we have been induced to prepare to place on the market for 1889 to fill a long-felt want for those who desire to ride and do not wish to stride a high wheel, and for those who wish to purchase a wheel which can be adjusted to fit the whole family from a rider of 44 to 58 inches, and still for those who desire a machine that can be adjusted to them as they grow.

The VOLANT combines features of merit which can readily be appreciated by all. Our walking lever motion enables us to bring the wheels much closer together, thus distributing the weight to better advantage, also making it much less sensitive to steer. It has Ball Bearings all around, runs light, and is strong and compact. We shall have them ready for delivery by Feb. 15th to March 1st. Retail price **$115**.

Descriptive Catalogue Feb. 1st.

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THE NEW MAIL.

Only wheel with Trigwell's Ball Bearing Head! Has had another year of Extraordinary Success! No breaking down about This Wheel.

TESTIMONIALS.

NASHVILLE, Tenn., Jan. 3, 1889.

Messrs. Wm. Read & Sons, Boston, Mass.:

Dear Sirs—The 53-inch New Mail, bought of you in 1887, I have now ridden nearly 4000 miles. True, this is not a great mileage, but every foot represents hard road use, and not to and fro over smooth park roads.

During the summer of '87 I rode this wheel from here to Niagara Falls, 845 miles, every foot of the way being either wheeled or walked, and it went through without a single mishap, making 70 miles average each day on the road, and five cents for benzine to clean the bearings, represents all the care and expense given to it. The ball head was not cleaned or adjusted till after I had ridden some 850 miles of rough road.

Since then, accompanied by two other New Mail riders, we made a straightaway run of 105 miles, being the first century run in our State. Afterwards, with one other New Mail rider, I pedalled it 138 miles in a day, which is State record. Not a great record, to be sure, but remember it was over Tennessee roads, and 133 miles of it *unreputed*.

This is my seventh wheel, five of them being the highest grade and price on the market, all of which I rode for at least one year, owning always at least two at one time, to better compare their merits, and I now say the New Mail is, without exception the most perfect and superb light roadster I have ever had.

It combines all the good features a most exacting wheelman could demand, including material, workmanship, easy running and great beauty of outline. In fact I have never yet met a wheelman, no matter what wheel he was riding, that did not say the New Mail was the handsomest looking wheel he had ever seen. The ball head is simply immense, and I would not habitually ride a wheel without it; not a ball has been broken; it is always rigid, and never gives me the slightest trouble. Further, I am thoroughly convinced the oval backbone is the correct thing. I have never known of this shape perch being broken here, although there are some eight or ten English roadsters with oval backbones in our city, which wheels have been in hard use over five years, while I know of *three* round backbones broken here *this* season on high price roadsters.

Only lately I had the machine to pieces, and found the head and all bearings as good as new; in fact I think with perhaps a new set of tires some of these days the wheel is good for the next ten years.

Yours very truly, ED. D. FISHER,
Capt. Nashville Bi. Club.

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Out in February, with the Specialties and of the high quality of the Ordinary. THE BEST YET! Catalogue ready January 25th. Don't order a Safety till seeing ours. Will pay to wait! You can enter your name now for a catalogue. All agents of 1888 of the New Mail are requested to send us their full address *at once*. Catalogue and illustration free Jan 25th. Fine photograph of New Mail Safety now ready for 10 cts. in stamps.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 18 JANUARY, 1889.

13,275.

THE above figures represent our edition for this week. Now is the time to take advantage of the large and increasing circulation. No matter whether you have one wheel or one thousand, this is the medium for you.

A BILL for the provision of better highways will probably be introduced into the Tennessee Legislature during the coming session. A letter from a Senator of that State, asking for data as to similar bills, has been received by this paper, and we have taken steps to secure same.

THE Mayor of Boston, at the annual dinner of the Boston Merchants' Association held on the 8th inst. at the Vendome, made but a short speech, but one very much to the point. Referring to a previous speaker, who had shown how a more equitable system of taxation would be more easily borne, and would increase the revenue to the extent of at least two million dollars, he said: "*That would give us two million dollars that we want to spend upon our streets alone.*" The storm of applause which followed this remark was not so much evidence of the need of improvement in the condition of our streets as of the importance of a subject never in this country brought prominently before the people until the commencement of the cycling era.

OUR New York contemporary waxeth wroth, and heapeth personal abuse on the devoted head of Mr. Luscomb. We are sorry to see our worthy brother lapse into the disreputable methods pursued by the general press when discussing the real or fancied demerits of a political opponent. Now as to the desirability of Mr. Luscomb as compared with Mr. Jessup, we aver that it is an open question, and one which it is perfectly proper to discuss, but we must protest, in the name of decency, that the contest does not degenerate into a name-calling match. Both candidates will be represented by their friends at the meeting in New York next month, and in furthering the interests of their particular candidate they will see to it that the weaknesses of the opposing man are well ventilated and exposed, so as to act as a foil for the pre-eminent excellence of *their* man. This is all proper and legitimate politics, but don't let us get into a wordy wrangle like a parcel of schoolboys, whose ideas of politics are confined to calling hard names and retorting, "You're another."

THE recognition by the non-cycling press, of the importance of the Roads Improvement question would aid materially the efforts of those who primarily, at all events, regard the matter from the rider's standpoint. As a matter of fact there is no endeavor being made by cyclists to-day in the success of which the public should be more interested, or in which success would bring so much of benefit to the community, as this endeavor to improve our roads. It must be admitted with shame that in this country, good roads are the exception, bad roads the rule, and to aid in removing this stigma should be the pleasure, as it certainly is the duty, of every good cyclist and every good citizen. It is an encouraging sign when a paper like the Boston *Herald*, the circulation of which is exceeded by but two or three newspapers in the country, takes up this topic, and in a double leaded editorial puts it before its readers, 11th January, 1889, with eloquence and conciseness. For the benefit of our distant readers we reproduce (with italics of our own) the entire article, which reads as follows:

BETTER AMERICAN ROADS.

Some time ago we called attention to the inferiority of the roads in some of the suburbs of this city, and to the fact that where good roads exist the increase of population and in the valuation of property has been more rapid than where little attention is paid to them. Brookline to-day is distinguished for its fine avenues; the roads are so fine that everybody uses them, and the attractions of that section are so well presented that an increasing number of people wish to select this town for their permanent homes. Brookline is not superior in its attractions to other suburbs of the city, but it has constructed its highways so well that its claims are better presented. Wherever good driveways exist within easy distance of the city the incentive is strong to erect good houses, and it is eminently for the advantage of the towns suburban to Boston to put their roads in the best of order, and to increase the facilities for reaching the city, if they wish to secure the overflow of the city population. *But this subject is wider than the Boston suburbs. There is a growing demand for better roads all over the country.* Gov. Beaver of Pennsylvania recently urged this matter in strong English on the Legislature. The Vermont press insists that the State will prosper in proportion to the increase of excellent roads through its beautiful scenery. It is insisted upon that they shall be smooth and hard at all seasons, never muddy, without roughness in riding, with no obstruction in hauling, so that people can traverse them with security and enjoyment. There is no reason why the finished highways which form one of the attractions of the old world to the American tourist should not be found everywhere in the better settled parts of our own country. No public investment is likely to bring in better and happier returns to the people. President Eliot says that *our roads and streets are the worst to be seen in any civilized country, even in Algeria, and that roads and parks are the instruments of public happiness which our own people have too little considered.* The simultaneous interest in this subject in different parts of the country indicates that a public defect is already widely noted and commented on, and this is the first step toward a change for the better.

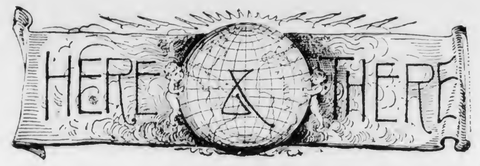
THAT RECORD OF 2.18 1-5.

EVER since we announced that Whittaker, Osborrow and Lees had accomplished the mile straightaway on a Rudge Triplet in 2.18 1-5 we have carefully watched the English papers for particulars as to the claim.

The papers that announced it have been strangely silent on the subject ever since. The bare statement of the claim is not enough in such a case as this when the time claimed is nothing less than marvelous.

In the mean time the Rudge people still advertise the claim.

As we took our facts from the *Cyclist*, won't that paper please state whether "Ah Fong" did the timing?



NEW YORK.

"HAWKSHAW."

THE *entente cordiale* that seems to have been recently established between things theatrical and matters cycular through the advent of a fair member of the former profession into the realms of the latter would, if one believed all the panegyries penned by wheel writers, surely presage an early marriage between the athletic cyclos and the fair and tuneful clio. In time all things happen, but I am afraid that in the present case the writers above noted have viewed this affair in entirely too much of a *couleur de rose* aspect to make the products of their pens as truly prophetic as they would otherwise be, were the object of their writings less passing fair. It will now be in order for some of these gentlemen to retort that I take this pessimistic view of the affair because I am an old bachelor whose heart-strings are too tough or too shattered, it matters not which, for them to prove responsive to the soft influences of female loveliness. While it is not true that I have yet reached an age where it can be claimed that Time has entirely shorn Cupid of his wings, I will admit that at my age perhaps the hand of prudence, while it may have deprived Cupid's wings of some of the wilder feathers there, yet still leaves him enough to fly with a more equal and steady flight than has yet been known by my younger brethren of the pen.

BUT to revert from so dangerous and personal a position. There is to some extent a warm personal feeling existing between the profession and the pastime, and many of the former are past grand masters of the header art. Space forbids that I attempt to name all of those, so I will take only one as an illustration. Mr. William Gillett, the talented author of "Held by the Enemy," "Shenandoah," and other well-known and successful plays, is almost as skilful a rider as a dramatist, and the following will show his interest in the sport is never lagging. When he was writing his last and most successful play, "A Legal Wreck," he thought of a plan by which he would advertise his play and at the same time place before the public a "handwriting upon the wall" that would betoken his connection with wheeling and its protective League. He proposed to call his play "Legally a Wreck," and it was to be billed throughout the country everywhere simply as L. A. W., and free use of the League badge was to be made, but unfortunately at the last moment he discovered that such a title would conflict with some other play long since written and forgotten, and he was compelled to abandon the idea. So we were forced to take the will for the deed, a misfortune much to be regretted. Perhaps the persons who will now for the first time learn of this affair and most regret it will be the members of the wheel clubs, who have been wont to decorate their headquarters with the lithographic works of art furnished by manufacturers and race meet promoters, and who will see in this failure of Mr. Gillette's a direct robbery of themselves of a choice bit of artistic ornamentation, which would have cost them but the usual outlay for this order of art gallery, i. e., the tacks that hold it to the wall.

IT may be that the era of decent streets in New York is nearer than most of us suppose. Much encouragement for this belief is found in the newly-elected Mayor Grant's message, in which, after deploring the condition of our streets to some length, he speaks as follows: "* * * * though recent experiments on Madison avenue seem to show that in certain localities an asphalt pavement might meet the public requirements. The cost of both pavements (granite block and asphalt) being about equal, the selection might be determined by the character of the thoroughfare to be paved." Now if Chief Consul Bidwell will just shape public opinion a little bit, who knows but what some day we may have an asphalted avenue running from the park to the centre of the city. Speaking of new pavements reminds me that in Germany successful attempts have recently been made at introducing a composition of rubber as a street covering. While it cannot be denied that taking a header on a roadway made of rubber would indeed introduce a new pleasure into cycling and would rob this grizzly old wheeling bugbear of all its terrors, yet we are not so high-toned as to be able yet to turn up our noses at asphalt, so, Mr. Mayor, it's your treat, and we won't ask for rubber; just give us asphalt and plenty of it, and then if ever you want to run for any office, no matter what it is, I will pledge you a solid wheelman's vote that will astonish you. Try it, and see if I am not right.

SO the New York *World* has sent "our Tom," that's Tom Stevens, you know, to Africa to find Stanley. Well, well, here's fame, sure enough. Mr. Stanley is just as good as found already. Mr. Stevens doesn't use a bicycle on this trip, as there is a law in Africa which forbids the use of the wheel upon any of the boulevards there, so walking will be plenty good enough for Tommie. He has promised me, though, to use his influence in passing a bill similar to our Liberty Bill, which will open up Africa as a new wheelman's paradise, and he will distribute tracts among the colored aristocracy, showing the ninety-six different reasons why all men should learn cycling. While I am not officially informed on the subject, yet I am led to believe that Stevens intends to do a mean thing on this expedition of his. He intends to smuggle in a wheel, and when well into the interior of the country, there issue a challenge to all riders of the dark country, and failing to receive any reply thereto at once proclaim himself the champion of Africa. 'Taint fair, perhaps, but what are you going to do about it?

CHICAGO.

THE "STROLLER."

A CHOICE bit of gossip is floating around to the effect that "Verax," in order to heal the breach between the Lincolns and the faction that left that club and formed the nucleus of the present Pastime Cycling and Athletic Club, recently made application for membership in the Pastimes, thinking that consolidation might be brought about between the clubs in the course of human events. A friend of the gay and festive "Verax" made a canvas of many of the members of the Pastimes and found that black balls were numerous, in fact it fairly rained black balls, and this being reported to "Verax" his application was withdrawn instanter; and now the Lincolns and Pastimes think not of consolidation, and Ned congratulates himself on his narrow escape from those awful black balls.

SOME one asked John Cory why Randall did not have a lady with him at the theatre party, to which John replied: "He could not get anyone to go on account of the moth-eaten appearance of those whiskers of his."

THE annual meeting of the Chicagos promises to be a lively one, owing to the scheme of running two club houses being looked upon by many of the members as a useless expense, besides being a heavy drain on the club finances.

THE Illinois are exerting themselves to the utmost at present to make their annual ball a flattering success financially as well as socially, and there is small room for doubt but that they will succeed, and enrich the club coffers in a marked degree thereby.

I AM told that the famous triumvirate composed of Garden, Oliver and Bell is liable to be dissolved, owing to Bell calling Garden an Englishman, and Oliver saying that Bell was right, all of which has caused Garden's Scotch blood to boil with unusual indignation, and trouble is looked for in the future.

THE Lincolns hold their election on Monday, and as stated by me before there will probably be few changes in the present Board of Officers, with perhaps that of Secretary. Irwin will probably be elected to this office, as Spooner, the present incumbent, sighs for a position more congenial to his taste in the road department.

ON hearing of Roe's election Davis drew himself up to his full height and grimly said, "it is war to the knife now," while Sloan said he had nothing to say, "it was better to let it drop and not make a mountain out of a molehill;" and Street remarked, with that sarcastic smile of his that pleases his friend Burnstein so much, "yes, not only to the knife, but by the knife to the hilt."

THE annual Pullman road race is being talked up, and preparations are being quietly made to make this one (the third) the most successful yet. A field of over a hundred starters is almost certain. The Illinois boys say they will show their Chicago brethren the dust (or mud) in this one, and the winners will wear the Illinois Club colors; and great will be rejoicing in the West Side club house when this comes to pass.

THE Chicago's theatre party Tuesday evening last was one of the most successful of the season. Some two hundred members, with their ladies, were present, filling the parquette and the boxes. Full dress was the order. Erminie was the opera, and in the second act Pauline Hall, after her beautiful Lullabye song, was presented with a magnificent floral wheel and silken banner appropriately inscribed. Many of the Lincoln wheelmen were present with their ladies, and I noticed a few Illinois members scattered through the

fire. Messrs. Garden, Miles, Hosford, Ingalls, Roe, Oliver, Bogue, Ayres, Schmidt and their ladies were among those occupying boxes.

THE "Twins" had a spasmodic attack of doggerel verse in last week's *Reform*, and have the following about the "Stroller:"

"Who can that cruel "Stroller" be?
A hundred men have asked us
We do not know—we wish we did.
If we don't—well, blow it—bust us."

Comment on the above is unnecessary. The "Stroller" at one time was quite well known here, but times change and men change with them. Keep on guessing.

THE Chicago's annual election passed off quietly, and resulted in the election of Skinkle, President; Sanvay, Vice President; Cory, Treasurer; Sieg, Secretary; and Roe, Captain. The Captaincy represented a beautiful, three-cornered fight until within a few days of election, when Sieg gracefully withdrew and consented to run for the Secretaryship, masing it a close fight between Roe and Thorne, resulting in Roe's election by a small majority. Since writing the above I learn that Cory has resigned, owing to new business relations that will take him away from Chicago the most of the time. Skinkle is a worthy successor to Randall and probably far more popular in the club, but the club loses a most valuable officer in Mr. Cory and the club will have hard work to fill his place. He has been the one of all others who has done so much to put the club in the position it holds to-day, as one of the leading clubs in the West.

PROVIDENCE, R. I.

"CANDOR."

THE Rhode Island Wheelmen are commencing to talk of a grand tournament next Decoration Day. If it is as good in proportion to the tournament that was held at Roger William's Park in their city last Decoration Day there is no question but what "Rhody" will still hold her high standard for successful bicycle tournaments.

CAMPBELL & CO., the bicycle dealers who really commenced business in this line here last season, seem to have done exceptionally well. They are about to move to larger and more convenient quarters in the new "Remington Building," where they will carry a full stock.

THOMAS STEVENS was to have given his lecture here on the 24th inst., and all the circulars, programmes and tickets had been printed, when we received word he was about to sail for Africa. The committee have concluded to have in his stead a grand musical and literary entertainment, consisting of the Crescent Male Quartette, the Weber Ladies' Quartette, the Beethoven String Quartette, and the Star Banjo Club. The quartettes and "musical gangs" will be assisted by Prof. Packard, of Brown University, as reader. The Crescent Quartette is the finest musical body "of the kind" in this vicinity. Their tenor, Mr. M. B. Grout, is an especially good one, while their first bass, Mr. Chas. L. Baird, "gets there." Mr. Phat T. Webster, the first tenor, is remarkably clear in his upper "register." Mr. Barron, the Court Jester, will perform.

POTKOPOLIS NOTES.

"STAR."

ON the last Sunday in 1888 the C. B. C. went to Linwood. There was nothing remarkable in the going, but the return will never be forgotten, for the whole distance was ridden in a drizzling rain that set in during the afternoon. As they were slowly jogging along by the light of the gas lamps of Eastern avenue, several kind-hearted individuals called their attention to the fact that it was raining and that they were getting wet.

THE style of the League cap should be changed. A low-crowned cap with a straight visor is more dressy, neat and stylish, and doesn't make the wearer look so much like the driver of a brewery wagon as the one now in use.

IT is said that a bill is to be introduced into the State Legislature to make an appropriation to turn the Miami canal into Mill Creek at a point beyond Cumminsville, and to transform the portion lying in the city limits into a magnificent boulevard over five miles in length.

CHAS. CRONINGER, who climbed Sycamore Hill on the Sunday before Christmas and who was compelled to dismount when near the top on his second trip by Teddy Allsup coming to grief directly in front of him, seems not to have had enough, for on the next Sunday he climbed Graveyard Hill at Sandfordtown, Ky., which is longer, steeper and rougher than Sycamore Hill.

THERE are three classes of women who would soon bid farewell to every ache and pain if they would "throw physic to the dogs" and judiciously use the ladies' bicycles. There is the woman suffering from diseases peculiar to her sex, and who does not take exercise because waking painfully jars certain organs; the school teacher, whose trying occupation has nearly exhausted her supply of nerve force; and the woman inclined to obesity, who does not walk because her weight tires her feet. To the first the swaying motion of the bicycle and the absence of painful pressure of the abdominal muscles, owing to the trunk being held erect by the arms, offers a means of exercise that would soon tone up the weakened parts and make her think life worth living; to the second it is only necessary to say there is no tonic to the nervous system equal to cycling; and to the third, with only the weight of her lower extremities on the pedals, she would find that, with a moderate use of liquids, she would soon lose her ponderosity. Of course it is understood that in acquiring the art they should have the assistance of a muscular attendant who is thoroughly familiar with the machine, and when they have learned to ride that, at first, the exercise should be taken on comparatively smooth and level roads and for brief periods.

NEWS AND COMMENT.

A GOODLY number of ex-Chief Consul Hayes' friends assembled at the Albany Depot last Monday afternoon to give that gentleman a parting godspeed. He leaves for the land of Brazil on Tuesday next. May he return to us with pockets full of ducats and an anatomy full of health.

WILLIAM GILLETTE, the "Private Secretary," is now a member of the L. A. W.

DR. CHAS. S. BUTLER, of Buffalo, will have the sympathy of wheelmen in the loss of his only son, who died Jan. 6th.

BROWNING, King & Co., of New York, have been appointed official tailors to the League. Advertisement appears this week.

WHILE the Boston Club is waiting for its new quarters to be furnished the members meet every Saturday night at Veith's Hotel on Tremont street and dine. "Papa" Weston is the promotor of these meetings.

MR. H. A. LIENHARD, for seven years connected with the office force of the Pope Mfg. Co., has gone west to represent that firm. He is a member of the East Cambridge Club, and his fellow clubmen gave him a great send off last Friday evening.

THE Northampton (Mass.) Wheel Club are prospering. This club took possession of their new club rooms two weeks ago. It has three rooms in Cook's Block, fitted up with all the modern improvements. A fine billiard table occupies one of the rooms.

THE new home of the old Boston Bicycle Club, on Boylston street, between Washington and Tremont streets, is being rapidly prepared for its occupancy. The entire inside of the building has been torn out and reconstructed to meet the demands of the club.

MR. T. S. MILLER, who was suddenly called away from Chicago to New York, desires to use the columns of the WORLD in saying good-bye to the many of his friends he did not have time to see. Mr. Miller is with the Lidgerwood Mfg. Co. of New York City.

WE shall miss the spicy notes of our old friend Page, of the St. Louis *Spectator*, and we are sincere in our regret that his bad health has compelled him to seek a warmer clime. The land of the Aztec will be his home. May good luck and a return ro[illegible] be his future lot.

THE total 1888 mileage for the R[illegible] dence, is 42,620, or an [illegible] bers. H. L. Perkin[illegible] with a record of 4100 miles each; Cooke comes next, 3550, and then Spiers, 2625. Doc rode 767 1-2 miles in December, which we think is record for the month in this latitude.

DR. W. G. KENDALL, Captain of the Boston Club, was among the favored guests of Sam Wah Kee at the dinner given by the millionaire Celestial in honor of the birth of his son, christened (Gov. Ames Mayor, Hart Kee. The genial Doctor now declaims on the beauties of birds' nest soup and melody from a Chinese standpoint, with a zest and earnestness that awes and impresses his less favored clubmates.

WE are in receipt of an excellent photograph of the "Big Three" of the Dorchester, Mass., Bicycle Club, Clarke, Doane and Benson. The Eastern Road Club cup reposes contentedly on a table between Clarke and Benson. We cannot but regret the absence of McCombie, one of the team who lost his life in his attempt to help secure the cup for his club. The particulars of the fatal accident are still fresh in the minds of our readers.

THIS is cheap cycling with a vengeance, but we rather expect

hat our correspondent from Greenfield, Ind., must have had quite a number of friends who were "glad to see him," and put him up over night, or he could not have got out so cheaply. He writes: "Total distance ridden in 1888, 600 miles; paid for repairs, 85 cents; hotel bills, $2.55; total lost, $3.40; greatest distance in one day, 65 miles; fastest time, 7 miles in 22 minutes."

A SUGGESTION to the Illinois Division from L. A. W. No. 358: "In the WORLD of Dec. 14th an item stated that arrangements were about completed for an immense cycling tournament to be held in Chicago during the month of May, and as that month brings most delightful weather for cycling I suggest that the Division hold their annual meet in that city at the same time. The tournament will attract many wheelmen from other States, and if we add the meet the attraction will be doubled. What say you, wheelmen?"

THAT was a great dinner given Vice President Hayes by his associates of the Cambridge Club last Saturday. It was a rouser, and we think many moons will pass ere good old Herbert will forget that affair. The *menus* were ornamented with an excellent etching of Mr. Hayes, and these mementoes of the feast will be preserved carefully by all those who participated. Among those present were Vice Consul Robinson, of the Charlestown Rovers; Jack Seward, of the Chelsea Club; C. S. Clark, H. W. Burns, Charles Haley, George Nash, G. H. Gaines and others, of the Cambridge Club.

THE Melrose, Mass., Bicycle Club took formal possession of its new rooms last week Thursday. The rooms are located in the northern section of Eastman's block, and consist of a parlor and billiard room. The parlor is handsomely furnished and carpeted, and is supplied with an ancient fireplace, and there are several Turkish rugs and various pieces of bric-a-brac. Upon the walls are hung handsome paintings and engravings, and an upright piano occupies one corner of the room. The billiard room is appropriately furnished with combination billiard and pool tables. The club has twenty-five members and is in a prosperous condition. A reception was given to the friends of the club in the parlor at 8 o'clock, and at 8.30 the members of the club and invited guests repaired to the upper hall and danced until midnight. It was with sincere regret that we could not accept the kind invitation to attend, which was kindly extended through the courtesy of Mr. E. P. J. Morton.

ON THE WING.

BY OUR ROVING CORRESPONDENT, "SENATOR."

"Ho, for the Golden Gate!" was the cry when your roving correspondent shook the dust of Augusta, Georgia, from his feet and boarded a train for Omaha, which was to be the first stopping place. Atlanta, in "Lou" Powers, Homer Reed and others, had sufficient attraction to justify a stop-over for a day, and glad indeed I was that the stop-over was made, for it enabled me to have a twenty-minute chat with the Hon. Henry W. Grady, editor of the well-known Atlanta *Constitution*, and possibly the greatest orator of the South, if not in America, whom the Southern people hope to see at a future day President of these United States. The chat of course was cycling and cycle racing, as Henry W. Grady, Jr., is an enthusiastic cyclist and a member of the Atlanta Bicycle Club, and his father is proud of the cycling ability of the son. Mr. Grady was the means that brought about the Atlanta week's cycle tournament of 1887; it is hard to relate that he feels the Piedmont Fair lost money by the attraction, through, possibly, incompetent management principally. There may, in the summer of this year, be another tournament given in Atlanta on a larger scale, and will no doubt have Mr. Grady's able assistance in the management of the same. The genial *Constitution* editor told your correspondent with great glee about his great road race in 1887, when he chartered a special train to carry spectators, as the course lay right alongside the railroad track the whole distance. "It was a great success," said Mr. Grady, "and I cleared four hundred dollars out of it.

The dark summit of Lookout Mountain and Chattanooga met our view on the evening of the 22d Dec., and my scramble in 1884 to the summit, "to stand where Hooker stood, and where afterwards the stars and stripes floated from," and my reward being a severe sore throat, was food for thought as I stood on the back platform of the Pullman. "I lay ten days in that shed with only one blanket, and poorly fed, during the battle we had on that mountain," said a rough looking man who stood at my side, and who had at that moment caught my earnest gaze at the mountain which furnished a death bed for many a brave Confederate and Federal. "I belonged to a portion of Mead's command," he continued, "and was left with some more wounded in that shed while the battle was raging in the hills."

It soon got cold enough for my overcoat, which was the first intimation I had that we were passing from the torrid to the frigid zone, and when the train dropped us on the worn out, rickety, old Nashville platform I expected every moment to hear a colored gent shout, "you should have seen this depot 'foh de war," as everything to the darkey mind was much grander "'foh de war" than afterwards. Hunting up Ed Fisher, the bicycle agent of Nashville, the pioneer cyclist of this part of Tennessee, Mr. Fisher volunteered the statement that over fifty wheels were sold in Nashville last year, and the riders are on the increase. I also met Mr. Duncan and a brand new League member, Mr. Jones by name, who proudly exhibited his League ticket received the day before. Two hours was my stay in Nashville.

The evening found me at Louisville, Ky., and having four hours at my disposal before my St. Louis train left, tracks were made for Huber & Allison's bicycle agency, where I was cordially received by Mr. G. M. Allison and brother. This enterprising agent dwelt on the improved condition of Louisville streets, and hoped for a genuine revival of cycling interest in 1889, and was of the opinion that the safety would have the run to a certain extent.

MR. J. L. YOST.

THE announcement will be received with surprise that Mr. J. L. Yost has severed all connection with the Springfield Bicycle Mfg. Co., which concern Mr. Yost has been so closely and prominently identified with since its incorporation.

For months past Mr. Yost's family physician has urged that gentleman to give up his sedentary mode of life, or incur the penalty of a serious break down in health. In view of the fact that Mr. Yost's whole ambition and interest was wrapped up in the Springfield Company this urgent advice on the part of the physician was a very hard matter for Mr. Yost to accept. Yielding at last to the inevitable, Mr. Yost severed all connection with the company a week ago, and started for the Pacific coast last Saturday morning.

His late associates in business deeply regret the necessity of this step and they, together with all who have been brought in business contact with him, wish him a speedy return to robust health and Boston.

The successor of Mr. Yost, Mr. Herbert Barrows, is a gentleman eminently fitted to fill the important position thus left vacant, as he has been closely connected with the company since its inception, and is thoroughly conversant with the working details of the concern during its existence.

ROAD IMPROVEMENTS.

THE year 1889 opens with most gratifying evidences of active agitation on the matter of road improvements.

In two States, Massachusetts and Pennsylvania, the Governors, in their inaugural message, urge legislative measures in order to secure better highways. On the other hand, New Yorkers hoped that Governor Hill would make some mention of this important subject and recommend similar action to that of Governors Ames and Beaver, but nothing of the kind appears in the message of Gov. Hill. From Ohio we hear that the question of improved roads has been taken up in Akron and Norwalk with spirit by those interested in this vital question. The country papers are discussing the importance of a new departure, and urging the tax payers and voters to go in for improved highways.

We cut from a Philadelphia paper the following paragraph, and commend the last two sentences especially, to the thoughtful citizen: "Every street in Rutledge (Pa.) should be macadamized, as well as the roads leading from Morton, Swathmore, Folsom, and the towns on the P. W. & B. Good roads are more important than good sidewalks. They will build up a town quicker than any other one thing, because everything else will naturally follow. See?"

A meeting was held in Elizabeth, N. J., last week Thursday, to discuss the matter of the proposed new Highway Law to be introduced into the New Jersey Legislature this session. Mr. W. T. West was appointed Chairman, and Comptroller Carlton, Secretary. The utmost interest was evinced, and a series of resolutions were adopted, embodying propositions giving to the Board of Freeholders the authority to designate certain roads as country roads, put them in proper condition and to keep them in repair, the material to be stone; the expense of such improvements to be borne partly by the county and part by the township and cities through which the roads run. One proposition is to issue county bonds, these bonds to be paid for in the proportion of the expense as divided up between the county and the several sections traversed by the roads. It was a representative meeting, several members of both branches of the Legislature being present.

The Massachusetts Division will be actively in the field this season, working and using its influence to further Legislation looking

THE EAGLE BICYCLE.

THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.

THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.

A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

SIMPLE DIRECT CRANK MOTION.

THE LIGHTEST RUNNING WHEEL IN AMERICA.

BALL BEARINGS EVERYWHERE.

EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.

LARGE ILLUSTRATED CATALOGUE FREE.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - - CONNECTICUT.

☞ Mention this paper. ☜

San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed) DEVANY, HOPKINS & CO.

WARWICK CYCLE MFG. CO. SPRINGFIELD, MASS.

CATALOGUE READY JANUARY, 1889.

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POLLY, OF SWEETBRIAR VALLEY.

BY SECRETARY.

THAT all women act contrary to the ablest deductions of science, the laws of cause and effect, the regulations of supply and demand, as well as the Darwinian theory of the survival of the fittest, was firmly believed by Absum Cornpatch, and that belief had been more firmly established by an interview he had held that morning, in which his daughter Polly was mis-animated and defiant vis-a-vis. It is true that Absum Cornpatch's feminine acquaintance was extremely limited, and a broad-minded person might, therefore, term his conclusions unjust. "But," said he, "all pigs delight to root and all women delight to torment a man. I allow that different pigs root in different manners, and likewise different women torment men in different manners, but the rooting and the tormenting are accomplished."

I do not believe that in making this comparison Absum intended to place women on a level with pigs, or convey the impression that he thought they were, but as his chances for comparing all things in this world were limited to what he daily saw within the confines of the little valley wherein he lived, and from where he made but rare excursions to the neighboring city when he had the products of his farm to sell, and as at such times he was always too busy in keeping the designing city man from perpetrating some deep-laid swindle on him and at the same time keeping him from detecting any of the simple, little rustic wiles the honest farmer is prone to play on the green city man, that he had not much time left for observation, therefore we cannot expect his comparisons to be as refined and chaste as we, who have had more opportunities, would make them, where woman is concerned.

He had always secretly hated the city chaps, because when he was a lumbering sapling clumsily courting his wife Polly, he had had a city chap for a rival. Even now as he remembered him he would experience the dull hatred that he had felt in those old days when he was wooing Polly, in his plain, uncouth, shy way, and would sit off at a distance, sensibly feeling his inferiority to the city man, whose manners were polished and whose conversation was agreeable and interesting. Ah, well he could remember how, when he could only awkwardly mumble out some few words about "crops," need of rain, condition of the cattle, or some such humdrum talk, the glistening city chap would gaze on him with affectionate scorn and glibly recount adventures in foreign lands, the opinions of political leaders, and anecdotes so ludicrous that even Polly would be forced to laugh, and he would be the only one whose heart was too miserable to permit the lips to smile.

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Polly and Polly's mother were the only ones who favored Absum's suit. Polly's mother favored it principally because Polly's father opposed it. Polly favored it because she loved Absum with all her dear, affectionate heart. She was not ashamed of his uncouthness and poorly fitting clothes. One day, whilst her sisters were teasing her and ridiculing him, Nancy said: "Mercy, Polly, how can you stand him, he smells so of the fields and stables." Polly instantly retorted: "Well, he never smells of liquor."

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Of the flock they reared and guarded the pet lamb of her father was Polly, Jr., the image of her mother, from the soft, dark, curly hair adorning her scalp to the tender, under epidermis of her tiny feet.

And this pet lamb had just left him.

This was the interview:

Polly, Jr., defiantly: "Yes, I shall marry him."

Absum, smiling confidently: "You shall, hey!".

Polly, Jr.: "Yes, I am going to marry the man I love; that's what mamma said, and you say I am her own daughter."

This was an ugly shot from Mistress Polly, and her opponent winced.

Absum: "You are, hey! I say you shall not with my consent, and what's more, if you do it without it you shall never darken my door again." The old chap's dander was up and he spoke with decided emphasis.

Polly, Jr.: "I shall marry him with or without your consent, and I shall darken this door just as often as I please, and what's more I shall marry him right yonder in that parlor, and if you don't like it you can—" she was going to say "put that in your pipe and smoke it," but remembering her father did not smoke she said, "put it in your ox cart and haul it around the farm." And Mistress Polly tossed her curly locks, filled her eyes with poniards, pouted her rosy lips, and strutted from his presence with the swagger of a queen.

(To be Continued.)

RACING AT OMAHA.

OMAHA has proved itself to be the paradise of professionals by the very generous support given the races during the past week. Almost every night and afternoon the capacity of the Coliseum building has been tested to the utmost. As the week advanced, the struggle between Knapp and the Unknown waxed hotter and hotter, until the enthusiasm got worked up to fever heat.

Unknown, who by the way is a protege of Prince, is an Englishman and a player in the band of the U. S. Regt. stationed at Omaha) seems to be a hot favorite. He never rode a bike until a few months ago but he soon showed that he had rare stuff in him and the grand race he made with the veteran Knapp has proved the faith of his admirers to be well placed. His real name had for some reason been carefully suppressed, but your correspondent gives it as Reading. At the end of the first day the big four, Dingley, Knapp, Morgan and the Unknown had finished exactly even and this fact helped to awaken public interest so that the building was crowded Tuesday, and the excitement great.

On Tuesday when the men had all been started, Dingley went away at a clip which evidently meant that he was going to try to shake the crowd, but the gang stuck to him like burrs, and for five miles the spectators saw the fastest riding ever seen in this city. The best Dingley could do was to gain half a lap, but the other men soon pulled him back to their company and he had to be content to "move with the procession," and in fact he had to leave the track for 30 seconds, during which time he lost three laps. Of these he regained two laps from Morgan and Knapp, and one lap from the Unknown.

On Wednesday 5000 people assembled to see the race, and the management was jubilant. Knapp had his instructions to go for Reading Unknown at 9 P. M., which he did in great shape, and the enthusiasm was tremendous. Knapp managed to gain one lap on his rival, but he was run out, while Reading did not show great distress. The contestants were showered with flowers from the hands of Omaha's fair daughters. Louise Armaindo had to quit the track on this day, having become very sick.

The rumor was started Tuesday night that the Unknown's name was not Reading, but that he was none other than Tom Battensby, the great long-distance rider of England.

Again on Thursday the Coliseum was thronged; the racing was every bit as exciting as on former days. Dingley again cut loose, and made his mates follow him to the merry tune of 18 miles for

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This was the interview:

Polly, Jr., defiantly: "Yes, I shall marry him."

Absum, smiling confidently: "You shall, hey?".

Polly, Jr.: "Yes, I am going to marry the man I love; that's what mamma said, and you say I am her own daughter."

This was an ugly shot from Mistress Polly, and her opponent winced.

Absum: "You are, hey? I say you shall not with my consent, and what's more, if you do it without it you shall never darken my door again." The old chap's dander was up and he spoke with decided emphasis.

Polly, Jr.: "I shall marry him with or without your consent, and I shall darken this door just as often as I please, and what's more I shall marry him right yonder in that parlor, and if you don't like it you can—" she was going to say "put that in your pipe and smoke it," but remembering her father did not smoke she said, "put it in your ox cart and haul it around the farm." And Mistress Polly tossed her curly locks, fitted her eyes with poniards, pouted her rosy lips, and strutted from his presence with the swagger of a queen.

(To be Continued.)

RACING AT OMAHA.

OMAHA has proved itself to be the paradise of professionals by the very generous support given the races during the past week. Almost every night and afternoon the capacity of the Coliseum building has been tested to the utmost. As the week advanced, the struggle between Knapp and the Unknown waxed hotter and hotter, until the enthusiasm got worked up to fever heat.

Unknown (who by the way is a protege of Prince, is an Englishman and a player in the band of the U. S. Regt. stationed at Omaha) seems to be a hot favorite. He never rode a bike until a few months ago but he soon showed that he had rare stuff in him and the grand race he made with the veteran Knapp has proved the faith of his admirers to be well placed. His real name had for some reason been carefully suppressed, but your correspondent gives it as Reading. At the end of the first day the big four, Dingley, Knapp, Morgan and the Unknown had finished exactly even and this fact helped to awaken public interest so that the building was crowded Tuesday, and the excitement great.

On Tuesday when the men had all been started, Dingley went away at a clip which evidently meant that he was going to try to shake the crowd, but the gang stuck to him like burrs, and for five miles the spectators saw the fastest riding ever seen in this city. The best Dingley could do was to gain half a lap, but the other men soon pulled him back to their company and he had to be content to "move with the procession," and in fact he had to leave the track for 30 seconds, during which time he lost three laps. Of these he regained two laps from Morgan and Knapp, and one lap from the Unknown.

On Wednesday 5000 people assembled to see the race, and the management was jubilant. Knapp had his instructions to go for Reading Unknown) at 9 P. M., which he did in great shape, and the enthusiasm was tremendous. Knapp managed to gain one lap on his rival, but he was run out, while Reading did not show great distress. The contestants were showered with flowers from the hands of Omaha's fair daughters. Louise Armaindo had to quit the track on this day, having become very sick.

The rumor was started Tuesday night that the Unknown's name was not Reading, but that he was none other than Tom Battensby, the great long-distance rider of England.

Again on Thursday the Coliseum was thronged; the racing was every bit as exciting as on former days. Dingley again cut loose, and made his mates follow him to the merry tune of 18 miles for

the first hour. He paid for his effort later by fainting. This practically put Dingley out of the race.

A spoke in Knapp's machine gave out and threw him off, but he got another machine instantly and soon regained his lost distance.

On Friday night over 5000 admissions were sold, and the shouting that was done was a caution. It was a hard race for first place between Knapp and the Unknown, but Knapp managed to finish the evenings's run eight laps ahead of the plucky Britisher.

Saturday night saw 8000 people pass the gate, and the excitement ran high. Knapp had got a good lead on the Unknown, notwithstanding the latter's repeated and determined efforts to catch up. His efforts evoked such a storm of applause as to make one's head ring. It was a fearful uproar, and the ladies present stopped their ears while efforts were being made to quell the noise. As the time for the finish drew near, and as the soldier had gained two laps on Knapp, the excitement became worse, although it confined itself to shouting and the track was left clear and free. When Knapp finished the race, a winner by six laps, it seemed as if the building would fall. The Unknown was the favorite, and as a new rider he has made his mark. The question is, whether he won't prove a better man than Knapp, with more experience.

Below we give the distances at the end of each day:

	1st Day.	2d Day.	3d Day.	4th Day.	5th Day.	6th Day.
Knapp,	123.0	242.1	360.1	483.1	567.6	711.4
Unknown,	123.0	242.3	360.2	483.0	567.3	710.8
Ashinger,	120.0	232.0	350.2	473.0	558.4	684.2
Morgan,	123.0	231.2	340.7	473.1	553.0	683.2
Dingley,	123.0	242.1	359.1	420.1	157.0	520.1
Armaindo,	....	170.3	224.3	337.0	395.5	457.0
Eck,	....	125.0	140.0	143.2	143.2	313.2

It is claimed that the winner's share is good for $700. The support given the tournament was splendid; the sport was superb.

"Senator" Morgan has challenged the winner of the race, and so Omaha may have another six days' race. J. J.

CORRECTION.

Editor Bicycling World: Kindly do me the favor to correct the statement that the Kings County Wheelmen hold both 1st and 2d high scores and that G. M. Nisbett is a member of the K. C. W. I am a member of the New York Bicycle Club and consequently the New York Club holds the record of longest distance for 1888, viz., 8231 miles.

The New York Club in 1888 rode 58646 miles—reported by 76 men—but it is only fair to state that 25 men report less than 100 miles for the year, even then our average for 76 men would be about 771 3-4. Yours very truly, GEORGE M. NISBETT.

ELIZABETH WHEELMEN.

On Tuesday evening, Jan. 8, the above-named club held their annual meeting, and elected officers as follows: President, George C. Pennell; Vice President, A. G. Jenkins; Secretary, A. S. Brown; Treasurer, E. A. Faulks; Trustees, T. A. Doe, A. S. Crane, D. B. Bonnett, P. A. Oliver; Captain, Fred G. Gilbert; First Lieutenant, Louis B. Bonnett; Second Lieutenant, William H. Caldwell. Mrs. D. B. Bonnett was elected Color Bearer of the tricycle division.

The report of Captain Gilbert showed a total mileage of the club for the year just ended as being 23,947. The individual mileage of those who rode 1000 miles and over is as follows:

D. B. Bonnett, 2877 miles; H. McNiece, 2006; F. C. Gilbert, 1385; L. B. Bonnett, 1287; J. F. Decker, 1213 1-2; Rev. H. H. Oberly, 1075; A. T. Downer, 1000.

The largest individual mileage since the organization of the club is held by D. B. Bonnett, with 13,883 miles.

The cyclometer prize for 1888 was won by H. McNiece.

The largest monthly record is held by A. T. Downer, with a credit of 528 miles during September.

The 24-hour club record is held by Capt. Gilbert, who rode 157 miles in 18h. 45m. Touring was largely indulged in. Boston, Philadelphia, Baltimore and Washington being the favorite objective points.

On the track the club members have also shown up. Captain Gilbert won the 3-4-mile steeple-chase at the Baltimore Meet. W. H. Caldwell started in eighteen races, scoring ten firsts.

After the business meeting refreshments were served, and the balance of the evening given over to social enjoyment, singing, athletic exercises, etc., being also enjoyed.

The Entertainment Committee is at work completing arrangements for a grand cycling entertainment to be given February 13th. X.

The telegraph reports, which are copied, stating that the bicycle race between Prince and Eck on bicycles and Beardsley on a horse, Dec. 10-15, resulted in a victory for horses, was incorrect. The facts are that the bicyclists beat the horse by eight miles.

CORRESPONDENCE.

The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.

? ? ? ?

Why has not the Martha's Vineyard banner been delivered to the Somerville Club who, it has been decided, won it by having the largest number of men in line in the parade at the Division Meet this summer? Is it because some of the members of that club openly acknowledge that it was unfairly won, because some of those who paraded in their ranks had long since ceased to be members?

Why did the President of one of our prominent clubs curtly refuse to be present at the annual ball of another club? Was it because of the bad blood engendered between the two clubs on account of this banner question?

What is the matter with C. S. Howard, of the Board, for Secretary-Treasurer if the present incumbent should be elected Vice President? Can anyone name a more eligible candidate, one who is more conversant with League and other cycling affairs? Should not the office, for obvious reasons, be located in Boston and not in some provincial town?

Why is the Division treasury in such a scandalous condition, when, but a year ago, it contained more money than probably any other Division treasury in the country? Would the League Secretary really like to have the other Divisions impoverish themselves merely that their chief officers may be solid with the royalty crowd?

Was the Second Vice Presidency given to Massachusetts as a sop to induce the delegates from this State to vote for the calsomined candidate? and will these officers, who, individually, are noted for their independence, allow themselves to be seduced by such pap?

Why is the above-mentioned candidate so satisfactory to royalty? Is it because they have had him in training for several years, so that, if he is elected, the King-Maker, his nibs of Central Park, will continue to be the power behind the throne? Would Jessup, of Pennsylvania, be such a figurehead? I opine not, and trust that the Massachusetts delegates will vote for him, and thus unselfishly help to relieve New York of the burden they have so long borne of running the affairs of the League with little assistance from outside? Is not the hour at hand when other States should shoulder some of the responsibility?

Why has the same old, unsatisfactory hotel been selected in which to hold the coming officers' meeting? Few of the delegates wish to go there, and still fewer will put up there. Is it because one of the proprietors is a prominent member of the club that has so long had the control of the strings that work the League puppets?

Why is the *Wheel* so down on Luscomb? It was not such a long time ago that they tickled each other's backs.

Why is New York selected year after year as the city in which to hold the officers' meeting? Are not the delegates tired of the treatment they receive there, and ready to go to some city where they will be at least invited to see the inside of a club house?

When shall we again have the pleasure of listening to one of those carefully rehearsed speeches of the Doctor's, and how many times does he go over them before they are satisfactory to him?

These, Mr. Editor, are a few of the many conundrums that have been fired at me during the past few weeks by some of my cycling friends.

Although I desire to please these friends by giving the solutions, my answers would probably not be acceptable, so I offer a dinner at Young's to the correspondent who will correctly answer the greatest number of these chips from the conundrum factory, you to be the judge. "WHYT THE."

ROUTES WANTED.

Editor Bicycling World: Will you, in your next issue, ask any one who knows, to kindly give, in a general way, the best bicycle route from Cincinnati, O., to Grand Rapids, Mich.? Mr. J. P. Petty, of this city and myself intend to make the trip next summer, and we are in doubt as to whether we should go up through Ohio or Indiana not knowing which route would furnish the best riding. We shall of course consult the road books for details when we decide which State we shall pass through to reach Michigan.

We are still having good riding in this vicinity—no snow as yet.

Fraternally yours, W. C. MUNRO.

Cincinnati, O., January 8, 1889. (P. O. Box 747.)

Editor Bicycling World: I have a great desire to take a two weeks tour this coming fall (1889) and would like to go South or Southwest. Can any one advise me of a particularly good route? What I mean by *good* route is, good roads and rolling country. I am looking for a picnic. Having spent my former vacations in the rough mountainous country of Western Pennsylvania I am very anxious to experience the pleasure of rolling over some good roads. I would like to start from some point in Southwestern Pennsylvania and be out two weeks.

I have no particular objection to returning over same route.

Fraternally. No. 3562.

"HAWKSHAW" GETS IT.

Editor Bicycling World: I am not in the habit of devoting much time to the notes contributed by your correspondent, "Hawkshaw," for the reason that the excessive amount of egotism displayed in them is rather tiresome. I did, however, read his remarks in the WORLD of December 28th, and in connection with them—with your permission—I should like to express the sentiments of a few and perhaps of a majority of your readers.

You will doubtless concur with me in saying that, laying aside all sentiment, the weekly paper furnished to L. A. W. members is, in a majority of cases, especially in the large cities, the only substantial advantage accruing from a membership in the League. The paper is also the most convincing argument that can be used in gaining new recruits. Is it, therefore, good policy to allow the otherwise high standard of your paper to be lowered? To waste valuable space, and to antagonize your Western readers by such trash as that which often emanates from your New York correspondent, "Hawkshaw?"

Take for instance his notes in the WORLD of Dec. 28th. The first third of the space is taken up with his positive assertions as to what wheelmen should and should not do. The next third is devoted to the utter annihilation of a correspondent "somewhere," as he terms it, "in the wild, woolly and windy West," who had hurt his feelings; and the last part, which purports to be after the style of some country correspondent, is a lot of nonsense, which is about on a par with the rest of his peculiar methods. It would hardly seem possible to find anything more "wild and windy," to use two of his own rather inelegant terms.

There is not a particle of news, nor a sentence in the whole thing that would go toward inducing a wheelman to join, or one who is already a member to remain in the L. A. W. The effect is entirely to the contrary.

My motive for this criticism is not pique because I am living, according to "Hawshaw," in the wild, woolly and windy West, for I was born and passed most of my life in New York City. I am afraid, however, that some Western wheelmen may accept his remarks as voicing the sentiments of the majority of riders in New York regarding the West.

"Hawkshaw" has probably never been further West than New Jersey, and may therefore be pardoned for his decidedly antiquated and narrow views, which I am sure are not shared by many other Eastern wheelmen. Very respectfully, L. A. W. No. 14,670.

St. Louis, January 9th, 1889.

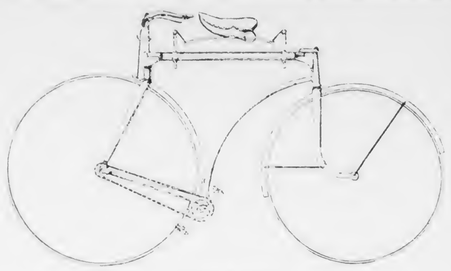
[Our correspondent is decidedly savage in his comments on "Hawkshaw's" contributions. We cannot admit that "Hawkshaw" was intentionally ill-natured or malicious in his reference to the West, but No. 14,670 seems to take the other view, and though we are sure he is mistaken, yet he has a perfect right to his opinion and to the expression of same through our columns.

Our friend, No. 14,670, however, strays from actual truth, and in several other ways gets beyond his depth. In the first place No. 14,670 asserts: "The first third of 'Hawkshaw's' space" (of Dec. 28) "is taken up with his positive assertions as to what wheelmen should and should not do." A reference to said notes shows this is not correct, the space being given to a criticism as to the use of the Madison Square Garden track for cycle races. Mr. No. 14,670 also states that "perhaps he expresses the sentiments of the majority of our readers" in condemning "Hawkshaw's" notes as being "trash," "a lot of nonsense," etc.

This is not all, for our most esteemed correspondent, No. 14,670, asserts that the effect of "Hawkshaw's" notes will be to drive members out of the L. A. W.!!

Taken all in all the above letter is remarkable, and outside the protest at "H.'s" references to the West is an effusion that causes us wonder. We respect Mr. No. 14,670's personal opinion of "Hawkshaw's" notes and we are sorry that he does not like them, but our respect is increased to reverence when we find No. 14,670 is speaking for a "*majority*" of our 13,250 readers. Hereafter when we want to feel the pulse of the "*majority*" of our readers we will invoke the aid of this wonderful oracle.—ED.]

The Forest City Ramblers' Cycle Club, of Cleveland, Ohio, held their annual meeting last week. The present membership is 55, and the total mileage is 70,000, the first thirteen riders having 42,202 between them. The Ramblers are in every sense a cycle club, awake, alert and on the road.



THE ACME.

The above cut represents a machine invented by Mr. Harvey Brown of Brandt, Ohio, and which he calls the Acme Safety. The machine consists of a 32-inch front driving wheel, a rigid fore-frame, a 30-inch rear steering wheel, and the rear fork hinged to the perch as shown in cut.

The driving wheel being held firmly in line with the framing it is claimed that the push of the rider does not throw it out of its course. The rear wheel is used as the steerer with the rear fork hinged to the perch far enough forward of the centre of the rear wheel as to voluntarily follow in line with the front one when the machine is in motion. The steering is effected by connecting the steering bar and rear fork by means of rods and links, the rods passing through the hollow perch. The links consist of two toothed wheels, one fixed firmly on the top end of rear fork and the other hinged on the rear end of the perch, both inclosed in a neat sheet metal case.

In addition to the usual lever and spoon brake there can be placed on the crank shaft a drum and hand brake operated by the foot.

The saddle is placed on an elastic seat spring which is suspended between two oscillating springs absorbing vibration.

Ample means are provided for adjustment to suit riders of different leg measure.

It is claimed that a bicycle constructed as above will run steady and that a rider need not be an expert to ride with hands off the handle bar.

NEW RAPID CYCLES.

(From the Cyclist.)

We shall publish our list for 1889 on Jan. 1st next, when they can be had on application. We hope to exhibit at the forthcoming Stanley Show, when we shall place on view cycles which for sound workmanship cannot be beaten.

It is worth while of any firm interested in the sale of cycles to write us for terms, and thus get an insight into the system which will ensure protection and prevent anyone else selling into their district. It is simple and effective, and consists mainly in furnishing each of our agents with a certificate of appointment as agent for the sale of "New Rapid" cycles, and guaranteeing only those machines which are purchased through such agents.

We invite cycle manufacturers to copy this system of ours, as well as the machines which we shall exhibit at the Stanley Show.

ST. GEORGE'S ENGINEERING CO., Birmingham.

MESSRS. SINGER & CO. will put on the market for 1889 twenty-four different patterns of cycles as follows: Four ordinaries, six safeties, including a ladies' safety and a tandem safety and single tricycles, including the Veloceman (hand driver) two tandems, one Victoria for four or more riders and three Carrier tricycles in single and double.

MR. E. M. WAITE, of Salem, Oregon, is nearly sixty years of age and yet uses his Columbia bicycle every day, and considers it indispensable.

THE Warwick Cycle Mfg. Co. have issued their first catalogue, and it is a model of typographical neatness. The wood cuts are especially fine, and the descriptive letter press is exhaustive and well written.

ONE of the novelties for the season will be the safety to be built by Wm. Read & Sons. We shall describe at the very earliest possible moment that facts and cuts can be obtained.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

FOR the first time in the history of the League we count 12000 members on our rolls, and still they continue to come.

THE Uniform Committee gives notice of a change of base in regard to the League Uniform. Hereafter the buttons and the cloth may be had of the Secretary at the regular contract price.

WE are sorry to see the *Wheel* introducing "vinegar" into the campaign for the presidency of the League. Two candidates are now in nomination by their friends. Each has done good work for the League and either will make an able president. We hope to see a friendly contest, and the League will not suffer by the triumph of either candidate. But let us avoid bitterness and recrimination. There is no call for it.

THE influence of the League in favor of good roads is clearly seen in the columns of the press and in the utterances of public men. We have set them to talking, and the manufacture of public opinion in favor of better highways is rapidly going on. This is the first step, and it is a very long one.

National Assembly.

In accordance with Section 1 of Article V of the Constitution, the Annual Meeting of the National Assembly of the League of American Wheelmen will be held on Monday, February 18th, 1889, at the Grand Union Hotel, New York City, convening promptly at 10 o'clock A. M.

It is earnestly desired that all persons entitled to a seat in the assembly will arrange to be personally present. In view of the fact that Bylaws are to be adopted for the national organization, it may be advisable to continue the meeting over two days. I trust the members of the Assembly will, if possible, arrange their business matters so as to permit them to remain two days if it be found necessary.

In the absence of any new rule regarding proxies of those who cannot be personally present the old rule will govern. This rule is as follows, the National Assembly taking the place of the old Board:

"At these meetings any member of the Board may be represented by proxy, provided that the person holding the proxy shall be a member of the Board, and that no person shall be proxy for more than three members, unless he be a Chief Consul, when he may hold proxies for six members. Provided, however, that no officer shall be proxy for another and vote in his stead, unless he be designated by name in the handwriting of the officer signing the proxy, and further, no officer holding a proxy shall be empowered to transfer the same to any other officer under any circumstances."

The following gentlemen are hereby appointed a Committee on Credentials: Chairman, W. H. Emery, 1377 Tremont St., Boston, Mass.; W. S. Bull, 10 West Eagle St., Buffalo, N. Y.; and J. J. Van Nort, Scranton, Pa. Proxies may be mailed to the Chairman, care the Grand Union Hotel, New York, four days previous to the meeting, and members having proxies should, immediately on arrival at the hotel, report to the committee. A little attention to this matter on the part of members of the assembly will greatly expedite the work of this committee.

We now have but one business meeting a year, and it is hoped all the persons who are members of the assembly will be personally present at the meeting, with arrangements made to remain until all the business is properly and carefully done.

Respectfully submitted,
T. J. KIRKPATRICK, President.

L. A. W. Uniform.

To the members of the L. A. W.

We have discontinued the arrangement had with Wanamaker & Brown, of Philadelphia, Pa., for the manufacture of the L. A. W. uniform, and placed same with Browning, King & Co., Broome and Centre streets, New York City, who will supply the uniform at the following prices:

Coat, $8.25; breeches, $3.50; shirt, $2.00; cap, $1.25; hose, $1.00.

Members who desire to have their suit made to measure by their home tailor can be supplied with the cloth at $2.25 per yard on application to the above firm or to the Secretary of the L. A. W., Abbot Bassett, 12 Pearl street.

Messrs. Browning, King & Co., through previous experience in making the League Uniform and also through the fact of having the largest and best equipped establishment in the United States, are in a position to give us satisfaction in any particular, and as the Uniform matter has not been handled to the satisfaction of the members of the League or the committee in the past two seasons, we considered a change necessary and in fact imperative.

Messrs. Browning, King & Co. will mail each member of the League a sample of the L. A. W. Uniform cloth also an illustrated descriptive circular of the uniform with full direction as to ordering the uniform and self measurement. The change in contract will take place January 15th.

N. MARLOW BECKWITH,
DR. E. W. JOHNSON,
GEO. R. BIDWELL,
Uniform Committee L. A. W.

League Club, 212.

The Æolus Cycling Club, of Chicago, Ill., has qualified as a League Club and is numbered 212. Organized August 1, 1887; President, George Koester; Treasurer, H. Freeman; Secretary, E. Weitberger; Captain, Thomas Bray.

New York Division.

To the Board of Officers New York State Division, L. A. W.:

The semi-annual meeting of the Board of Officers, New York State Division L. A. W., will be held at 8:30 o'clock P. M., Feb. 14th, 1889, at the Grand Union Hotel, New York City.

GEO. R. BIDWELL,
W. S. BULL,
JNO. C. GLUCK,
Executive Committee.

Massachusetts.

To the members of the Massachusetts Division.

Mr. Chas. R. Dodge having resigned as a member of the State Board, Mr. Elmer G. Whitney of Boston is hereby appointed to fill the vacancy. Fraternally,

WM. H. EMERY, C. C.

Boston, January 10, 1889.

Ohio.

Mr. B. M. Clen Dening is hereby appointed Local Consul at Celina, Ohio.

T. J. KIRKPATRICK,
Chief Consul.

Massachusetts.

To the members of the Massachusetts Division.

A vacancy existing in the list of delegates to the National Assembly from this Division by the promotion of A. W. Robinson to be Vice Consul, I hereby appoint George A. Perkins of Cambridge a delegate to fill said vacancy. Fraternally,

WM. H. EMERY, C. C.

I concur in the above:
T. J. KIRKPATRICK, President L. A. W.
Boston, January 8, 1889.

Connecticut.

I appoint Mr. L. M. Woodford as Consul of Naugatuck, in place of Mr. T. L. Moore.

C. E. LAROM, C. C.

Missouri.

Abbot Bassett, Secretary:

Will you kindly make the announcement in the BULLETIN of the following appointments in this division, viz:

For member of the Touring Board, Nelson T. Haynes, Kansas City.

For Local Consul at Chillicothe, Geo. Milbank, Jr.

For Local Consul at Carrollton, H. L. Kennedy.

Yours truly, W. M. BREWSTER.

The Carnival at New Orleans.

At a meeting held at the New Orleans Bicycle Club on Wednesday, January 9th, 1889, the following resolution was adopted:

Be it resolved, that we extend an invitation to the members of the League of American Wheelmen throughout the United States to visit New Orleans during the Carnival season which commences February 26th and ends March 6, 1889.

E. A. SHIELDS, President.
J. M. GOAL, Secretary.

Those who expect to be present will please send their names to Harry H. Hodgson, Vice-President N. O. B. C., and Chief Consul Louisiana Division, L. A. W., No. 13 Carondelet street, New Orleans, who will give information about Hotels, Railroad fares, and secure invitations to the mystic balls on Mardi Gras night.

There will be seven different parades extending over 7 or 8 days; all wheelmen who will come are requested to bring their mounts with them.

The city of New Orleans is filled with places of interest to the traveler, the climate is very mild, and the hospitality of the people proverbial.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 12 M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 174—Total 12—12345.

BOSTON, Jan. 18, 1889.

COLORADO DIVISION—1—84.

Unattached.
21295 Dobbins, D. E., Longmont

CONNECTICUT DIVISION—1—47.

New Haven Star Club.
21291 Lowell, Wm. H., 13 Edgar St., New Haven
21292 Maillefert, Paul S., 215 Hallock ave., "
Unattached.
21293 Stevens, John F., Clinton
21253 Benedict, Junius, New Canaan

ILLINOIS DIVISION—3—7.

Æolus Cycling Club.
21257 Classen, Fred, 130 Crystal St., Chicago
K. K. K. Ramblers.
21251 Hatch, A. L., Kankakee
Unattached.
21255 Long, J. Ed. Taylorville

IOWA DIVISION—2—172.

Unattached.
21294 Rine, J. H. Jr., Humboldt
21250 White, Ted O., "

KENTUCKY DIVISION—1—2.

Unattached.
21296 Caldwell, O. B., Danville

MICHIGAN DIVISION—1—355.

Unattached.
21299 Smith, Charlie E., Pontiac

NEW JERSEY DIVISION—1—743.

Unattached.
21290 Starkes, J. E., Miners Theatre, Newark

NEW YORK DIVISION—1—2[illegible].

Unattached.
21297 Butler, F. M., 997 Warren st., Hudson

PENNSYLVANIA DIVISION—1—1[illegible].

Unattached.
21298 Miller, Phil A., Elizabeth

TENNESSEE DIVISION—1—11.

Unattached.
21253 Sparkes, J. W. Jr., Murfreesboro

OFFICERS FOR 1888—89.

PRESIDENT,
T. J. KIRKPATRICK,
Springfield, Ohio

FIRST VICE PRESIDENT,
H. W. HAYES,
Box 15, Paris, Boone.

SECOND VICE PRESIDENT,
W. S. BULL,
10 West Eagle street, Buffalo, N. Y.

TREASURER,
W. M. BREWSTER,
35 Olive Street, St. Louis, Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

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League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References: *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application. after that date, and until April 30, 1889, enclose $1.25.

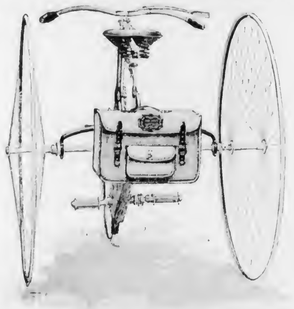


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UNEQUALLED FOR TOURISTS.

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Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 5 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $40.00 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

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LIGHT ROADSTER SAFETY.

PRICE, with "Double-Grip" Ball Pedals, $135.

Tangent Spokes, Cold-Drawn Seamless-Steel Hollow Felloes, Columbia Tubular Steel Frame with anti-vibrating Spring Fork, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, One-Piece Hollow Handle-Bar, Improved Ewart Chain. Readily adjustable, in every essential particular, to meet the requirements of any rider.

Catalogue Free.

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FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 1 FEBRUARY, 1889.

Volume XVIII.
Number 14.

We should be glad to send you a copy of the Victor Catalogue for 1889, if you will send us your name and address.

It is larger and better than ever before, and describes the best line of wheels in the world.

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Makers of Victor Bicycles, Tricycles and Safeties.

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WE CLAIM

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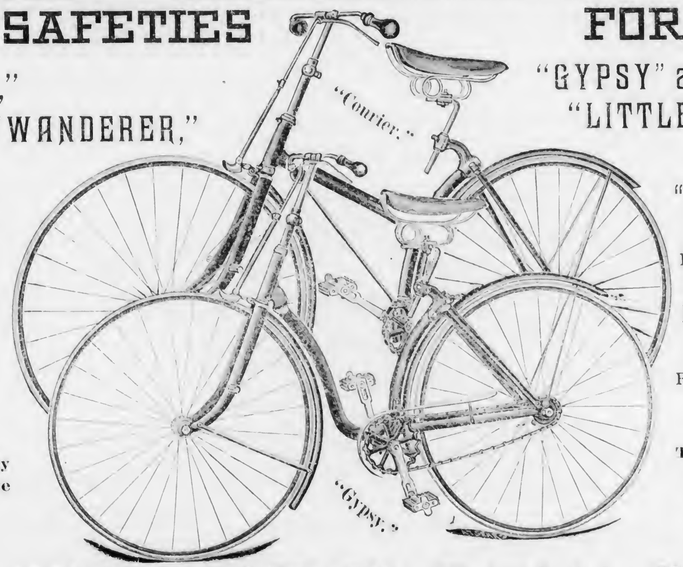
We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

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NEW SAFETIES FOR 1889.

"COURIER,"
"WANDERER,"
"GYPSY" and
"LITTLE JEWEL."



"COURIER,"
$75.00.
FOR MEN.

"Gypsy,"
$60.00.
For Ladies.

—o—

Don't buy a Safety until you have seen ours.

"WANDERER,"
$35.00.
FOR YOUTHS.

Little Jewel,"
$25.00.
For Boys & Girls.

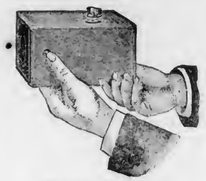
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They have all the latest improvements, and are unequalled.

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SEND FOR FEBRUARY CATALOGUE.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about 8½ inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

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ROCHESTER, N. Y.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

EUREKA HOME TRAINER and Bicycle Stand. Write for particulars. M. A. WOODBURY, Bradford, Pa.

L. A. W. BADGES,
For **Gold Pins** of the Official Design, send direct to
CHAS. H. LAMSON,
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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osbun & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



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For All Kind Cycles.
Patented Oct. 2, 1888.
Superior to Toboggan, Roller or Ice Skating
Great Speed and Perfect Safety
—ON THE—
ROAD AND ICE.
OHIO CYCLE SUPPLY CO.,
NEW KNOXVILLE, O.
☞ Mention this paper. ☜



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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.
Be sure and send for Samples and Blanks.

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In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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FOR SALE—52-inch New Mail Bicycle; balls all around; has never been ridden; still in crate, as received from the manufactory. Price $122.50. Address Box 72, Clarksville, Tenn.

BILLIARDS. For sale, or exchange for a Columbia, Marlboro' or Cripper Tandem, in first-class condition, a nearly new Brunswick Pool and Billiard Table, 4x8. List price $300. Used in a private house. P. O. Box 518, Philadelphia, Pa.

FOR SALE—Tourists Tandem Tricycle (Beeston Humber), in good condition. Cost $225. Price $100. Easy terms. G. A. YANT, Olathe, Kansas.

VICTOR SAFETY, '88 pattern, in excellent condition, for sale cheap. O. BARTEL, 380 Broadway, New York.

FOR SALE—A Singer Straight Steerer Tricycle, in good condition. Apply to F. C. GRAVES, Box 5283, Boston, Mass.

FOR SALE—55-inch New Mail, with Butcher's Hub Cyclometer, all in perfect order. Price $100. GEORGE B. BRAYTON, Jr., 515 Shawmut ave., Boston.

52 INCH, 51 inch Experts, 52 inch Standard, 49-inch Semi-Roadster; At once. A. C. VOORHEES, New Brunswick, N. J.

FOR SALE—54-inch Apollo; balls all around. Cost (with extras) $141. At condition. $80 takes it. C. C. TRUESDELL, 1 Bastable Blk., Syracuse, N.Y.

FOR SALE—52-inch Special Star, 2-3 nickel; all improvements. Cost $135, and is in prime condition. Will sell for $95. JOS. W. SHARP, Jr., Berwyn, Chester Co., Pa.

WANTED—An experienced wheel builder at once. Must be a rapid workman. INDIANA BICYCLE MFG. CO., Indianapolis, Ind.

FOR SALE—Victor Safety, '88 pattern; guaranteed as good as new, and in absolutely perfect condition; the tires do not even show wear. If sold at once will be sold cheap. Address LEXINGTON, Bicycling World office, 12 Pearl st., Boston, Mass.

FOR SALE—44 inch American Safety; balls all around, and cyclometer; been ridden 250 miles; good as new. $95.00. W. A. JUDD, Clifton Springs, N. Y.

150 TICKETS, at $1 each, for a special built Humber Tandem, nearly new; weight 70 lbs.; hollow rims. To be drawn Feb. 15th, 1889. E. S. DAYTON, 129 Quinnipiac st., Fair Haven, Conn.

FOR SALE—54-inch Apollo; balls all around; bell and cyclometer complete. $85. Splendid condition. CHAS. T. RAYMOND, Lockport, N. Y.

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Large Buttons, 5c. each.
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THE · SPRINGFIELD · ROADSTER · VOLANT · SAFETY.

LIGHT, COMPACT, STRONG AND DURABLE.



We wish to call the attention of the public generally to our new improved VOLANT SAFETY, which we have been induced to prepare to place on the market for 1889 to fill a long-felt want for those who desire to ride and do not wish to stride a high wheel, and for those who wish to purchase a wheel which can be adjusted to fit the whole family from a rider of 44 to 58 inches, and still for those who desire a machine that can be adusted to them as they grow.

The VOLANT combines features of merit which can readily be appreciated by all. Our walking lever motion enables us to bring the wheels much closer together, thus distributing the weight to better advantage, also making it much less sensitive to steer. It has Ball Bearings all around, runs light, and is strong and compact. We shall have them ready for delivery by Feb. 15th to March 1st. Retail price **$115.**

Descriptive Catalogue Feb. 1st.

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, - - - Boston, Mass.

AN UNSOLICITED TESTIMONIAL.

MESSRS. WM. READ & SONS, BOSTON.

Gentlemen—Will you kindly put my name down for one of the first copies of your new Catalogue, describing your New Mail Safety. I am anxious to see what I am sure will be the the heighth of mechanical art, judging from the perfection of your "New Mail" bicycle. I have ridden one of the latter, bought of you, through thick and thin for two years, and I know I can *depend on it every time.* Graceful in outline, rigid, yet elastic as whalebone, its Ball Head firm as a rock, yet sensitive to every touch as the mouth of a high-bred horse, every ounce of metal put where it will do the most good, it seems as though in it the skill of the bicycle builder had culminated, and that if further improvement is to be, it must be in other designs as yet undreamed of, or in other materials, whose nature is perhaps hinted at in the metal aluminum. Very respectfully,

CHARLES L. PALMER,
Albany, N. Y.

Jan. 22, 1889.

MORAL--Do Thou Likewise.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 1 FEBRUARY, 1889.

NEARLY THREE QUARTERS OF A MILLION.

ON the present basis of the weekly circulation, 691,000 papers in one year would be issued from this office. It takes over 1500 reams of paper, the total weight of which would be 57,760 pounds. The advertiser can ponder on these figures.

THE editor of our New York contemporary devotes two columns editorially to the subject of circulation, the tenor of which seems to be that there are 60,000 wheelmen in the United States who *are not* subscribers to his paper, and he grows grandiloquently patronizing, in that he allows us our "miserable 13,250 circulation," while he will be content to take as many of the 60,000—as he can get; all of which is edifying, generous and a trifle amusing.

But the nub of the thing is right here. We went a-fishing, cast a fly and hooked our esteemed contemporary, and so now comes the scaling, the cleaning and the frying of the little fish.

When the aforesaid editor makes an affidavit showing the exact number of names on his regular mailing list, and when he makes affidavit that from 3000 to 4000 of that claimed 5000 issue were *not* sample copies, we will have a very few more words to say. We are sorry that the impetuosity of our New York brother impelled him to rise at our fly, but so it is, and he has swallowed the bait, hook and all.

We must ask our readers to bear with us for taking up valuable space discussing this matter; we will not sin often, and we will be brief.

OUR esteemed contemporary, *Bicycling News*, has been asking prominent English racing men a series of five questions as to their individual views of the time limit scheme. We take from that paper the replies of Richard Howell and Herbert Synyer, as representative men of the professional and amateur ranks:

"Query 1. Will a time limit man cause the cracks to hurry?

Says Howell—'The time limit has been tried in England, and found *not* to answer; in fact, it has never answered anywhere. It would not cause the cracks to hurry in the least, they would sooner have the race run over and over again than make the pace, and run a chance of a second-class man beating them.'

Query 2. Is forcing the pace a wiser course than 'tactics' or head work?

'Many races are won by head work only, when they could not possibly be won by forcing the pace.'

Query 3. In amateur races, will withholding the prize be an effective penalty?

'I don't believe any good comes of any kind of threat. It's only regular racing men that understand the question. People go to see a race, not to see a man fined.' [Amen!—ED. BI. W.]

Query 4. Do you think it wise to experiment in championship races, amateur or professional?

'If new-fangled things are advertised the public don't understand it, and they don't know whether it's a donkey race or a bicycle race, *and they don't go to see it.*'

Query 5. In your experience, has 'waiting' or 'going all the way' been most successful (in first-class company)?

'I have won mostly all my championship races at the waiting game. I used to go all the way, but found out that I could win much more easily by waiting, and sprinting my men down at the finish.'" * * * *

We now come to what Mr. Herbert Synyer says on this important subject:

"'I, for one,' says Mr. Synyer, 'should do as I have always done in whatever contest, that is, *ride to win.*'

That is, he would ignore the time limit and ride his races exactly as heretofore, as his judgment taught him. On the *pace-forcing*, as opposed to *tactics*, question, the amateur champion writes:

'Is mere pace-forcing preferable to tactics? Certainly not, and even as Osmond has tried the pace-forcing system, so have I, and I have come to the conclusion that for a man to be able to run another man off his legs he must be at least a hundred yards the better man in a mile, especially when there is any wind about.' * * * *

Finally, Synyer expresses his readiness to join with other cracks in a refusal to enter for any time-limited championships, and he adds that he considers

'That such contests ought not to be at the mercy of a few non-racing men, who, so long as the men get over the ground in a certain time, irrespective of a good finish, care not one jot whether the best man runs first, second, third or unplaced.'"

We reproduce the above opinions from two such prominent racing men, not because we are surprised at their answers, or that we supposed for one instant that they would take any different position. That the crack amateur or the crack professional would object to any scheme forcing them to give more interesting races we were perfectly aware of, before we read the opinions of Howell and Synyer.

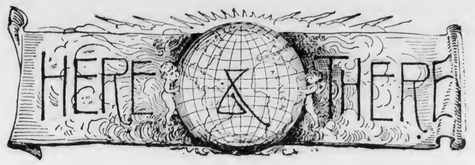
The professional is hot after his little purse, and the crack amateur is also earnest in his chase after the prize.

But did our worthy "cracks" ever consider from whence came the purse and the prize? If this thought has never entered their brain we will joggle their perception by remarking that the public furnish the funds to make up the purses and pay for the prizes. Now this same long-suffering public is rapidly becoming disgusted with these loafing matches and fake exhibitions, miscalled races, and said public is fast arriving at the point where it will refuse to attend these so-called race meets. Briefly, the public is the goose that lays the golden eggs, the stubborn professional and amateur, who kick against giving interesting races, take the part of the man who killed the poor goose.

The moral and result is easy to learn—A dead goose, no egg; no egg, no purse, no prize.

Perhaps after all it will be a good thing that the "crack" racing man is determined to refuse to enter time races. Let him go; there are plenty of "second-class men" who will remain on the path and give us races in real earnest, as of yore, and not exhibitions of modern jockeying and brain racing, which may be very intellectual but intensely stupid.

OFFICERS who send proxies to be used at the coming National Assembly in New York must bear in mind that unless they follow printed instructions on the same, to *the very letter*, the proxies may be thrown out.



LOS ANGELES.

"VINDEX."

THERE is one things residents of this city take just pride in, and that is the Southern California climate, with the brand blown in the bottle. At this season of the year the contrast in the atmospheric conditions between Southern California and the East is simply marvelous, and is to be experienced to be appreciated. In the East old Boreas has been on a rampage, and Jack Frost has nipped the ears of the rich and the poor. Here in the glorious country of Southern California the air is redolent with the rich fragrance of the orange blossom, the air is as balmy as a day in June. The birds seem to sing more sweetly; the sun shines brighter and warmer. The orange trees are heavily laden with their golden fruit. The Eastern wheelman has carefully wrapped his faithful old bike in canton flannel, and it has been relegated to the cold and cheerless cellar. Its owner has for the nonce given up bicycling, but can be found at the club, narrating the incidents of the past season. Here the wheel is never stored, but is used by its owner the year round.

IT is stated that President Kirkpatrick and Treasurer Brewster will visit Los Angeles this spring.

"A MERRY Chestnuts and a Happy Rats, Job Lots, Remnant Sale, A. W. Allen, J. J. Archibald," was the New Year's card presented by these two festive young wheelmen.

W. S. WING, Osborn & Alexander's able representative here, has sent in a large order for ice bicycle attachments, which were recently advertised in the WORLD. There are no cantharides on Wing.

EFFORTS will be made with the powers that be, to hold the State Division meet in this city this summer, and the date will probably be May 30. Races will be given at Agricultural Park. An interesting programme will be arranged.

"MENTOR," your former correspondent at Kansas City, is now a resident of this city. In a talk with your correspondent, he said: "Please give my compliments to 'Occasional,' the Denver correspondent, and tell him he has an excuse for living, and that is to be ultimately cut short in his mad career by the fool killer."

LOS ANGELES is being paved with asphalt, and the riding is superb. This city is surrounded by a number of lovely places to visit, and the roads are fine. This year a boulevard will be constructed to Santa Monica, the great seaside resort, and the trip can then be accomplished in an hour. This is the favorite run of the wheelmen. Wheelmen should visit Southern California, the ideal wheelman's paradise.

THE Los Angeles Wheelmen are now comfortably quartered in their new rooms in the Panorama Hall building. The club occupy two well-furnished rooms; one is used as a billiard room, and the other as a reception room. On last Tuesday evening (15th) the club gave a reception and hop to their friends. About forty couples participated, and a royal good time was had. The ladies were bewitching in beautiful toilets, while the men in their knickerbockers were much admired.

NEW YORK.

"HAWKSHAW."

A CERTAIN bi-monthly wheel paper announces on its first page that Mr. Stevens has been sent on "a *bicycle* trip in search of Stanley, and then on the following one makes the wonderful prediction, that "if the wheelmen of Philadelphia will only guarantee Thomas Stevens a good round sum of money they could, no doubt, prevail on him to come to this city and recount his adventures in foreign lands." Here's richness for you! Think of the wheelmen in Philadelphia writing to Stevens at Zanzibar, asking him to come home at once and receive a "good round sum" just to tell them of "his adventures in foreign lands." Oh! Tommie, Tommie! Why did you go on your bicycle to Africa, and thus stir up Philadelphia journalists? It's awful wicked and unkind of you, and I'm ashamed of you, really I am.

As a rule I am not in favor of political jobs, and the presence of the "colored gentleman" in any bill usually causes my opinions to be averse to its becoming a law, but if ever I was tempted to the contrary it was this week, when the "Senegambian individual" was discovered secreted in bill No. 29. This bill was introduced at Albany, and authorized the Commissioner of Public Works in this city to pave with asphalt pavement the Grand Boulevard (or Broadway), from 59th to 110th street. If there is anything that would boom wheeling here it would be this, but unfortunately the papers asserted that the bill was a "strike," and that there was $50,000 "boodle" to be divided when it passed, and I am afraid that there is no hope for us not to continue to ride the Boulevard as a morass in wet weather and a Sahara in dry.

DR. N. M. BECKWITH last week secured a judgment against D. H. Renton for $1000 for false arrest. It will be remembered that the Renton vs. L. A. W. case was the result of a communication from a member of the L. A. W. in Scranton, appearing in the columns of the *Bulletin*, then under the editorship of Eugene Aaron, in which it was alleged that Renton appeared upon the track in a racing costume devoid of decency. Renton began the play by arresting Messrs. Aaron and Beckwith for libel, and whooped things up in general, threatening at one time to arrest any and every body. On the trial that followed, before a country jury on Staten Island, pictures of Renton in racing costume were shown to prove that he was not indecently clad, in fact I think Renton appeared personally before them, clad in the identical abreviated habiliments. This was the opening scene, and the victory of Dr. Beckwith's, above recorded, is the final one, in what started as a tradegy and ended as a farce. Ring down the curtain. The play was bad, though truth compels me to say that some of the stars were good, and ably filled the roles in which they found themselves so unexpectedly cast.

I DON'T think anyone has been more enthusiastic over the entry of ladies into cycling than I have, and none have tried harder to encourage them in doing so than myself, but when it comes to a question of woman bestriding an ordinary, and riding round a track for the purpose of being guyed by a curious public, then I want to go on record as voting decidedly in the negative. I had thought that this class of cycling disgrace met its birth and death in the performance of Louise Armaindo, but alas! I was mistaken. On Feb. 11th we are going to have what is billed as a six-day female bicycle race here, the contestants to ride eight hours each day. Mr. Richard K. Fox, the editor of a "society journal," intends to present the winner of the event with a $500 diamond medal, emblematic of the female bicycle championship of the world. Pittsburg has the distinguished honor of introducing this highly creditable (?) form of sport. It will take many years for the better class of wheelmen to overcome among ladies the stigma that will thus fall upon wheeling, and it is much to be regretted that it should occur just at this time, when so many ladies have had their attention favorably called to cycling as a pastime suitable for their adoption.

BALTIMORE.

"NORVAL."

THE work of the roads improvement committee is said to be progressing favorably and the committee feels encouraged to keep along in its work. The chairman, Chas. R. Eisenbrandt, has received congratulatory letters from wheelmen in all parts of the State and is in receipt of numerous letters from other States inquiring into particulars of his work.

THE bad weather has arrived and stopped wheeling.

THE fourth annual full-dress reception of the Maryland Club will be given on February 13th.

THE Centaur and Chesapeake Clubs expect very soon to move from their old headquarter. The Chesapeakes are seeking for a clubhouse further out on Fulton avenue.

J. M. CUMMINGS, the popular Secretary of the Baltimore Club, will be married on February 20th to Miss Edith F. Brittain. The ceremony will take place at the home of the bride, 1743 Park avenue.

HARRY T. KINGSLAND, Maryland's champion bicycle rider, is at present a full fledged member of the Manhattan Athletic Club, also is William Macdermott, Maryland's champion high-jumper and sprinter.

IT is rumored that the members of the Rambler Club are anxious to consolidate with the Baltimore Club. It is very likely that if any of the Ramblers should individually make application for membership in the Baltimore Club, they would be taken in.

CHIEF CONSUL ALBERT MOTT and his wife will probably be the first Baltimoreans to become regular riders of a tandem bicycle. Mr. Mott has commissioned a friend to purchase him the most desirable of those which will be exhibited at the coming Stanley show in England, where all the English and some of the American manufacturers show their latest and most improved machines.

THE Madison Avenue Improvement Association has prepared a petition to the City Council for the paving of Madison avenue from North avenue to Druid Hill Park gate with belgian blocks. A portion of the street is paved at present with these blocks. The property holders are anxious to have the work completed. The wheelmen claim that as there is no heavy travel in that portion of the city the asphalt pavement would be far preferable to all who use the street. The cyclers would be content if the space between the car tracks was paved with the blocks, but they do not prefer having the whole street covered with them.

BUFFALO.

"ALI BABA."

TIME creates wonders: as with all successful clubs, so with the Buffalo Bicycle Club. February 22d will be the tenth anniversary, and we are going to celebrate it in a way which calls forth special rejoicing. It will take the form of a banquet which will in all probability be held at the Niagara. Would that you could be there. I always fancy that men of letters have ravenous appetites. [On the contrary, editors are proverbially abstemious.—ED.]

DR. JULIUS POHLMAN gave an able lecture on physical exercise at the Buffalo Club house, and the ladies showed their appreciation by being present in large numbers and showing an interest, which the doctor was gratified to note.

LADIES are beginning to show an unusual interest in physical culture, and from the amount that is being written about the benefits of cycling, and the enthusiasm shown by women, it will not be long before we shall see many of the gentler sex active cyclists and experts in the gymnasiums. The Women's Wheel Club is making the study of physical culture a part of its work.

THE Buffalo Club didn't hang up its stocking for Santa Claus, but if it had done so, large as that stocking is, it would have been inadequate for the beautiful present which awakened our surprised delight, as we gazed into the club parlor on Christmas morn. This present was nothing less than a splendid antique oak chair, presented by the Ladies' Wheel Club. It is a most worthy and welcome gift from our fair co-inhabitants.

EXTRAORDINARY weather this; not in fifteen years, says the "Oldest Inhabitant," have we had such a mild January. As late as the 19th wheelmen were seen riding to the park lake, with skates hanging from backs. It *was* a little cool then, too, but what of that? When the streets are in almost summer condition the strict enthusiast is not to be blamed for putting on his bicycle suit, the temptation is too much, and a frozen thumb or two is counted as gain under the invigorating dual allurements of a skate and a bike.

LESS than an hour ago I observed an elderly gentlemen riding on one of those ancient, primordial, primeval velocipedes. It had a seat between two large wagon wheels. Every now and then the "ancient mariner" would touch the pavement and with a vigorous kick he would send it spinning along for several feet. He repeats this movement whenever the speed comes down to a mule pace. Upon interviewing him he remarked that "it was fine going *down* hill, but 'twas a tough job going t'other way," and thus saying he gave another kick and disappeared down the stream of time, toward improvement, I hope.

PORKOPOLIS NOTES.

"STAR."

NO 14,670 is not the only one that has found fault with "Hawkshaw's" language and sentiments. Several of our local wheelmen, aware of the munificent salary that your correspondents receive, expect you to employ a very high grade of literary talent, and their dissatisfaction at the very diffuse style and caustic language of your New York correspondent has on several occasions been rather bluntly expressed.

THE citizens of Cumminsville are at last becoming aroused to the necessity of improved streets, and it is believed that after about five years of "talkee talkee" they will have Colerain, Hamilton and Spring Grove avenues paved with granite.

IN regard to holding the next meet of the State Division here, the general opinion seems to be, that owing to the changes taking place in certain of our clubs, it would be better to wait till 1890, when it is believed we will be better able to manage an affair of that kind.

THE recent demise of the Central Wheelmen points a moral. The club was organized about two years and a half ago, and started out with very brilliant prospects, but in their anxiety to become the largest club in the city they paid very little attention to the qualifications of new members so long as they were able to pay the club dues. As a consequence, a disturbing element crept into the club that soon destroyed its usefulness.

ON January 24 the Newport Club gave a dramatic entertainment that would have done credit to professionals. Miss Nellie Longley and Mr. L. L. Buchanan, however, carried off all the honors, and, in the opinion of those who saw the performance, Miss Longley has a brilliant future in store for her. The wheelmen of the Three Cities were out in force. Fourteen of the C. B. C., who arrived rather late and were consequently obliged to take back seats, were highly amused by the affectionate embraces of a spoony couple sitting in front of them, and which seemed to immensely tickle the silvery-tongued Marqua.

IN speaking of long runs, Charley Hanauer says in effect that they enable the wheelmen to see more of the country than short runs do, and that to the strictly temperate man they are not injurious; and that the exhaustion due to dissipation is too often ascribed to over indulgence in bicycle riding. Whilst the latter part of his opinion is unfortunately only too true, yet we could relate quite a number of instances that conclusively prove that it is not every strictly temperate man that can take long runs with impunity, in fact their "broken up" condition during the early part of the week is often used as an argument against cycling. Very few of us, like Charley and the Croningers, are built like race horses, most of us, indeed, are built more like plugs and cart horses. Many of us are confined in offices and business houses from early in the morning till late in the evening for six days in the week, and have neither time nor inclination for gymnasium exercise, consequently when we start out on Sunday our muscles are soft and unequal to the strain of a long run, and then as the fresh air and the exercise give us appetites like sawmills we are very apt to eat several times more than we usually do. Now if we should go on a long run we should be obliged to either start on our return very soon after dinner, or to scorch in order to get back in time for— church, and would be fit for nothing the next day.

NEWS AND COMMENT.

IN the death of Mr. Brandon Lewis, of Lafayette, Ind., that city and section lose a man and a cyclist who was an honor to his town and to his kind. He was one of the first riders in the State of Indiana, and was an enthusiast on the subject of cycling. At the time of his death he was 67 years of age. On Jan. 1st he took his last ride, covering 74 miles in 7 hours and 7 minutes, remarkable time for a man of his age. He was a walking guide book for the territory in his vicinity, and he was always ready to impart information to those seeking it. The press of his city bear testimony to the high esteem in which he was held by his fellow citizens. Mr. Lewis' parents survive him.

OFFICERS' meeting and election Feb. 18th at the Grand Union, New York.

NEWARK, N. J., is spoken of as a probable meeting place of the League this year.

THE Wilkesbarre (Pa.) Club gave another of its delightful socials at the club house last week Friday.

STERLING J. STEELE, a well-known amateur racing man of Bristol, Conn., died a few days ago.

ERRATA. We announced the date of the Elizabeth (N. J.) Wheelmen's entertainment as being Feb. 13th; it should be Feb. 12th.

PRESIDENT GORMULLY, of the Gormully & Jeffery Mfg. Co., was in town last week, and paid us the compliment of calling at our office.

A COLORED driver in Washington, D. C., was lately fined $100 for threatening to run down and drive over a cyclist, Mr. Arthur Harrison by name.

THERE is music in the air these times, and the coming officers' meeting Feb. 18th promises to produce harmony (?) of the most Wagnerian character.

THE Orange (N. J.) Wanderers are talking of a new club house, or as an alternative the idea of joining the Orange Athletic Club was freely discusssed, and was favorably considered.

THE New Haven (Conn.) Club held their ninth annual dinner at Prokasky's Cafe last week Thursday. One report speaks of the club as an aggregation of "twenty-seven handsome young men!"

THE organization of a great century run, similar to that managed by Mr. L. A. Clark, of New York, last year, is now under way. Notice of a meeting by those interested will appear in the WORLD at an early date.

CAPT. H. S. WIGGINS, of the Portland Wheel Club, who is to act as Treasurer of the coming European tour, has lost flesh rapidly the present winter in his struggle with letters from French and German landlords and foreign money tables. He is determined to have it down fine, however, if it reduces him to a shadow.

ERRATA. In last week's issue, in the article from Mr. Corcoran, the paragraph that commences on the fifth line from the bottom of the page should read, "Heat races of a mile, best two in three to win, are nothing more than waiting or *lap* races," etc. The correction is to substitute the word "lap" for "loaf."

WE believe that the memorial erected by the New South Wales cyclists, in honor of the late H. Cortis, the great English amateur, is the first ever erected in honor of his reputation as a rider only. Starley, the inventor, has a monument at Coventry, but we think that Cortis is the first name thus honored by cyclists, as a cyclist.

THE importance of the bicycle in illustrations becomes more apparant every day, as shown in a very large picture issued by the spacious and famous McComb House on Grand Island, the popular summer resort of Western New Yorkers. This picture has the usual railroad cars, steamboat landing, with the regulation beach and its complement of bathers, has four carriages and two bicycles and one tandem.

NO. 17,605 writes us from Martinsburg, W. Va.: "The toll heretofore levied on the M. and W. turnpike, from Martinsburg to Winchester, on cycles has been abolished. The wheelman can now ride along the pike, without the ever-recuring "toll, gentleman," sounding in his ears. The agitation for road improvement is bearing fruit even here. One of our local papers contains a long editorial on Gov. Beaver's message, advocating improved highways. Keep the ball rolling; it's bound to tell.

PRESIDENT AMEE, of the Cambridge (Mass.) Club indignantly denies the rumor that poker playing is allowed in their club house. It did come to the attention of the officers of the club, however, out of which probably grew the report, that two members had indulged in a game of cards for money. The members were fined $10 each for the offence, but they called for a hearing and, no evidence having been adduced to prove the offence charged against them, the fine was removed.

SEVEN leaders in New York society—Messrs. John C. Furman, a down-town broker; T. Howard, a man about town; Worthington Whitehouse, S. S. Sands, Jr., Robert Hargous, James Waterbury and Edward C. Potter—appeared at a swell ball given in that city attired in black satin knee breeches, silk stockings, pumps with buckles, tailless velvet coat, and watered silk vest. The gentlemen pledge themselves to use this as full dress exclusively hereafter. Their appearance caused a sensation, but the verdict was one of approval.

A FORMER member of the Boston Bi. Club, Francis Craigin, (more properly Cragin,) died on January 22 at Greenwich, Conn., of a complication of diseases, aged 29 years and 5 months. He was lately in the employ of a prominent firm of architects in New York; was well known some ten years ago among bicyclists in Boston; had friends also in Chicago, where he visited about that time, and rode his machine from there to Washington D. C. He was a young man of very good abilities and a generous disposition, and an athletic frame promising length of life which the fatal stars cut short. He leaves a widow but no children.

AN INTERESTING TEST CASE IN ILLINOIS.

ONE day in the fall of 1888 Mr. John E. Ransom, an L. A. W. man, accompanied by his brother Charles, were riding their bicycles just outside of Springfield, Ill., when they were met by one David Talbott, driving a horse and a two-seated carriage. Talbott was asked to give the boys room, on the beaten road, to get past, but Talbott refused to turn out. In their efforts to get out of Talbott's way, John Ransom fell from his wheel, and Talbott's carriage ran over his bicycle, damaging it badly. Upon learning the facts of the case, Chief Consul Davis, Illinois Division, instructed the Local Consul of Sangamon County (in which county event occurred) to proceed according to law, to recover from Talbott the amount of damages incurred. In consequence of this action of the L. A. W. the case of Ransom vs. Talbott is now pending in the Circuit Court of Sangamon County. It is an action in the case for damages to a bicycle belonging to the plaintiff. The injury occurred, it is charged, by reason of the failure of defendant to turn his carriage to the right of the centre of the road, in due season, to allow plaintiff to pass.

The declaration claims that a bicycle is a carriage within the meaning of our Statutes. A demurrer has been filed to the declaration.

The suit involves two questions. First—Is a bicycle a carriage within the meaning of the law, and governed by the Law of the Road, entitled to the same rights and subject to the same liabilities? Second—If it is a carriage, was defendant guilty of negligence in this particular case?

The first of these questions will be decided by the Judge on the hearing of the demurrer. The second can only be decided by a jury upon the facts proven at the trial. The demurrer will be argued within a week or so. The trial may be had by March 1st.

The Statutes of Illinois, Chapter 121, Act May 4, 1887, provides: "That whenever any persons, travelling with any carriages, shall meet on any turnpike road, or public highway, in this State, the persons so meeting shall seasonably turn their carriages to the right of the beaten track, so as to permit each carriage to pass without interfering or interrupting, under the penalty of five dollars for every neglect or offense, to be recovered by the party aggrieved."

The law provides for suits to enforce above penalty before a Justice. Our suit is not for this penalty, but the section is given for general information. Whether we recover damages in this case or not, we stand a good chance of getting a decision as to the fact that a bicycle is a carriage. Other States have had such a decision but we are behind in that particular. EDGAR S. BARNES.

PROVIDENCE (R. I.) WHEELMEN.

THE entertainment held by the Rhode Island Wheelmen at Music Hall last Thursday was *the* social event in cycle circles for this city so far this winter. The talent was all local, and many a brave and fair bosom swelled with pride at the evidence of excellence of the skill shown by our musicians, both vocal and instrumental. The music was of a high order, and the rendition was in keeping. Mr. Packard made a hit in his elocutionary efforts, and the Crescent Quartette covered themselves with glory.

The annual meeting of the Rhode Island Wheelmen will take place on Monday, Feb. 18.

MASSACHUSETTS DIVISION L. A. W.

THE officers of the State Division met at the Clarendon Hotel, Boston, last Saturday, and one of the most important measures was the issuance of a circular to be sent to all the town officials of the State, calling attention to Section 4, Chapter LIII, Public Statutes, making the erection of sign boards compulsory at the forks and intersections of highways. This circular winds up by stating that the League will institute proceedings against all towns that have not complied with the law.

The question of a State road map was referred to Messrs. Forbes, Bassett and Whitney.

It was voted that the Board meet hereafter on the first Saturday in every month.

ATHLETIC ALBANIANS.

THE in-door tournament given last Friday by the Albany (N. Y.) Wheelmen at the Academy of Music was a success from every point of view. Over 1200 people were present, and the efforts of the performers were received with great enthusiasm. The impersonation of Mlle. Armelius by Maltby was excellent, and completely "fooled" the audience. The "dude act" and the skillful riding of Maltby brought down the house.

The fencing by Thompson and Diamond was exciting; the horizontal bar act by Littenthal brothers, Ryan and Spring was excellent. A sparring match, "gentle enough to please the ladies," was had between Butler and Mills; those bad boys, Duncan and Egan, wanted to have a "go," but it was feared Albany propriety might be skocked. The tug of war between Troy and Albany just raised the people to their feet, and when Albany pulled Troy over the line the people howled. In this entertainment the Albany Wheelmen score another success.

"THE GOOD WORK."

THE Philadelphia *Press* has a long leader on the road question, and urges that popular opinion be so shaped as to demand better roads. Among other things this paper says: "No change, however, will work which does not recognize, first, that road building requires trained skill and, second, that the present plan of letting farmers 'work out' a road tax is antiquated. 'Good road construction in Europe,' says the *Engineering News*, 'enlists the services of the best engineers the country can afford.'"

In speaking of the present system of "working out the road tax," the *Press* continues: "Of course, if the farmers prefer the system of working out their road tax to a system of good roads, American country roads will remain in their present condition. The tax will continue to be paid, its aggregate amount will be enough to give good roads and it will all be wasted. The roads will remain what they are—the worst in any civilized country.

It ought, however, to be possible in the Eastern counties of this State, which are filling up with country seats, big and little, to introduce a reform. To be effectual this must require:

THE EAGLE BICYCLE.

THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.

THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.

A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

SIMPLE DIRECT CRANK MOTION.

THE LIGHTEST RUNNING WHEEL IN AMERICA.

BALL BEARINGS EVERYWHERE.

EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.

LARGE ILLUSTRATED CATALOGUE FREE.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - - CONNECTICUT.

Mention this paper.

San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed) DEVANY, HOPKINS & CO.

CATALOGUES NOW READY.

WARWICK CYCLE

THE WHEELS FOR 1889

ARE

THE Warwick Perfection BICYCLE

AND

THE Warwick Perfection SAFETY.

WHEELMEN LOOK OUT FOR THEM.

≈ Agents * Don't * Get * Left ≈

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

A. KENNEDY-CHILD, Superintendent of Agencies.

MFG. CO. SPRINGFIELD, MASS.

First—The payment of all road taxes in money.
Second—The employment of a skilled engineer to oversee the work, both of the county and the townships.
Third—The selection of the main routes on which good roads should be built and maintained by county authority.

The charter of the city of Troy, N. Y., is to be amended in such a manner as to provide that hereafter the city at large shall pay one half the expense of paving or macadamizing streets which are forty feet or upwards in width.

A bill providing for the permanent and systematic improvement of roads has been introduced into the Ohio Legislature, and the Ohio Division is out with a circular soliciting funds to aid in securing its passage.

THE EUROPEAN TOUR.

TO ALL WHO MAY BE INTERESTED.

As our arrangements are about perfected, a short sketch of the route and of this party may be of interest to those wheelmen who are intending sooner or later to make the "Grand Tour" awheel.

Starting from Boston, May 18th, on the Cunader Cephalonia we disembark at Queenstown, port of Cork, Ireland. Here we remain a day or two to recover from the effects of the ocean voyage, and to get the "hang" of our wheels—many of us being unused to the safety type of cycles, some one variety of which will be ridden by every member of the party.

Our route is now to Dublin, via Yonhal, up the famous Blackwater river, through Waterford, Wexford and the beautiful county Wicklow. After remaining in Dublin a day we cross the Irish Sea to Liverpool by night and in the morning ride to the quaint old town of Chester (17m) where the remainder of the day will be spent in rambling about its balconied street and along its ancient walls. Then on to Birmingham and Coventry, stopping to view the great cycle works. From here to London our route includes the picturesque ruin of Kenilworth Castle, the magnificent Warwick Castle, the home of Shakespeare at Stratford-on-Avon, the college town of Oxford, Windsor Castle and Hampton Court Palace. Early in the morning we ride into London, there to remain a week and see that which we have heard about, and read about, but never seen—that is the most of us. This over, we ride to Brighton, the great English watering-place and then to New Haven where we embark for France. Landing at Dieppe, we ride leisurely to Paris, via, Rouen, Mantes, Versailles and St. Germain. In Paris the exhibition will be in full blast and the week spent here will be filled to the brim with pleasure and interest. Then, ho for Geneva! 225 miles away over the Jura mountains. The road is magnificent all the way being one of the military highways of France. The towns passed, are out of the ordinary line of travel, and picturesque to a degree. In Geneva we remain over a Sunday and then up the beautiful Lake Leman for a two weeks' ramble through Switzerland. Our route is as follows: Villeneuve, Aigle, Gesseny, Thun, Interlaken, Falls of the Lauterbrunnen, Murren, Brunnig Pass, Lucerne, trip to top of Rigi, Brunnen, Zug, Wadenschwyl, Wesen, Rapperschwyl, Zurich, Schaffhausen. This brings us to the headwaters of the Rhine, and here we begin to keep company with that beautiful and historic river which is not terminated until it empties into the North Sea. We pass through Basil, Strasburg, charming Baden-Baden, the German university town of Heidelberg, Mayence, Coblenz, where wine is good and cheap, and fragaht cologne. Here we take steamer for Rotterdam, and at this place our tour, as a party, ends: each member will here go his own way—some directly home by the Rotterdam line, or by Liverpool, quickly reached by through steamers and trains, others to Paris or Berlin, and still others to Norway.

It will be a delightful tour—it can't be otherwise—and we are anxious to have as many as we can in our party to share the good time with us. Our number must be limited to twenty-fivs, as more could not be accommodatad with comfort. Our ranks are rapidiy filling up, as will be seen by the following list of those already booked for the tour:

Arthur Bennett, W. H. Bennett, Chicago; F. H. Palmer, F. A. Elwell, H. S. Higgins, Charles Leavey, Portland, Me., Junius E. Beal, Ann Arbor, Mich.; Wm. C. Roseboom, Cherry Valley, N. Y.; Rev. Charles. E. Fessenden, Summit Hill, Pa.; P. Howard Reilly, New York City; Clark Cooper, Trenton, N. J.; I. Newton Smith, Philadelphia, Pa.; H. Wentworth, Skowegan, Me.; John Thompson, Watkins, N. Y.; Herbert Leary, Rochester, N. Y.; George Clark, Greenville, Miss.; Stephen L. Breed, Lynn, Mass.

It will be seen that there are a few vacancies left, and we cordially invite those who would enjoy taking this trip in our company to do so. It is not intended to make it an expensive trip, and can easily be afforded by scores of readers of this paper.

Address all communication to F. A. Elwell, Portland, Me.

POLLY, OF SWEETBRIAR VALLEY.

BY SECRETARY.

(Continued.)

During Charlie Cracker's counting days, on several of his bicycle trips to the Cornpatch homestead, he met Absum driving Thought. Now Absum had heard of the boasted superiority of the bicycle over a horse, and the afternoon of their first meeting had promptly challenged Charlie, and away they went, the politic Charles allowing the old gray mare to win easily; and on subsequent occasions he contented himself with being defeated, whereupon Absum laughed to scorn the claims of the caoutchouc shod steed.

In the confines of Sweetbriar Valley there was not a more industrious, energetic, accumulative, progressive farmer than young Humphrey Turnipson, and this same Humphrey thought that within the area of that valley there was not a sweeter girl than our Polly.

He wasted considerable time wooing Polly, and Absum encouraged him.

The afternoon of the day on which Polly had held the interview with her father, she met Charlie at their usual trysting place. She told him what we already know, and added to his and our information by further saying that her father had returned from the barn, informed Polly that she should marry Humphrey, and what more, the marriage should take place that very night, and that her father had just hooked Thought to the buggy and had driven over to the preacher's to send him up to the Cornpatch house, and from there her father was going after Humphrey to bring him up and have it done and over.

It was a period of consternation and despair for the young lovers, until Charlie suddenly drew forth his watch, asking what time Absum and Humphrey would probably be at her home.

"About seven o'clock," half sobbed Polly.

"It is now four," said Charlie; "I can do it. Meet me at the gate ten minutes of the hour, and all will be well. Good-bye, and keep a brave heart."

He stooped and kissed her, saying, "to-night I will kiss my wife."

He sprang on his machine and rode rapidly away.

From this time to the moment of Charlie's return seemed an eternity to poor Polly, and as the distant village clock struck the hour of six her excitement was intense, and she grew hot and cold by turns, as she imagined she heard the rapid beat of old Thought's hoofs and the wheels of her father's buggy. She knew by the sun that it must be near seven, and as the moments passed and Charlie did not appear she was ready to be hysterical.

"Will he *never* come?" she repeated time and time again.

At last!! she spied a dust-covered figure on a tricycle dart round the curve of the highway. A moment more and Charlie, very white and almost breathless, but with a set look about his mouth and a glitter in his eye which meant "do or die," was at her side.

He was on a tandem tricycle.

"Quick!" he gasped, "jump up."

"But I can't—" she began.

"Quick!! quick!!" shouted Charlie. "*Jump up.*"

"There is no time for explanations or talk of any kind now," he said to her.

As they started off through the growing dusk the old gray mare appeared over the brow of the hill, a quarter of a mile away, drawing the buggy in which sat Absum and Humphrey. They saw the fast disappearing pair, and instinctively divined who they were.

With an oath, Absum lashed the old gray, and started in pursuit.

"Pedal, dear, pedal, Polly," said Charlie, who had looked back; "they are after us."

"I don't know how," answered Polly, breathlessly, "I never rode one of these things before."

"Put your feet on the rests and let me run it," he answered, as he fairly stood on the pedals, and sent the machine flying around the bend and on down the level road.

As they reached a little cross lane, Polly beheld a lady and gentleman seated on a tandem.

(To be Continued.)

A MODEL SALESROOM.

When the Pope Mfg. Co. obtained the building Nos. 77 and 79 Franklin street two years ago, a clock concern occupied the lower floor on a lease. The lease expired the 1st of January, and the Pope Co. took possession of the floor and began fitting it up as a salesroom. Although the finishing touches have not yet been put on, the floor is open to wheelmen. The salesroom is lighted from three sides with very large plate glass windows. On one side of the room have been placed the drawers, boxes and pigeon-holes to contain

the many hundred parts of the Columbia machines. Ample space is given for sundries, and nearly the entire centre floor is occupied by the Columbia bicycles, tricycles, tandems and safeties. The most spacious corner of the floor is covered with a handsome rug, upon which stands a large library table covered with all the cycling publications of the world. Easy chairs surround the table, and an open fireplace gives it the coziness of home. Wheelmen are cordially invited to make free use of this reading corner. Close by the reading corner is the department devoted to the selling of the World Typewriter. Taken all together the new salesroom of the Pope Mfg. Co. is the lightest, most convenient and commodious of any we have seen.

CHANGE IN FIRM NAME.

THE familiar name of W. B. Everett & Co., will disappear from among the names of our large importers and in its place that of Singer and Company will appear.

For the past year the firm has practically been Singer & Co., although for various reasons the honorable name of W. B. Everett & Co. was continued. The business of the firm will be continued the same as it has been since the retirement of W. B. Everett, and Mr. W. L. Ross will continue in charge as the manager of the Singer Co's. American branch. The products of the Singer Co. have become so well established in reputation for unexcelled excellence that it would seem superfluous for us to add our word of praise and approbation. In the twenty-four different patterns of cycles that they make they show every known kind of wheel, for the child, the tourist, the racing man, the parcel delivery man or the unfortunate man who has to depend on his hands for propelling power, to say nothing of their various "Victoria war cycles."

The Royal Singer Safety is a new machine for 1889 and is a specially light machine built for expert riders.

SPRINGFIELD BICYCLE MFG. CO.'S FACTORY.

WE do not suppose for one moment that the Springfield Bicycle Mfg. Co. selected the location of their factory at Highlandville with any idea of the picturesqueness of its position, but a more beautiful spot, or more charming surroundings than those in the vicinity of their factory at Highlandville could hardly be wished for.

Dismissing the question of beauty, as the one of practicability is of more moment, it will be our endeavor to give a brief sketch of the interior arrangements of the building. From the outside we see a well-built frame building of four stories in height, with several wings of one or two stories attached thereto. Ascending a few steps, entrance is at once made into a large room, in one corner of which a neat partition marks off the part occupied as office. We were courteously received by Mr. C. J. Moore, the Superintendent, and on making our mission known we were escorted through the building, and shown how the Springfield Co., in the short space of two and one half months, had converted an absolutely vacant building into a factory, filled with machinery and bicycles, complete and in the course of construction.

The floor on which the office is built is the second main floor, and that part not occupied as the office is fitted up as an assembling room and repair shop. In another corner of the room a section is fitted up with heavy drawers, each one being numbered, and each being filled with the parts of the Springfield Roadster bicycle. This room will be in charge of a man whose business it will be to give out these parts as they are called for, charging them at the same time to the workman who takes them; by this method every man has to account for the parts he has taken.

From this large assembling room we passed into two smaller rooms, in one of which the polishing and the buffing is done, and in the other all the apparatus and tanks for nickeling are contained. From these rooms a few steps down stairs brought us into the blacksmiths' shop. Here were all the appliances for forging by power. Two large, eight hundred-pound drop hammers were in full blast. The power punch and the power hammer were also busily engaged, shaping the different parts of the bicycle. In this room were also several hand forges, manipulated by the blacksmiths, all busily engaged in forming steel and iron into parts and tools. Just outside the door of the blacksmits' shop is a shed filled with steel. Each rack is marked with the size and particular quality of steel contained therein. This is under control of the foreman of the forging shop, who is responsible for the steel used and has to make an account thereof. In the blacksmiths' shop the ovens for tempering the bearing cases, and other wearing portions of the bicycle, are also located. From the blacksmiths' shop we passed into the machine shop, and here we found as handsome an exhibition of machinery as it has ever been our lot to examine. Every machine is new, and has been built and bought specially for the work to be done. The bulk of these machines come from the shops of Pratt & Whitney and Brown & Sharp, and was selected after careful consultation between Mr. McCune and the manufacturers, in fact, some of it was specially built and designed for this factory. A great deal of it has yet to be placed in position and connected with the shafting, and there are yet several machines to arrive in order to complete the equipment. A technical description of these machines would of course be tedious, and of no value to our readers, but it is a matter of interest to them to know that the machinery in the shops is of the most approved patterns and most expensive in cost, *ergo* the best. A great deal of preparatory work was being done, we noticed, in the way of cutting the dies and making tools, and we were informed by the Superintendent, Mr. Moore, that in the course of three weeks the factory would probably be in full blast, making bicycles. The power to run the factory is furnished by a water wheel and an eighty-horse power steam engine. The latter is run only in case of a failure of the water power, and also when the drop hammers are being used.

The arrangements for enameling and baking the parts are very complete. We saw one small oven for baking small parts, and two large ovens, about eight feet by eight each, in which the backbones, forks and wheels are to be baked. The building is thoroughly lighted by means of gasolene, and as a protection against fire every room is fitted with patent sprinklers, the water for supplying which is pumped to the roof of the building, and is contained in a large tank. Fire buckets filled with water are also conveniently placed in the different rooms.

We congratulate the Springfield Bicycle Co. in being in possession of such a large and complete factory, and we sincerely trust that the time is not far distant when they will have to more than double the floor capacity of their present factory, by building. We forgot to state that the upper stories of the building are at present used for storage purposes. This flooring space can be utilized (which we trust it will be at an early day) by placing machinery in same, and in purchasing this factory the Springfield Co. had an eye to the future, in the hope that the future would test the already large capacity of their factory to its utmost extent. It is evident that in the automatic machinery, and the labor-saving devices located in this new factory, that the factory cost of wheels is reduced to its minimum, and that with honesty in quality of stock used, the Springfield Mfg. Co. should produce a machine for excellence, and reasonable of price, unsurpassed.

THE spring fork of the New Mail safety is made by means of a strong spiral spring being inserted in the hollow upright, to which the handle-bars are attached, allowing a play up and down of two inches. The famous Trigwell Ball Head is used on this machine. Two excellent cuts of this new machine appeared in last week's issue.

OUR old friend, L. H. Johnson, who made such a hit with the Premier Tandem Safety last fall, has been to England and secured the sole United States agency for Messrs. Hillman, Herbert & Cooper, whose goods he intends to push in a manner which their excellence deserves. His line includes a Special Light Roadster, suitable for either sex, a stanch, reliable men's roadster at a low price, a high-grade youth's safety, and the tandem safety, all greatly improved over last year. He will continue to handle the Sparkbrook straight wheel and the Beeston Humber tricycles.

To riders the following, taken from the *C. T. C. Gazette*, on the matter of spring forks, will be of great interest, especially as it comes from an English paper, voluntarily and unexpected: "As bearing upon this matter, we may add that no anti-vibrative frame we have yet seen exceeds in efficiency the one used on the 'Victor' safety—an American invention shown at Harrogate this year. In this the front wheel is mounted in a steel cradle as flexible as whalebone, while a ball bearing is fitted to every joint. It is a pity that the Overman Wheel Co., the makers, do not put it on the English market, or license some of our manufacturers to make it under royalty."

RALPH TEMPLE writes us that after much cogitation he has accepted the managership of the cycle department of the Western Arms and Cartridge Co., of Chicago. Mr. Tom Roe will be associated with Mr. Temple. We wish the combination all success.

TO bicyclists it is not necessary to say that anything Joseph Goodman of Hartford takes hold of must succeed. For five months Mr. Goodman has been managing the sale in the United States of Hoop's Lighter, a beautiful little nickle affair which is guaranteed to furnish one thousand lights without replenishing. Mr. Goodman has recently imported a new invoice of these lighters, and can now supply all demands. The success of the lighter has been almost phenomenal. In the five months in which Mr. Goodman has managed the sale, over five thousand have come into use. Mr. Goodman's advertisement will be found in another column.

Full particulars of the

European 'Cycle Tour

Can now be had by addressing

F. A. ELWELL.

152 Pearl street, Portland, Me.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,

144 and 146 Greenwich street, New York.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - - Room 27.

ABBOT BASSETT, Secretary.

RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date. This notice has been published for many weeks, and yet renewals come in with every mail.

The L. A. W. Uniform.

Editor BULLETIN: In the BULLETIN for Jan. 19, I discover the fact that a committee composed at least of two thirds New York men have seen fit to change the official tailors from Wanamaker & Brown of Philadelphia to Browning, King & Co., of New York. At the same time and by this change the price of the uniform is increased from ten to twenty per cent. Several years ago without any competition Browning, King & Co., were appointed tailors to the L. A. W., and the suits furnished were a disgrace to the organization. The quality was bad, the color miserable and the price exhorbitant. Then Wanamaker took hold and furnished a good colored suit, and one which held its color, and a cheap one and in so far as the rider is concerned, a perfect fit. And then without any notice which I have been able to find, a committee go to work and burden the members of the L. A. W. with a tailor who in the past has proved inefficient. In addition to this, the notice that the contract is signed, sealed and delivered and goes into effect January 15th, is published in the official organ four days afterward. Such work savors too much of partisanship, and it is a disgrace to the L. A. W. that it should be imposed upon in such a way. There certainly could have been no competition for the position, and there is then absolutely no hold for the L. A. W. to enforce good and true work from Browning, King & Co. A most vigorous protest is entered to such seemingly underhand methods by

L. A. W. 3248.

C. V. Richardson a Professional.

Chas. V. Richardson, of Bryan, Ohio, is hereby declared to have forfeited his amateur status. Amateurs are warned against competing with him. This action was taken, after an investigation by Mr. Collister of the Racing Board, acting under Section VI, clause 6, of Article III, League By-laws. Fraternally,

CHAS. S. DAVOL, Chairman.

Ohio Appointment.

N. W. Miller is hereby appointed Local Consul at Tiffin, Ohio. T. J. KIRKPATRICK,

Chief Consul.

Maine Division.

I have appointed the following Local Consuls in this State:

J. H. Hannaford, 482 Congress street, Portland.
R. W. E. Milliken, Biddeford.
I. V. Dennett, Saco.
Geo. E. Dunton, 21 Chestnut street, Augusta.
Chas. E. Marston, Waterville.
F. H. Neal, Fairfield.
R. T. Patten, Skowhegan.
F. C. Weston, Bangor.
Ben. L. Furbish, Brunswick.
Lucius E. Cobb, Rockland.
G. E. Priest, Belfast.

DR. G. E. DOW, Chief Consul.

Treasurer Brewster's Circular.

Treasurer Brewster has sent the following circular to each Chief Consul:

Dear Sir: On the 15th of March last, the Executive Committee of the League issued a circular, a copy of which is herein contained, calling attention to the financial problems facing the organization and urging the different Divisions to come to the relief of the National Body and contribute out of their surplus funds enough money to tide us over the critical period. In reponse to that call there has been contributed $523.00. This sum has been contributed by individual members of the L. A. W. in the States named, and no contributions have been made by Divisions, as such, with the exception of Massachusetts, Ohio and Rhode Island. At a subsequent meeting of the Executive Committee, held in New York on the 27th ult., the Treasurer was instructed to again call on the Divisions for contributions and at the same time to submit such information touching our financial embarassment and the causes that have operated to bring it about, as would give them a correct understanding of the situation.

Below you will find a copy of a letter from the Secretary on the subject which, taken in connection with the circular of March 15th, covers the ground and will enable you to fully comprehend the status of the matter:

BOSTON, MASS., Jan. 6th, 1889.

W. M. BREWSTER, ESQ.

Dear Sir: In reply to your letter asking for a statement of the financial condition of the L. A. W., I will state that we are able to pay all our bills January 1st and have a little balance on hand, but our out-look for the next four months is not very encouraging. Had there been no change in the financial year of the organization we should not have to face the problem that now confronts us, but the alteration obliges us to carry along our membership for four months at a time when our income is not equal to the expenses of the organization and we must run behind. Last July we stood free and clear from debt and there was money left in the treasury. Then came the change of rule which gave the lion's share of dues to the Divisions. Between July 1st and January 1st, the share of dues given to the Divisions has amounted to $1,504.50. Under the old rule they would have had only $581.12. Thus $1,153.38 has been gained by the Divisions and lost to the National Treasury. January 1st I have on hand $705.82. There is due from sundry persons something like $500 which has been charged off to profit and loss, but which may turn us in something, but we do not make account of it, and the WORLD Co. will within a few weeks pay us $300. These assets will more than cover the $942, which I owe to the Divisions, and I shall not have to draw upon the funds in the hands of the Treasurer. My office expenses will not exceed $275 a month, and this for four months will amount to $1,100. Taking last year's applications (872) as a basis the income of the League during the four months will be $430. This exceeds what we shall receive in 1889 because these months of 1888 were at the opening of the year when an applicant was paying for nearly a full year's membership. Now these months are at the end of a year when new comers are very scarce. If the Divisions would appropriate a per capita tax of twenty-five cents per member the League would be out of debt and there would be money on hand.

Fraternally, ABBOT BASSETT,

Secretary.

The circular called for a contribution of fifty cents per capita, but with what has already been received, we find that a contribution of twenty-five cents per capita on the membership of each Division will enable the organization to pay all its obligations and put it entirely out of debt, with sufficient surplus to carry it along to the beginning of the new League year. Will you kindly bring this matter before your Board of Officers at as early a date as possible, and send us as large a contribution as the condition of your treasury and your own needs will warrant.

Particular attention is called to the increased revenue which the Divisions have been receiving, and will continue to receive, under the new Constitution, which should be taken into consideration in deciding the amount of your contribution.

All contributions will be promptly acknowledged in the "BULLETIN."

Awaiting your early reply, I am, with fraternal greetings, Yours very truly,

W. M. BREWSTER, Treasurer.

St. Louis, Mo., Jan. 20, 1889.

BOSTON, March 15th, 1888.

Dear Sir: The Executive Committee of the League of American Wheelmen desires to call your attention to the present and prospective financial condition of the organization, and they ask that you will co-operate with them in a measure looking toward a speedy relief from the embarassment that the League is now under, which is but a continuation of that which has obtained for several years. The members of this Committee feel that the time has come for the taking of heroic measures to place the League financially upon its feet once more, that we may enter upon our work under the new plan of organization fully equipped for our duties. The League will stand very nearly out of debt on the first day of April. The Secretary-Editor assures us that he hopes to be able to pay the Divisions in full on that day, but his hopes are largely grounded on the payment of sums due us from advertising patrons, and he may be unable to do as he may wish to. If he were able to do so, there is still no money on hand to pay bills now in the hands of the Treasurer and these should be met at once. It is just possible that we shall be able to free ourselves from debt very early in April and stand clear before the world; but if we do this, it will be at the expense of what should be our working capital, and we fear that we shall go in debt before the close of the year. The great bulk of the League's income is derived from the dues of members, and this money is received during the first two months of the year. We have received a little short of $8000 in the way of dues up to April 1st, and of this sum the National Body gets $4000. This money will have to be spent in making up the deficits of 1887 and 1888, and all that the League may depend upon for future income will be fifty cents per capita that comes to us. It is fair to suppose that we may get 12,000 members this year, 4000 more than we now have. These 4000 members will give the League a little over two thousand dollars, for the Treasurer will get but fifty cents per member after the new plan is adopted, though until it is adopted the money will be divided as of old. Thus it will be seen that the National organization will have about $4000 for its expenses for fourteen months, since under the new plan renewals are not due until May, 1889, four months later than usual. This sum is entirely inadequate to the probable demands on the treasury.

The Executive Committee has the choice between two plans: It can instruct the Secretary-Editor to withhold payment to the Divisions of all that is due them, thus making them creditors of the National Body as they were in 1887, or it can call for a popular subscription. The League has been in financial straits quite long enough, and it behooves us to throw off the incubus. We must have money for the work in hand. We have decided that it is much the best plan to make an appeal to members for a popular subscription in our behalf. We ask that you bring this matter to the attention of your Division at once, and confer with the members relative to the best method of aiding us. We ought to have a sum equal to at least fifty cents per capita, and as much larger individual subscriptions as the generosity of donors may dictate. We leave it to your Division to decide whether or not they will vote a sum from the Division treasury or call upon members for donations, or both. Our present income is large enough for our purposes could we have it all, but each year we see it melt away under the burning influences of debts we have inherited from former years.

Any and all sums of money should be sent to our Treasurer, Wm. M. Brewster, 309 Olive street, St. Louis, Mo. Fraternally submitted,

T. J. KIRKPATRICK,
H. W. HAYES,
GEO. R. BIDWELL,
Executive Committee.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objection-

able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possable to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 170—Total 24—12,048.

BOSTON, Feb. 1, 1889.

ILLINOIS DIVISION—4—794.

Unattached.

21304 Dunk, T. H. W., 308 Honore st., Chicago
21298 Batty, John H., Waverly
21269 Bradley, M. M., "
21300 Rogers, Walter B., "

KANSAS DIVISION—2—164

Ottawa Wheelmen.

21301 Hamblin, Fred B., Ottawa

Unattached.

21302 Mulvey, Jas. O., 703 N. Topeka ave., Wichita

MAINE DIVISION—1—115.

Unattached.

21305 Tenney, Maynard A., Brunswick

MARYLAND DIVISION—1—490.

Unattached.

21306 Waters, T. Barrie, 1107 McCulloh st., Baltimore

MASSACHUSETTS DIVISION—8—1240.

Unattached.

21307 Bowen, Daniel E., Box 2335. Boston
21293 Nichols, Bela B., Cohasset
21294 Lane, Chas. M., East Weymouth
21308 Litchfield, Fred A., "
21289 Wilder, Edwin M., Hingham
21309 Litchfield, Samuel A., West Hingham
21290 Viets, Arthur, 127 Clifton st., Malden
21295 Swain, T. W., Rockland

NEW JERSEY DIVISION—1—711.

Unattached.

21296 Lillie, Chas. M., 31 State st., Newark

NEW YORK DIVISION—3—2495.

Yonkers Bi Club.

21311 Kroeber, Carl, 08 Linden st., Yonkers
21312 Reese, G. Herbert, 211 No. Broadway, "

Unattached.

21297 Campbell, John M., 106 East 11th st., New York

OHIO DIVISION—2—651.

Fostoria Bi. Club.

21292 Crowlee, J. T., Fostoria
21291 Van Blarcum, C. A., "

PENNSYLVANIA DIVISION—1—1185.

Unattached.

21310 Esterline, H. B., Ebensburg

DAKOTA—1—12

Unattached.

21303 Van Vleck, Henry, Mandan

OFFICERS FOR 1888—89.

PRESIDENT,
T. J. KIRKPATRICK,
Springfield, Ohio

FIRST VICE PRESIDENT,
H. W. HAYES,
Box 150, Para, Brazil.

SECOND VICE PRESIDENT,
W. S. BULL,
16 West Eagle street, Buffalo, N. Y

TREASURER,
W. M. BREWSTER,
309 Olive Street, St. Louis. Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.
H. W. Hayes.....Para, Brazil.
W. S. Bull.....Buffalo, N. Y.

Membership.

G. Carleton Brown.....Elizabeth, N. J.
Frank C. Blodgett.....Detroit, Mich.
Alfred Ely.....Cleveland. O.

Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y
J. S. Dean.....care *Bicycling World*, Boston, Mass
A. Moore Berry.....1121 Olive street, St. Louis, Mo

Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.
W. W. Shaw.....P. O. Box 22, Brooklyn, N. Y.
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References: *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.

USED by all WHEELMEN on the road and path.





Hoop's Lighter.

(Imported.)

Ever ready in wind or rain. Every smoker should have one. Cheaper than matches. Price by mail, **25 cents.**

Special terms to the Trade.

JOSEPH GOODMAN,

Box No. 14. **Hartford, Conn.**

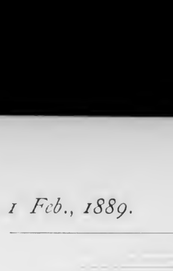


THE PREMIER POSITION

Is naturally held by Messrs. Hillman, Herbert & Cooper's beautiful Cycles. We are sole United States representatives of the PREMIERS. If you are interested in Safety Bicycles and who is not? we shall be glad to send you particulars of the finest line of single and tandem Safeties in the market. Are you looking up a new mount for yourself, or a quick selling line for your customers? It will pay you to write us in either case. Delivery March 1st. In the meantime, what? Bargains, your price, any price. We must have the room

LLEWELLYN H. JOHNSON,

401 and 403 Main Street, - - - - ORANGE, N. J.



INCER CYCLES

VALUABLE NOVELTIES FOR 1889.

LARGEST MAKERS IN THE WORLD WITHOUT EXCEPTION.



(Singer's Mounted Band.)

Catalogues will be ready in a few days.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

About the Columbia Light Roadster Safety. It is new this season. Not untried by any means. Its excellence is the result of the thorough tests of the Columbia experimental rooms, where merciless inspectors try each part, and then the parts all together. Every inch a Columbia. We say it is the best Safety ever produced. A strong statement, but no stronger than the strength of the machine. All about it in the new Columbia Catalogue for '89, which, by the way, is the most comprehensive cycling catalogue published. It is free to everybody. Pope Mfg. Co., Boston, New York, Chicago.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

L A W

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 8 FEBRUARY, 1889.

Volume XVIII.
Number 15.

ROBERT RODES,
Real Estate Agent.
LOANS NEGOTIATED.
Nashville, Tenn.
28 COLE BUILDING.

Jany, 30th, 1889.

Overman Wheel Co.,
Boston, Mass.

Gentlemen:

I noticed in the Bi. World of Jany. 25th a cut of New Mail riders, purporting to be all members of the Nashville Bi. Club, but in justice to the "Victor," I will state that there are twenty-four members in the club; ten of whom ride Victors, including the President, Sec. and Treasr., and only two ride New Mails.

Very truly yours,

ROBT. RODES,
Presd. Nashville Bi. Club.

THE ENGLISH PREMIER,

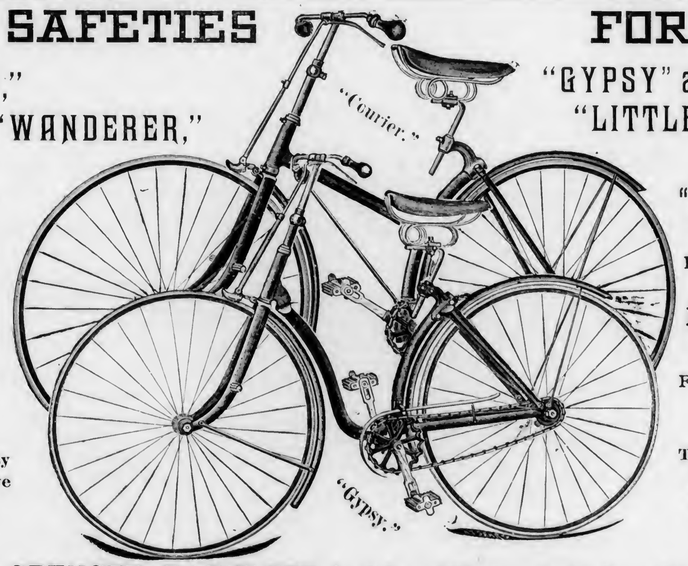
Lord Salisbury, is not more widely known or more highly esteemed than the PREMIER SAFETY BICYCLES. There are Riders and Riders. A. is a medium-weight, wants a Light Safety, to ride himself, out of business hours, and for his wife to use at other times. "B. is a Bachelor," a heavy rider, who wants a Sound, thoroughly reliable Safety for pleasure or business purposes, at a figure that will not stretch his pocket to the tune of $135.00. C,, wiser than either, wishing to share the joys of Cycling with his wife or sister, desires a Strong Tandem Safety. [Mem.—A Tandem Bicycle that is not Strong enough to resist indefinitely the tremendous strains to which that class of Machine is subjected, is NOT a Tandem SAFETY.] D. is a vigorous Youngster, outgrowing a straight wheel every season. Paterfamilias decides to get him a first-class Safety, adjustable for many years' growth, and durable enough to withstand many years' use. What can we do for these Inquirers? A. buys a SPECIAL PREMIER, the finest "Compromise" Safety ever built, weighing 46 pounds. B. takes our POPULAR -PREMIER, a splendid Roadster, with balls all around, 7-8-inch rubbers, hollow forks and diamond frame, putting $30.00 in the bank towards a Premier Tandem, when the right girl turns up. C. buys a PREMIER TANDEM SAFETY, and is surprised to find what pleasure it is to ride it alone, when Mrs. C. is otherwise engaged. D. invests in a YOUT'HS PREMIER SAFETY, thereby closing a leak in his exchequer for a number of years. We shall be happy to furnish Riders and Dealers with full particulars of these Wheels on application.

LLEWELLYN H. JOHNSON,

401 and 403 Main Street, - - - - ORANGE, N. J.

NEW SAFETIES FOR 1889.

"COURIER,"
"WANDERER,"
"GYPSY" and
"LITTLE JEWEL."



"COURIER,"
$75.00.
FOR MEN.

"Gypsy,"
$60.00.
For Ladies.

—o—

Don't buy a Safety until you have seen ours.

"WANDERER,"
$35.00.
FOR YOUTHS.

Little Jewel,"
$25.00.
For Boys & Girls.

—o—

They have all the latest improvements, and are unequalled.

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—ON THE—
ROAD AND ICE.

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MANUFACTURER OF
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CLUB PINS & BADGES,
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No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - - -	115

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1889

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CHARLES L. PALMER,
Albany, N. Y.

Jan. 22, 1889.

MORAL--Do Thou Likewise.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old ddress and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 8 FEBRUARY, 1889.

ADVERTISERS will bear in mind that we intend to get out a mammoth edition some time during the month of March. It is our intention to make it the finest and most extensive of any single edition ever published by any cycling paper in this or any other country.

NEW YORK wheelmen will be pleased to read in another column the correspondence between Mr. E. J. Shriver and the Hon. J. H. Robb, on the question of the condition of West 72d street, New York. Pennsylvanians will also be gratified to notice that Gov. Beaver of that State has received official recognition at the hands of the Associated Cycling Clubs of Philadelphia.

THE Scottish *Cyclist* has discovered a gentleman by the name of J. B. Dalzell, son of Gavin Dalzell deceased, who claims he has positive proof that his father was the first man to apply the principal of cranks to a velocipede. The date was sometime in 1845. *Bicycling News* says:

"As regards the machine itself, visitors to the Bishop's Palace in the Glasgow Exhibition will remember seeing an ancient wooden structure on view, labelled 'the first bicycle.' This was of bone-shaker appearance, the rear wheel, which was the larger of the two, *being the driver*, by means of long levers attached to roughly-made pedals."

It seems from the above that Mr. Dalzell's was not only the first to claim the idea of a crank but he produced the crude idea of the present rear driver.

NOT a week passes now but we receive papers, from different parts of the country, containing editorials and letters setting forth the great advantage to be derived from the improvement of highways, and more intelligent methods of securing this *desideratum*. We must not, however, deceive ourselves with the thought that enough has been accomplished. On the contrary, we must appreciate that the work has but just begun. Discussion has been started and agitation has been set on foot, but in order to bring about results we must never swerve from the determination to keep the ball in motion. Relaxed effort at this time means disaster and a condition of things even worse than before, because the discouragement of "Failure" will be a fatal stumbling block to future effort and movement.

To those gentlemen (whether cyclists or not) who are devoting their best energies to the end that the roads of the future in this country be an honor instead of a disgrace to our vaunted civilization, we extend words of encouragement and grateful recognition, with an earnest appeal to them to persevere. Their example should be a stimulous to the luke-warm and apathetic. A grander cause on which to exert your influence cannot be named. A year ago the question was practically somnolent, but by active tickling it is now very much awake. Let every well wisher of the "Good Work" see that the Road Improvement question enter into the politics of his State, county, city, town and village. Let candidates for offices that may control or influence the highway maintenance, place themselves on record as being for or against road improvements. Let the battle cry of the friends of a better condition of highways be "cash taxes, skilled labor, intelligent and scientific supervision!" Let the "Good Work" go on to a final and successful consummation.

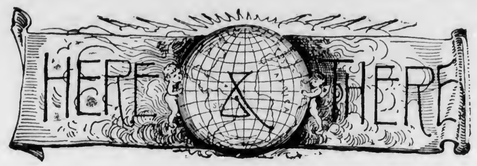
WOMEN, BICYCLES AND DOCTORS.

BEING a member of the L. A. W. I naturally see the WORLD every week, and I have beside me a copy of your newsy paper, in which I notice an article on "why a woman should ride." I agree with the writer, in that the ladies should ride, and from my own experience I have found it improves my "health and complexion" very much. I have only been riding since last June, but I am stronger now, and enjoy living much better than I ever did before that time. The pains and the doctors have both gone, where I don't know and care less, so long as they *have* gone and so long as I still have my bicycle and can take my ride every day. It seems to give me life and I feel the life-giving exhilaration born of this splendid exercise, after I take a five-mile run around the city, or perchance the country. It is such sport to leave far behind fast trotting horses and men and women who are obliged to take the street car every place they go. And what could be more amusing than to see some or all in a car rush to that side to see a "lady riding a bicycle." I sometimes get just a trifle angry when I hear some old feminine fuss and feathers say, "oh, isn't that *disgraceful* to see a *woman* riding a *man's* bicycle!" They, I suppose, never read the papers, as they would scarcely ever have time after working, worrying and scolding their husbands (if they are lucky enough to have one). If they could just for an hour have the pleasure of riding as I do, I think the cross, fretful and worrying fits would be few and far between. I could not do without my bicycle now. Sometimes when I have been out I come home laughing, and as I trot my five-year-old baby on my knee, she sometimes says, "what's happened that's so funny? tell me," and as I take her little hands and we fly round the room together, I feel that no woman on earth is as happy as I. Even after riding ten miles I do not feel tired, but come home feeling better than when I started. My husband is very much pleased that I ride, and here I will mention that the advantage in having a lady's safety is that either can ride. I actually think sometimes that my bicycle is keeping me too young in actions, and that I am not growing old gracefully as I ought to.

I have a boy with big brown eyes, who said to me the other day, "Mamma, you don't seem like my *mother*, I guess I'll call you my *chum*." Now I don't want anyone to infer from this that I am one of those strong-minded women that want to vote, and keep the men in petticoats. Oh no indeed, I am very well satisfied to let the men run this government as it is or as it will be, after March next.

GRACE E. S.

THE preliminary trials of Boynton's bicycle locomotive at Portland, Me., last week were an undoubted success. A great many railroad men were on hand to pooh! pooh! the affair and see it fail, but they had to acknowledge that there was "something in it." Further extended experiments are to be made, and if the one half is realized that is claimed it will revolutionize the railroad business of the country. Among the claims are that a speed of 100 miles an hour can be maintained at same cost of power and as easily and safely as 40 now. Single track roads can be converted into double track roads at a maximum cost of $3000 per mile. In wear and tear the saving is from ten to twenty per cent.



CHICAGO.

THE "STROLLER."

THE E. C. C. boys are not to be put in the shade by their city brethren, and card parties, dances, oyster suppers, etc., follow each other in rapid succession. Several sleighing parties have been projected but all in vain, on account of the absence of the "beautiful." I am still in hopes that the Englewood Bicycle Club may yet consolidate with the Chicagos, and am inclined to blame that "Recruiting Committee" of the Chicagos because it has not already been accomplished. Suppose you stir up that committee a little, President Skinkle.

THE Illinois Club gave a last convulsive shudder over Wilson a few weeks ago, all on account of some enthusiastic members proposing him for an honorary membership in the club. The night of the election, the club rooms were crowded, and speeches were made for and against. Finally things became so warm that President Sloan had to use a gavel continuously, to preserve the necessary order and decorum of the club. The ballot was against Francis, and two of his supporters immediately resigned from the club. Francis and Pauline have certainly made things lively in cycling circles during their stay here.

THE annual ball of the Illinois Club was a success, as usual. Eighty couples were there, and made merry until the end of a most delightful programme.

WHAT do some of our Eastern clubs think of the following mileage record made by the Illinois Club the past season. The number of miles ridden by thirty-seven of their members makes a record of over 85,000. John Mason heads the list with 7002 miles. Thirty-three century runs were made, twenty-one of which were by John Mason. Mason also made a twenty-four-hour record of 277 miles, and Frank Riggs one of 240 miles. Tom Roe, of the Chicagos, holds the record in Chicago for mileage the past season, his cyclometer showing 8009 miles to his credit from April 1st to Nov. 1st.

THE Douglas Cycling Club gave another of their *unique* but enjoyable balls Saturday evening last. It was a masquerade, and was a "howling success," as Davis would say. Financially it heads the list for the season.

LUMSDEN and Riggs had a little experience in a walking match at the Casino gymnasium last week, and now both of them say that racing on the pike beats walking by a large majority.

THE latest in the Lumsden-Stone races is that it is almost agreed upon as follows: One mile here in Chicago about the middle of May; three miles at St. Louis a week later; and the third to be a road race at Crawfordsville, Ind., distance from ten to twenty miles. The "Prof." as Brewster calls him, insists on one road race at least, and Lumsden good naturedly agreed to this.

THE Chicagos held what they were pleased to call an inaugural reception, in honor of their newly elected officers, Thursday evening last. It was a full dress affair, and their charming club house was crowded to its utmost capacity. An elegant supper was served by Kinsley, and dancing was kept up until the wee small hours began to grow large. One hundred couples were present.

SAM MILES is working tooth and toe nail to make our tournament next May a complete success. All the dealers here seem to be greatly interested in it. All the financial aid necessary has been promised. The clubs have all taken hold of it enthusiastically, and everything indicates that it will be one of the most successful tournaments of the kind ever held. Miles is determined to win the title of the "Ducker of the West." Success to you, Sam.

THE Æolus Cycling Club give their annual masquerade ball Feb. 22d. They are also on the lookout for more commodious quarters, having outgrown their present club house.

THE Pastimes are also compelled to seek new quarters, being crowded for room in their present club house. Their membership is now nearly 150.

THE Lincoln's next reception will take place Feb. 14th. They have also changed, or added on to, their name, and propose to call themselves in the future the "Lincoln Cycling, Athletic and Social Club." I have not been informed as to whether this name is to be parted in the middle or not.

SYRACUSE.

"SALINA."

CARL G. WHITE, an ex-President of the Cycling Club, returned recently from a trip to Washington. He speaks very fondly of the beautiful streets, and says the wheelmen of Washington are "blooming clever." Mr. White, while on his wheel one day, rang the Hon. Jas. G. Blaine off the walk. "The Hon. J. G. shied out beautifully," according to Carl.

OUR quartette will soon begin active rehearsals, and several new pieces will be added to their repertoire. There are certainly some good voices among us, and we intend to have a quartette soon that the boys will be proud of.

THIRTY men paid their little fifty cents to doorman G. Howard Avery, and were ushered into the spacious parlors of Mr. Ed. I. Rice's home last Wednesday evening, Jan. 30. The occasion was a sleight-of-hand performance given by Mr. Rice, for the benefit of the "billiard fund." At 8.20 Mr. Rice appeared before the curtain and introduced the "justly celebrated banjo quartette from Dockstader's Broadway Minstrels." Upon the rise of the curtain we saw four colored gentlemen in full dress, with the regulation red lips, big collars and flashy scarfs. Upon close examination they were found to be Messrs. Wood, West, Cherry and Curran. Their music was very satisfactory. Mr. Rice then proceeded with his tricks, which, by the by, were numerous and splendidly performed. His box trick was received with a storm of applause, as was the Egyptian head, and the pillory. Mr. Rice was ably seconded by "Wes" Yale. During the intermissions Tom Lunn whistled in his own admirable style; Fred Brigham sang, as only Fred can; the quartette "quarted;" "Brudder Cherry" made a stump speech; Percy Morgan recited, and everyone lent a helping hand to the entertainment. Refreshments and cigars followed, and a general good time was had. Mr. Rice's charming better half and his father and mother did much for the enjoyment of the company.

PENNSYLVANIA.

"ARIEL."

Do you know, Mr. Editor, you will get me disliked if you do not let my news of club elections see daylight in your columns. I sent you the election lists of the Camden Wheelmen, Century and South End Clubs, and have had to take it from the various members ever since because they did not appear. Allow me to set myself straight with them by shouldering the blame on the WORLD.

[We accept the responsibility and the blame. About one year since we announced that we would have to cease printing names of officers elected as a rule, as we could easily fill two pages each week of names alone. We donbt if this would prove of much interest to our readers and so we shut down.—ED.]

LANCASTER had a very handsome ball and reception on Thursday evening, given by the Lancaster Bicycle Club, in Eshleman's Hall. The attendance was large, a number of wheelmen from Reading and other places being in attendance, and the affair was a great success.

THE correspondent from New Haven hit the nail on the head when he sat upon "Star" as regards the League cap. A cap is for utility, not show, and the dropped visor is the only one that shields the eyes. However, brewery wagons are not as common in the streets of New Haven and Philadelphia as in Cincinnati, and if the drivers in Porkopolis use the L. A. W. caps, I would suggest that "Star" obtain an injunction, restraining them for doing so.

THE Mount Vernon Wheelmen are about removing to new quarters in the same locality as their present house, their rapidly increasing membership—now upwards of fifty—demanding more room. On the evening of Feb. 21st they will have a theatre party at the Grand Opera House, the proceeds to go toward furnishing the new house. The attraction will be the Boston Ideal Opera Company, and the opera will be "Martha," if it can be arranged.

THE South End Wheelmen paid a friendly visit to the club house of the Mount Vernon Wheelmen on Saturday evening returning the recent visit of the latter, and had a jolly good time. Our clubs are becoming quite sociable and it has an excellent effect. The South End gave another of their dancing parties on Thursday night, which was attended by about twenty-eight couples, the majority of whom were in full dress. With an orchestra in attendance, they danced to a late hour, supper coming in as an intermission. Quite a number of applications for associate membership have been induced by these dances of the club. The next sociable comes off on the evening of St. Valentine's Day.

MONDAY night the mock trial of the defendants in the suit for infringement of the club rules at the recent housewarming of the South End Wheelmen came off, and although it was held with closed doors—no reporters being admitted—yet enough transpired to show that it was a great—a howling—success. Although ably defended by his lawyers (Messrs. Jackson, Kirkbride, Kolb and Roberts represented the legal lights) one unhappy wight was found guilty, upon his own testimony, and duly sentenced by His Honor, Judge Taylor. If the "club cat" could only have testified (it had been subpœnaed, but failed to materialize) every man indicted would have paid his little fine—so I'm told!

SEVENTEEN thousand dollars is a nice little sum of money, but that figure is what the new club house of the Century Wheelmen, No. 1606 North Broad street, is to stand them. They have truly got a magnificent property, which even as an investment must prove profitable, and once fairly housed in their new quarters, they will see an immediate result in increasing membership, particularly of the associate class, if they are wise enough to bid for it. The last of the money paid on account of the purchase was handed over last week. The new property is a handsome brown stone and brick front, with a twenty-five foot frontage on Broad street and a lot running back two hundred feet to Carlisle.

MESSRS. E. P. HAYDEN, W. T. Norris, Yates Penniman, Albert Mott, W. H. Beatty, S. T. Linton and H. E. Brown of the Maryland Bicycle Club, are registered to the Collonade Hotel, and last evening they paid a visit to the house of the Philadelphia Bicycle Club. The relations between these two clubs have always been particularly pleasant. Mr. Charles T. Stran, an ex-member of the Maryland Club, and one of the early League representatives, was also in town for a day last week on business. Mr. Stran, with Mr. Osborne of this city, one of the old P. W. and B. tourists, the recollections of whose delightful trip are yet green in the memories of the partici pants. Mr. Stran's stalwart brother-in-law, Dr. Lindley, has just returned from a sojourn in the European hospitals and as he is one of the most popular of Baltimoreans, it is determined to make him an advocate of the wheel in his daily practice.

ST. LOUIS.

"LINNEUS."

THE social season has been an extremely lively one here thus far, smokers and parties following one another in rapid succession. One of the most successful, if not the best affair of this kind, was the musicale and athletic entertainment given by the Cycle Club on Jan. 26, at which the major portion of the active members of the Missouri B. C. were present by invitation. The musicale opened with a piano solo by Jno. S. Richards. Mr. Wilson then sang a song, which was followed by a duet on the guitar and banjo by Messrs. Eaches and Sweringen. Will Harding opened the athletic part of the programme with an artistic exhibition of club swinging. This was followed by a set-to between Snyder and Sanders. By request Messrs. Hinchman and Waterhouse here gave a selection on the guitar and banjo, which was succeeded with a piano solo by G. A. Summers. An adjournment was then made to the gymnasium, where an elegant supper was served. After supper the guests were treated to a beautiful exhibition of the manly art by Messrs. Morris and Victor, of the Cribb Club, the champion amateur sparrers of the city. Hy Groffman and a quartette of singers were then introduced, and entertained those present with a fine rendition of songs to a late hour. Mr. Aviles gave a laughable sketch and also recited a scene from the Merchant of Venice with telling effect. Taken altogether this entertainment was the best one I ever attended and the programme was varied, so that all were interested and staid until the wee small hours to see it out. It is an open question if a better Entertainment Committee than the present one, which consists of Messrs. Jordan, Snyder and Barnard, could ever be gotten together.

JACK HOLDEN, Captain of the Cycle Club foot ball team, left for Eureka Springs on Friday to take charge of the office of the Eureka Springs Hotel.

CONSUL HALE, of Unionville, writes me that he had a sorrowful experience at the big fire in his town, he losing his machine and all the accessories, in the conflagration.

ONE of the most ardent advocates for road improvement in this State is Mr. Walter Williams, editor of the Booneville *Advertiser*. Almost daily his paper publishes an article on this subject, and is awakening a wide-spread interest in the matter. Mr. Williams is an enthusiastic wheelman and a member of the L. A. W.

J. B. GLOVER, M. T. B. (member of the Touring Board), writes that Joplin expects to have fully sixty riders next year. They now have thirty-seven active riders, among whom are six lady cyclists. This is the only town in the State, to my knowledge, that has any lady riders. A large proportion of Joplin's wheelmen are League members, and it should not surprise me to see her become the second city in the State as regards the largest number of League members.

SOMETHING ought to be done to encourage League recruiting in this State, as no applications have been sent in for over a month. St. Louis has, in the Chief Consul, Vice Consul and Secretary-Treasurer, the three main officers of the Division, still nothing is done to augment the membership that amounts to anything. St. Louis, Kansas City and St. Joe each have a large number of riders that ought to be in the fold. Get to work, gentlemen, and see if we cannot have 400 members by March or April.

LOCAL cyclers are taking to foot ball in great shape, and the past two Sundays were devoted to playing games with the Missouri Amateur Athletic Club, the crack organization of the city. In the first game the cyclists showed a little nervousness, but as they became more familiar with the rules steadied down to work and gave the athletes all they could do to down them. It would be a good thing for St. Louis if the intermingling of these athletic interests resulted in the building of a good track for cycle and foot races.

WHEN the subject of forming a stock company to handle and repair cycles was first broached last summer the local riders went wild over it, and all thought it to be the best scheme yet devised to boom wheeling in this town. Since then two meetings have been held, representatives of manufacturers have been spoken to, but nothing resulted therefrom. It seems to me that there is no reason why a scheme of this kind should not succeed and if it received the backing of a prominent manufacturer would prove a success from the start.

IN the Stone-Lumsden matter I am advised that the races have at last been arranged and papers have been sent to Stone for his acceptance. The proposition is to race one and five miles on the track and twenty miles on the road; one of the races to be held at Chicago, one at St. Louis, and the third, if necessary, at Crawfordsville, Ind. The first race will take place about the middle of May, and the others at intervals of about one week. As Stone rides a Victor and Lumsden a Columbia it would be a good idea if the participants rode regular stock road wheels in these races.

BALTIMORE.

"NORVAL."

THE mild weather in Baltimore this winter has been of great advantage to the wheelman, and in my recollection has never been known before. Every fine afternoon a large number of cyclers can be seen on the turnpikes and roads leading from the city, while on Sunday the number of riders is multitude.

FRIDAY night dances at the Baltimore Club are a duration.

HARRY G. TYLER, of Norfolk, Va., but recently prominent in the Baltimore Club, spent last Sunday in this city.

THE supposed consolidation of the Baltimore and Rambler Clubs is found out to be false, and it is reported that the Rambler Club will exist.

LAST Saturday a party of about fifteen or twenty members of the Maryland Club left for Philadelphia on a visit to the Pennsylvania Club of that city.

THE Baltimore Club has decided that C. Breckenridge, who claims to have ridden something in the neighborhood of 6000 miles last year, cannot have the long-distance medal without a legal fight for it. The reason for this decision is that Breckenridge did not comply with conditions, and that there is a lurking suspicion that he did not ride as many miles as he said he did. It is suspected that he claims to have done most of his riding in Druid Hill Park, and the roads therein don't show that much wear and tear.

A SPECIAL meeting of the Board of Officers of the Division was held at the Maryland Bicycle Club house last Friday night. Several subjects were discussed, among them the advisability of sending delegates to the meeting of the National Board of Officers, and a recently received circular from Treasurer W. M. Brewster soliciting financial aid to tide the national body over the period when, owing to the change of time for renewal of membership, it will be without income. The appointment of a committee was authorized, which will act with Postmaster Brown in preparing to make bicycle races a feature of the fair to be held at Pimlico in September. The road book matter was also discussed. It is almost certain that the one which Mr. Kirkwood is getting up will be adopted, and it is desired to have it ready for delivery April 1. Mr. Kirkwood says that he can do his part of the work in two or three weeks, but that the assistance which he must depend upon—the local Consuls throughout the State—is not being given as promptly as could be wished. Those who have been written to by the committee on the subject will benefit the entire Division by pushing the work as rapidly as possible. The District of Columbia Division will be asked to join the Maryland Division in adopting as official the book which Mr. Kirkwood is getting up.

BUFFALO. "MERCURY."

THERE may be an unusually large number of ordinaries changed for safeties this year, and then again there may not be; for this reason. Local cycle agents are rather reluctant in allowing even a reasonable price for an ordinary; and if this feeling continues until spring (and it will continue if the calls for ordinaries do not increase) the number of "big" wheels changed for safeties will be small. A well-known agent, in answer to my inquiries, said: "No sir, I'm not stocking my warerooms with second-hand ordinaries for the mere pleasure of keeping them. It is my opinion that there will be very few ordinaries sold this year, whilst there will be a constant call for safeties for the next two years, when the ordinary will again regain its hold, and then the two styles will sell about alike." "Will there be many exchanges for the safety?" "Well, yes, if wheelmen are foolish enough to accept what we offer them for ordinaries, but if the outlook for ordinaries should grow brighter I may be able to make a reasonable trade with some."

THE members of the Ramblers' Bicycle Club will be called upon to decide a question of utmost importance to the club, viz., "is it advantageous to the club to remain a League club?" I regret to say that there are some members, happily in the minority, who think the club has not received the recognition from the League it is entitled to. This may be true in some respects, but they should take in consideration the fact that the Ramblers of to-day and the Ramblers of a year ago are as different as man and boy. The growth of the club the past year has been remarkable, and, if appearances don't fail, this year the membership will be doubled, and it is now when the club should remain in the League. They seem to lose sight of the fact that if they withdraw from the League now and in after years if the members should think it would be beneficial to the club to be a League club they must begin at the end of the line and not resume the position which they now occupy. Wheelmen in general don't seem to realize to what extent they are indebted to the League. Cycling would not have attained the postition it now occupies were it not for the L. A. W. A bicycle club not a League club misses it.

PORKOPOLIS NOTES. "STAR."

So the man from New Haven takes exception to my criticism of the present League cap, does he? He doesn't care for style so long as he is comfortable, eh? The straight visor is no good, is it? The present cap is good enough for him? Well, well! there is no accounting for taste! If he could only visit Porkopolis and get a glimpse of our numerous brewery employees, it is my humble opinion that he would fire his League cap instanter. Of course no one disputes his right to wear what he pleases, but still there are some wheelmen who have a little regard for appearances and are somewhat particular as to what they wear, even if they do live in the "wild, woolly and windy West," and who think that their wishes should be consulted. The present cap may be becoming to one per cent. of the League members, but it makes a good many of them look decidedly tough. A cap is only worn while riding about the city, and on the roads during the spring and fall, for, from the middle of June to the middle of September a well ventilated helmet is what every sensible rider should wear. The C. B. C., after trying all sorts of head gear have finally adopted a low-crowned, black silk cap with a straight visor. The crown is two and one fourth inches high, and the angle formed by the top and the sides is rounded off, thereby avoiding that accordian-like fold so often seen in caps of this description. It is a neat and dressy cap and you just ought to see how handsome it makes the boys look.

THE "Duke" is away on an extended Southern tour.

THE C. B. C. are seriously debating the advisability of doubling their initiation fee.

MARQUA is to take part in an amateur minstrel performance to be given in Library Hall, Price Hill, on Feb. 16. The C. B. C. intend to secure a block of seats near the front, and perhaps they won't give him a send off; oh, no!

CONSIDERABLE surprise has been manifested at the apparent indifference of our member of the Committee on Improvement of Highways, Mr. H. S. Livingston, to the road bill now pending in the State Legislature. He might have called a meeting of the local wheelmen and thereby stirred up some interest in the question.

A GREAT many cyclists as well as others will regret to hear that the Anheuser Busch Brewery Co., of St. Louis, met with a serious loss by fire last Sunday. The figures are $200,000 but the insurance is said to cover same.

NEWS AND COMMENT.

THE Rhode Island delegation will go on to New York the 18th, solid for Luscomb. The Massachusetts delegation will be divided, some for Luscomb and some for Jessup. Pennsylvania will be almost solid for Jessup; New York divided. Missouri will come on as a Luscomb delegation. Illinois, Ohio and other large Divisions will be divided, but the indications so far as we can learn, show Luscomb in the lead. It appears to be a close fit at this particular writing.

LOOK out for our mammoth edition which will appear some time in March.

HAS anyone seen Louis Harrison since his return to New York?

THE "Tryon Road Bill" is now before the Ohio State Legislature for action.

THE Star Bicycle Club, of Cleveland, Ohio, has disbanded. They will never "twinkle" more.

THE Massachusetts Club, of Boston, is not so dead but that it can hold its annual dinner. Tuesday, Feb. 19th, is the date set.

THE Manhattan Bi. Club, of New York, gives its second annual reception at the Lexington Avenue Opera House this Friday evening.

A CLUB formed entirely of professional men is the latest thing talked of in Philadelphia. It will bear the pointed name of the Thistle Club.

A MR. GEO. LEE, of Denver is said to have invented a pavement made out of slag chemically treated. It is claimed that this pavement is much more durable than asphalt.

IN all probability those two crack safety riders, Allard and Whittaker, will meet in a series of races to decide the question as to which is the best man on the "dwarf machine."

IT is said that a Ladies' Wheel League is a possibility. It is further stated that it may amalgamate with the L. A. W. Why go through that formality, and why not join the L. A. W. direct?

THE Bown bearing patent is engaging a great deal of space in the English papers. Why don't these parties settle their disputes in the courts, and thus save a great deal of unnecessary type setting.

PATTERSON and Riter are the names of the Pennsylvania Legislation who opposed the bill defining the rights of cycle riders. Nothing was done, however, as there was not a quorum present.

THE Boston *Herald* announces that Jessup's friends have given up the fight in pushing his claims to the Presidency of the League. The *Herald* is woefully mistaken; Mr. Jessup will be a very active factor in the coming election in New York.

THE offer of the WORLD and *Texas Siftings* to new subscribers for $2.00 has been extended to March 31st. We also will continue to furnish *Siftings* to present subscribers for $1.25. These offers have proved a great catch, and the publishers of *Siftings* as well as ourselves are much pleased with the results. Keep 'em a-going.

WE really thought that we were going to pass over the time of three months and not have to chronicle the discovery (?) of a method for producing aluminum at a cost of not more than that of first class steel. The periodical inventor has appeared and this time he hails from Melrose, Mass., and his name is Washburn. "Next!!"

NO. 3562 writes: "For the benefit of those who have not read Max O'Rell's book on Americans and their country, I extract the following, which is his opinion of our streets. He says: 'Streets in America are horribly ill paved. From my window the carriages appear to rise and fall as if on a troubled sea. Drunkards have had to drop their habits, as they could not reach home from the beer saloons.'"

IF the report that reaches us is true, that the San Francisco Bi. Club is pluming itself on being the oldest club in the country since the disbandment of the Massachusetts Club, then we wish to correct them. The Boston Club is and was always the oldest club in America. The Massachusetts Club disbanded over a year ago; the present club bearing that honoroble name is the Phœnix, so to speak. The Boston Club was organized Feb. 11, 1878, and the San Francisco Club was formed Nov. 28, 1878.

THE Rochester Wheelmen debated the question as to why does a bicycle stand up while rolling and fall down as soon as onward motion ceases? The answer, which was decided as being correct, was: "The bottom of the wheel can have no side motion because it rests on the ground, and the bottom is constantly becoming the top and the top the bottom. If the upper part of the wheel gets any lateral motion it is checked by being brought round upon the ground again, before the motion has too much influence."

A CORRESPONDENT in New York writes us as follows: "It takes a

THE EAGLE BICYCLE.

THE WHEEL OF '89.



A Practical Rear-Driven Safety, without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

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SIMPLE DIRECT CRANK MOTION.

No Complicated Mechanism to get out of order.

The "Eagle" is a wheel of the highest grade, both in quality of material and finish. It is built entirely of steel, either forged or drawn. **We Guarantee every machine,** and will replace without charge any part returned to us within a year which shows signs of imperfection in material or workmanship.

All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated.

Agencies for the EAGLE are now being established with the leading dealers in many of the principal cities and towns, and machines will soon be on exhibition and sale at their places of business. Also a full line may be seen at all times at our central office at Stamford.

LARGE ILLUSTRATED CATALOGUE FREE.

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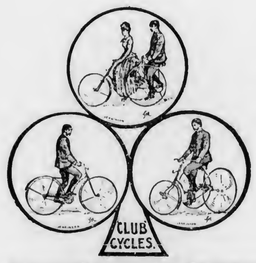
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will be issued on March 1st, and will include all the latest Novelties for the coming season.

Send your name and address and a copy will be mailed free.

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,

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NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

THE CLARK CYCLE COMPANY,

340 N. Charles Street,

BALTIMORE.

great deal to astonish me in cycling performances. I have grown used to almost everything. The smashing of an old record and the making of a new one, the decadence of one club and the improvement of another, all are allowed to pass me by without the faintest bit of wonderment or surprise. On Friday last, however, I saw a performance that took away my breath for the moment. I had to cross Madison avenue near Twenty-eighth street, when an object shot by me on a bicycle in such close proximity to my face that for a moment I thought I was going to be the innocent cause, and sufferer, too, of a header. Now a bicycle, that is a full-sized one, is a rara avis below Fifty-ninth street, and this, and the rapid pace of the rider, caused me to step upon the sidewalk and more closely examine the performer. My surprise was, perhaps, natural, when I discovered that the rider was Miss Helen Baldwin, who was mounted upon a 50-inch Rudge ordinary, and was engaged in doing a forty-mile practice spin in training for the forthcoming ladies' —I beg pardon! women's—bicycle race at Madison Square Garden."

POLLY, OF SWEETBRIAR VALLEY.

BY SECRETARY.

(Concluded.)

"They are coming," shouted Charlie, as he turned his tandem down the lane. "When they round the bend, start."

Running his machine behind a sheltering bush Charlie stopped it.

The clatter of the old mare's feet was soon heard, and then Polly saw the other tandemites start and tear down the pike at lightning speed, and a minute later Thought flashed by, and she saw her father and Humphrey in the buggy. When all was quiet and still, and a few moments had been spent in getting breath, Charlie turned his tandem towards the Cornpatch homestead, and when they arrived there, the preacher was waiting, and by the use of a little persuasion from Polly, Sr., Polly, Jr., and Charlie, the good man was prevailed on to tie the knot and make our sweet Polly Mrs. Cracker.

The whole thing was so sudden as to take the breath away of the contracting parties, and those who aided and abetted them, but Polly looked radiant, and Charlie, even through the coating of dust and perspiration, looked actually handsome, so full of happiness was he.

"Well, dear," whispered Polly." "I had *my own way and was married in the parlor*, anyway!"

As for the preacher, when the deed was done he seemed very anxious to leave before old man Absum got back. He was a mild-man and hated "scenes," and dreaded Absum's anger.

Down the road flew the tandem, and down the road followed Thought. Absum obstinately refused to believe it, but Humphrey saw the flutter of what he thought was Polly's dress getting farther and farther away. Finally it disappeared altogether, but the plucky Absum kept up the chase.

Reaching the brow of the next hill, they joyfully beheld the tandem by the roadside at a standstill, its occupants quietly sitting on the saddles.

"There," exclaimed Absum, triumphantly, "I knew we'd catch 'em. No mortal living could have held that pace. Aint I beat that that young man on his bicycle every time we ever had a brush. I tell you there aint no horse nor machine either that can get away from old Thought." By this time they had reached the tandem and sprang to the ground.

"Why, you aint Charlie," gasped the surprised Absum, staring at a young man who was calmly smoking a cigarette.

"Nor you aint Polly," exclaimed the bewildered Humphrey, staring at a young man dressed in woman's clothing, who was also calmly smoking a cigarette. They both laughed.

"No," said the young lady man, "I am not Polly."

"No," added his companion, "and I aint Charlie."

"Who are you?" demanded Absum.

"We are two young men engaged by Mr. Cracker to take the feathers out of the cap of an old chap who thinks he has a fast horse."

"What's them things?" asked Absum, pointing to several bright articles adorning their breasts.

"Oh," responded the Charlie young man, "they are the prize medals we have won, racing horses. We stopped here to let you catch up, as we didn't want to take you too far from home."

"Was it you who came out of my gate just now?" questioned Absum.

"No," he answered.

"Well, where are they?"

"Who?"

"Why, that villian and my daughter Polly," roared Absum.

"I guess you will find them at Mr. Cornpatch's," answered the Charlie young man.

Absum said not a word but motioned Humphrey to get in the buggy, he followed and Thought was turned homeward.

They spoke not a word until they reached the gate, when they beheld the house brilliantly illumined.

"I guess I won't go any further," said Humphrey, faintly. "I'll get out here and walked down home."

"I guess you may as well," answered Absum grimly, "'cause I went for the preacher myself."

As he drove to the barn he muttered to himself, "when that old mare kicked me this morning I knew something was going to happen."

MR. MALTBY LEAVES FOR AUSTRALIA.

Editor Bicycling World: I have withdrawn my deposit with New York *Clipper* which was left as a forfeit with challenge, as I now plan to leave New York for the West and Australia about the middle of this month. I have to-day received an offer from the Salt Lake City Bi. Club to ride there February 22d. Should any of the aspirants for the championship in fancy cycling commence "crowing" after my departure this time (as they did in England last winter) I shall look to the WORLD to call their attention to the fact that the "crowing" should have been done during the three months time my deposit was with the New York *Clipper*. I remain,

Very truly yours, W. S. MALTBY.

THAT TOBOGGAN SLIDE RIDE.

Editor Bicycling World: I have just been reading an account in the BICYCLING WORLD headed "Down a Tobboggan Slide on a Bicycle," in which you say, "it reads like a fairy tale, and in order to assist deglutition we fain would know how steep the chute was." I cannot say exactly how steep it is, but the speed was a little better than one mile a minute. It was not intended that any newspaper reporter should know anything about it. Miss Mulford and Mrs. Morehouse have ridden since October last many hundred miles, over all kinds of country roads. There are only three lady riders in New Jersey that we know of, Miss Mulford's sister being the other rider. I do not consider the slide a dangerous place; we have some hills near here that I consider far worse, and so does Mrs. Morehouse. The slide is on the east side of the Orange Mountain, about two miles east of Eagle Rock Hill; the Eagle Rock road goes up the mountain sidewise, the toboggan slide goes up straight, and is consequently steeper. When you get to the bottom of the slide you pass over a brook and then up grade so that you can easily stop at the end. About five minutes' walk to the south of the slide brings you to Chestnut Avenue Hill, which Mrs. Morehouse has coasted several times. This is about the steepest hill around, and I do not know of anyone having climbed it, yet the hill is short and the approaches quite good. I have repeatedly tried to climb it on a Star and on Mrs. Morehouse's safety, but without success. The only dangers on this hill are loose stones, dogs and wagons and at the foot, while on the slide you have nothing to fear if you keep a level head and keep in the centre, which can be done by good riders on safety machines, but would be impossible on the ordinary, because you could not sit back far enough on the back bone of the machine, and the narrowness of the chute making it impossible to steer without running into the sides; the same trouble with the Star machine, the front bar would be pointed under you, and as you could not get the seat far enough back you would undoubtedly take a header. I do not consider the slide dangerous when ridden on a low safety, but very dangerous if ridden on any make of high wheel, but I regard Chestnut Hill dangerous on any kind of a wheel. Yours truly,

J. T. MOREHOUSE, L. A. W. No. 18,369.

CAPITAL CLUB OF WASHINGTON, D. C.

THE tenth anniversary banquet of the Capital Bicycle Club was held at their club house January 31, 1889. Sixty members sat down to the spread, which was served in an entirely satisfactory manner.

The gem of the evening was the response of Mr. Charles Richard Dodge, which was made in verse, in the various styles of Ella Wheeler Wilcox, Walt Whitman, James Whitcomb Riley, Amelie Rives Chanler and others.

The following sketch of the evolution of this organization was prepared from data found in the club scrap book, containing programmes, badges, invitations, newspaper clippings, etc., etc.

HISTORICAL.

The Capital Bicycle Club was organized almost simultaneously with the introduction of cycling in this country, and came up into prominence through its annual races. Its first meet was held June 29, 1880, at Iowa Circle in the presence of several thousand people. The contestants were J. McK. Borden, William Chester, George Cook, A. M Coyle, Max Hansmann and L. W. Seely.

The second annual meet was held June 18, 1881, at the same place, but more elaborate preparations were made. There was a parade by the Capital, Baltimore and Arlington Clubs, music by Douch's Band and fancy riding by Rex Smith. In addition to those entered in the first year's races, I find the names of H. M. Schooley and E. H. Fowler on the programme.

In 1882, Wallace Crossman, L. J. Barber, Harry Davis and Leland Howard were enrolled among the contestants for racing honors. All the above races were given on a public street (Iowa Circle) and the difficulties of keeping the people off the course were something prodigious.

In 1883, the annual races were held at Athletic Park, and great preparations were made. A cinder track was laid at an expense of $3000 and a prize of $500 was offered to the World's champion. The latter race was contested between J. S. Prince of Washington and Harry W. Higham of England (now a cycle agent in this city.) Messrs. B. W. Hanna, Seward Beall and E. A. Newman were the entries from the club for amateur honors. Three large meetings were held this year, June 11 and 12, July 22 and 23 and October 3. From 3000 to 5000 people present each day of these races. The National Marine Band furnished the music.

The races in those early days of cycling were hotly contested between the local amateurs. Every one was fought from the start to the finish, as may be seen from the newspaper accounts.

In 1884, the annual meet of the League of American Wheelmen was held in Washington. The Capital Club, by invitation, took part in the parade with 70 men all in full uniform. It had maps of the city printed for the use of the visiting wheelmen and did its full share in entertaining them. The club, which at that time had only a few League members, has now some 25 or 30.

The races held this year were also very successful, and attended by some 4000 people. Mr. Howell Stewart won the honor of having his name engraved on the Flint Challenge Cup. This cup had to be won by the same party three times in five mile races, before it became the property of the winner. It now belongs to Mr. W. E. Crist, our present champion, who spurted into fame in 1885, although in 1886 Mr. Phil Brown, our next best man, won the honor of having his name engraved thereon.

The club reached its highest state of perfection as a drilled organization in 1883 and 1884, and the evolutions performed before large audiences in the Baltimore and Washington skating rinks, and at various parades in which it took part, excited wonder and created great enthusiasm.

For a number of years the club held an annual outing at Martha's Vineyard, extending over several weeks. It was always represented at the Springfield races, and tours to Philadelphia, New York and Boston, up the Shenandoah Valley, and to points of interest West and South, were every summer occurrences.

The social features of the club were developed at an early day in its history. The "Annual Uniform Soiree" was an event that was looked forward to by the young ladies of Washington with the brightest anticipations. The programmes were in the form of a gilt wheel, with the order of dances printed between the spokes.

The anniversary banquet has always been one of the happiest occasions of the year, being reinforced with music and speeches, which always have a spice of fun in them.

The club has at present 115 active members, all wheelmen. Its elegant house on Fifteenth street was completed in the fall of 1886, and the entertainments given there through the winter season are of a very pleasant character, and have a good influence in keeping up the standard of the club membership. These entertainments consist of concerts and lectures given by members, an occasional party to which outsiders are invited, and a German every three weeks, which are restricted to the members of the club and their lady friends. "TOURIST."

RESOLUTIONS TO GOV. BEAVER.

BELOW we give copy of the resolutions to be engrossed and presented to Governor Beaver, by the Associates Cycling Clubs of this city, in recognition of his late annual message.

To his Excellency James A. Beaver, Govenor of Pennsylvania, etc.

At the regular meeting of the Associated Clubs, held Tuesday, January 15th, 1889, the following preamble and resolutions were unanimously adopted:

Whereas, His Excellency Hon. James A. Beaver, Govenor of Pennsylvania, in his message to the General Assembly, January 1st, 1889, has been pleased to refer to the want of a proper system of the laws governing the care of the roads of this Commonwealth: and

Whereas, His just criticism of the deplorable condition of the roads in this State, will receive the strong endorsement of all cyclers whose tours are made over them and

Whereas, The message has officially recognized the bicycle as among the vehicles to be considered in connection with the improvements of our highways: therefore be it

Resolved, That the Associated Cycling Clubs of Philadelphia, heartily endorse the wisdom of Govenor Beaver's course, in calling the attention of our State Legislature to the want of a better system of laws for the care of the roads in this State and that they hereby acknowledge their appreciation of his official recognition of the bicycle as a vehicle.

Resolved, That the officers of this Association be authorized to sign and transmit to Govenor Beaver, copy of the foregoing preamble and resolutions.

Very respectfully yours, WM. R. TUCKER, President.
J. R. LINCOLN EDWARDS, Secretary.

"HAWKSHAW" HAS ADMIRERS.

Editor Bicycling World: I cannot refrain from noticing the remarkable letter of L. A. W. No. 14,670 in your issue of the 18th. It is very evident that No. 14,670 is "not in the habit of devoting much time to the notes contributed by your correspondent, 'Hawkshaw,'" from the general tenor of comments.

Of course, L. A. W. No. 14,670 displays no egotism when he undertakes to "express the sentiments of perhaps a majority of your readers." Oh! no.

No. 14,670 doubtless thinks a correspondent should confine himself to such local and brilliant items as these:

"Bill Bangs looks great on a safety."

"Dick Dunder is a scorcher from 'way back.'"

"Baby Bunting has a dandy mouth for oysters:" and other similar matter that is of thrilling? interest to wheelmen who never heard of Bill Bangs, and the rest of them, except in the aforesaid items.

Instead of this, "Hawkshaw" actually has the audacity to write upon general cycling topics, of interest to the whole fraternity (except No. 14,670) instead of only a few local readers, thereby "lowering the high standard of your paper."

Now, what has "Hawkshaw's" utterances to do with the L. A. W.? He has the privilege, in common with every other member, to criticize the League and its officers in an honorable manner, but I know of no instance in which he has said aught to injure the League.

It is certain that No. 14,670 is not likely to exert himself to help increase the League's usefulness, since he thinks that the paper furnished is the only substantial benefit accruing from membership in a majority of cases (he seems well posted as to majorities). $1.00 per year would secure *that*, and the dollar required to join the League could be saved. The League has secured free transportation for wheels on most railroads; gets lower hotel rates for its members; fight unjust laws against wheelmen; has done much to get better roads, with considerable success, besides much other good work it has done, and is doing, but all this counts for naught with No. 14,670.

One who holds such opinions, has little idea of what would be likely to induce wheelmen to join the League.

The WORLD has no correspondent whose contributions are read by the present writer with more interest than "Hawkshaw." His criticisms are usually just and sincere, and many of his suggestions are well worthy of adoption. Keep up the good work, "Hawkshaw." Your notes are full of interest to at least one reader, and he is quite as likely to voice the sentiments of the majority as is your critic, L. A. W. No. 14,670. Truly, SAFETY.

West Virginia, Jan. 26, 1889.

[The above is a sample of many letters we have received called forth by No. 14,670. ED.]

MR. SHRIVER AND THE NEW YORK CITY PARK BOARD.

WE append below some interesting correspondence between Mr. Shriver and the Hon. J. H. Robb, President Park Board, New York City. We congratulate wheelmen of New York City that Mr. Shriver and the New York Bicycle Club have taken the matter up, and from our knowledge of the gentleman and his associates, we can rest assured that the "good work" will be pushed without any let up:

E. J. Shriver, President New York Bicycle Club:

Dear Sir—Referring to my communication of the 17th inst., I have the honor to inform you that our Engineer of Construction has submitted a detailed report in regard to the present condition of West 72d street, in which he states that in his opinion "the work is generally well done," and that, "with the exception of a few places which will require to be remedied in the spring, the work, taking it from first to last, is pretty good."

He adds that "after the pavement has become thoroughly compacted, and the interstices thoroughly filled with the binding material, and after the mud which is formed from the crushing material used for binding has been scraped off and removed, all of which will be done at the proper time, the street will be as free from dust and mud as roadways surfaced with broken stone generally are."

He further adds that the roadway is in all particulars similar to the roads now in use in the Central Park, and which were constructed under his own direction. He does not agree with your statement that no binding of sand, dirt, etc., should be put on the surface, but states that in the long experience which he has had in the building of such roads, he has always had same constructed in accordance with the specifications given in the case of West 72d street, and that he has always found it impracticable to consolidate and bind together the stone when placed on the roadways of the heaviest roads, unless some binding material was used.

Yours respectfully, J. HAMPDEN ROBB,
January 29th, 1889. President Department of Public Parks.

Hon. J. H. Robb, President Park Board:

Dear Sir—While thanking you for the trouble you have taken in so courteously responding to the memorial from this club regarding the condition of West 72d street—as per your two letters received—I must still dissent from the opinion of your Engineer that the street is in proper condition or that it was built on correct principles.

Since its construction it has been impassable on foot, by reason of mud during rains, or frozen into bad ruts in cold weather. A properly macadamized road is never in either condition, as may be readily seen from examination of the roads in and around Orange, New Jersey, the only perfectly macadamized system in this part of the country. Even our own Grand Boulevard is in a better state than 72d street, badly as the farmer has been neglected.

The trouble is not incidental to the newness of the road, as that should make no difference whatever; it is inherent in the material used. As I live on 70th street and pass through 72d street daily, on my way to the station, I watched the construction carefully during its progress, and can say positively that the stone used was not broken sufficiently fine. Had it been, there could have been no place for "binding," the use of which is condemned by all authorities on road making, although quite a common error.

The material used for binding was not, however, the same as that with which the park roads are surfaced. The latter are not as good as they should be because the gravel with which they are surfaced is rarely, if ever, screened; but the stuff put on 72d street was not even this gravel. The park roads, moreover, are never called on to perform the same service as 72d street will have to give, and the treatment should be different. In the parks you have Telford with gravel surface, which does not stand street wear, while in 72d street the evident intention was to make a harder road, such as is furnished by Macadam's plan, but his essential principles have been departed from.

Feeling sure that you will be glad to have all the attainable evidence on the subject, I will send you, in a day or two, copies of the pamphlets on road making, issued by the Road Improvements Associations of this country and of England, which I think you will find to be in support of my position.

Very truly yours, E. J. SHRIVER,
January 31st, 1889. President New York Bicycle Club.

THE LOAFING QUESTION.

THE following communication, coming from the source it does, will be read with interest by all who are interested in the question of racing:

Editor Bicycling World: Various plans offering a solution to the great racing problem of the future have at different times been discussed through the columns of your paper. How to prevent loafing, and so give the public interesting exhibitions of cycle racing in place of the present tiresome processions, has become a problem toward the solution of which every racing man ought to strive to the best of his abilities.

Synyer and Howell are perfectly right when they say that time limits have been tried and found wanting.

The first-class men, *who care more for their reputation* than for any prize, will ride the race in the old way, *to win*, prize or no prize. So much for time limits.

Now your suggestion in the last number of the BI. WORLD, about the public and the golden eggs, is quite correct. It therefore becomes clear that, unless we want cycle racing to be a thing of the past, racing men and managers of race meets must do something to stimulate the interest of that indispensable goose—the public.

But what?

It seems to me that the best and simplest answer to that question is to induce some good second or third class man (who has no chance of a place) to make pace for the others.

As for the inducement, it would naturally vary a little. For professionals it would take the form of cash, while for amateurs a special medal could be given.

Let us take for example a "one-mile professional scratch race." The manager should pick out some man who could easily ride in say 2.50, or proportionately slower if the track were bad, and offer him a certain sum to finish in that time, irrespective of his place. I think the manager would have no difficulty in finding such a man, and this system would insure a very fair pace for the whole distance. This has, I believe, been tried in England by the American team, with perfect success, W. Woodside being the man picked out to do the donkey work.

For amateurs a slightly different method would have to be adopted. In all scratch races an extra medal (of sufficient value) should be offered (on the programme, not privately, as with the pros.) to the man leading the greatest number of times at the tape and, if it be a mile track, at the quarter, half and three-quarter mile poles.

This arrangement need in no wise make a lap race of it as far as the first-class men are concerned, as they could simply keep together behind the smaller fry, who would be struggling for the extra prize ahead.

It would cost managers a little more, but if they improve the quality of their sport they must expect to pay a little more for it, in the end of course everything coming out of the dear public, for whose benefit the changes are made.

Besides this system, I think the multiplication of handicaps (handicapped, however with a little more judgment than were those at Buffalo last fall) and lap races (only on half-mile tracks and under) would greatly tend to remove the evil of loafing. Yours very sincerely, R. H. DAVIS.

Cambridge, Mass., Feb. 2, 1889.

THE Catford Premier Safety is the latest thing out in wheels. It was designed by Hillman, Herbert & Cooper, for the well-known club of flyers of that name, and fitted with 30 and 28-inch wheels; 9-16ths and 3-inch rubbers; the improved "yoke" frame, and weighs complete, thirty-two pounds. L. H. Johnson will handle it in America.

WHEN a man buys an article he always wants to know something as to the reputation of the firm he is buying of. It is therefore a gratification for us to mention the name of Devlin & Company, of New York, to those who want to fit themselves out in the very highest grade of ready-made clothing and gentlemen's furnishing goods. One of the most active members of that firm is Mr. Jones, a gentleman whose whole aim and object is to maintain the unexcelled high standard of the firm of which he has the honor to be a member.



THE NEW STAR SAFETY.
(The H. B. Smith Machine Co.)

WE present this week a cut of the New Star Safety, in which the same principal of the lever driving is applied the same as in the full sized Star machines.

The natural position of the rider is maintained while the levers extend to within six inches of the ground, thus making the mount or dismount very easy, which alone give so much confidence to the rider.

The machine is comfortable to ride upon, as it is provided with large double coil springs and an easy spring saddle. The saddle may be adjusted forward or backward or up or down to suit any size of rider. The handle-bar also adjusts up and down to suit, hence the machine is suited for small boys or large men.

The brake is preferably applied to the front wheel where it will not throw mud, and the machine can be stopped while descending the steepest hill.

It is fitted with their well known patent two-way silent ratchet, and as the levers pivot nearly in the middle they almost balance, hence only a very limber spring is required to bring them back to position, which makes less resistance to the foot and insures greater durability to the spring. It will be seen that the machine is driven from both sides instead of one side as in the case where a chain is used, and they also preserve the independent action of the levers.

The framing is made very rigid and braced in the direction of the driving strain, because any spring in this direction must be lost power. The head of the machine is mounted with compensating cones, and the rear framing is connected by jamb bolts. The lower frame bars are divided so as to support on both sides the pivoted bearings for levers—these bearings having balls and are adjustable, and are well covered from dirt or grit.

Both wheels are provided with mud guards or shields. The rear or driving wheel is 32 inches diameter and provided with the usual plain bearings of hardened steel. The front wheel is 30 inches diameter and is provided with dust proof ball bearing.

The front or steering fork is semi-hollow and made from a solid steel forging, the head also being solid except the upper portion in which the handle bar adjusts. The brake connections also adjust up and down and the principal wearing parts are coned for adjustment to prevent rattle.

The wheels are direct spoke of their patent drawn double butt ended style. They screw direct into the hub of the front wheel, but the rear wheel is provided with the patent nut. The rims are of solid steel that seated and the rubber of best Para about 5-8 inches wide with rather a deeper section.

Roller Bearings will be furnished for the rear wheels at an additional cost of $10.

The machines will be finished in black enamel with nickel trimming.

Price of machine complete including Saddle, Tool Bag, Wrench etc., $135.

NEW RAPID.

A REFERENCE to our advertising columns will show that the Clark Cycle Company will represent the St. George's Engineering Co. in this country for the coming season. Large orders have been placed by the Clark Cycle Co. and accepted by the St. George's Engineering Co. for New Rapid Cycles of this year's pattern. The excellence of the output of the St. George's Engineering Co. is already established among the riders of this country and we have no doubt but that the New Rapids will have a boom during 1889.

HOLMES & CO.

INCREASED business necessitates increased accommodations, and we are happy to be able to chronicle the fact that the Holmes Co., finding their old quarters at No. 17 Kingston street altogether too contracted for their largely increased business, have been compelled to secure new quarters, and of larger dimensions.

A visit to the new Thorndike building, on the corner of Kingston and Essex streets, discovered the Holmes Co. busily engaged in settling in their new quarters in that splendid building; furnished with passenger and freight elevators, lighted on four sides, and with all modern improvements, and they assure us that with ample room and increased facilities they will be able to respond promptly to their large and constantly growing demand for goods in their line. The fittings of this building will be complete in every respect, and it is one of the finest of the kind in the country.

We had the pleasure of meeting Mr. Gerry, the gentleman who represents the Holmes Co. as their travelling man, who was busily engaged in picking out his samples for his spring trip. The excellent quality of the Holmes goods has become a household word all over the United States, and it is a pleasant fact that we can record, that such enterprise and excellence of work has received evidences of appreciation. For those in want of their special line of goods, we refer our readers to their advertisement.

THE STANLEY SHOW.

THE *Cyclist* of January 23d to hand, contains a list of some of the novelties that were to be shown at the Stanley Show. Those that are likely to reach America, we notice, are:

The St. George's Engineering Co. have modified their brake fittings considerably. They will show, besides their well-known patterns, a rational ordinary, with 22-inch back wheel; a new pattern in safeties at a cheaper price, with direct spokes; and a pattern in tricycles specially built for ladies, in addition to other patterns.

Singer & Co. will place a great many new patterns in line. First, there will be the "Special S. S." light roadster, with three 30-inch wheels, then the military "S. S.," specially fitted for purposes indicated by its name; a new light carrier, a cheap pattern of "S. S." tricycle and two new patterns of the "Velocipman," one with detachable wheel for ease of stowage; a rational ordinary with 22-inch back wheel; several new things in safeties, including a "Royal Singer," a lady's safety, a tandem safety, as well as a tricycle of "S. S." pattern with new patent reducible axle, which is worth looking at. The application of a simple attachment by which the steering wheels of a safety can be kept rigidly in line for purposes of leaning the machine against a wall will be on view.

The Coventry Machinists's Co. are fitting all their tricycles with new bearing adjustment. They will show a modified "Marlboro' Club" racing tricycle, a special pattern of the "Swift" safety with large steering wheel, two new patterns in ladies' safeties, one fitted with Keating's spring forks, and a specially good thing in dress guards; a "Swift" tandem and "Swift" light roadster, besides a general overhaul of their other patterns.

Hillman, Herbert & Cooper will have a long line of new patterns, including a half-diamond roadster safety—the half-diamond frame, by the way, is the one introduced on the "Singer Rover" No. 2 and "Success" safeties last year in general style, but is very considerably modified in detail—a lady's safety (a new pattern); No. 1 "Premier" safety with a new and very strong frame; another [illegible] diamond frame safety, built specially for heavy work; a safety at twelve guineas, with a novelty in a semi-tubular frame—double. They will also show a new tandem tricycle, and new patterns in carriers.

The Quadrant Tricycle Co. will have one of the most striking novelties, this being a new spring wheel, which is decidedly good. The makers liken it to riding on water. The spring is contained in the wheel itself, and the effect is remarkable. This must be seen. In safeties they will introduce new patterns. The No. 17, a machine with new frame and direct steering. No. 18, a direct steerer, built specially for ladies, with excellent dress guard arrangement. The "Quadrant" safety will be shown, too, with foot brake and modified back frame, and they are also introducing a 30-inch lady's tricycle.

THE Eagle Bicycle Mfg. Co. start out with every indication of great success. A reporter of the Stamford (Conn.) *Record* called at the office of the Eagle and had occular demonstration of the immense interest this new wheel is creating, by the piles of correspondences heaped on the desk. The reporter says: "Mr. Gaylor's position to the pile of letters about him was like Tennyson's immortal six hundred to the cannon. He had letters to the right of him, letters to the left of him, letters in front of him, and would have had letters behind him if there had been any place to put them; but they were laid on the floor for want of another place."

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

Price, $25.00.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

League Club 213.

The Blennerhassett Wheelmen of Parkersburg, W. Va., has qualified as a League Club and is numbered 213. Organized, Nov. 28, 1888. President, C. C. Byers; Secretary-Treasurer, J. H. Lang.

Rhode Island.

Mr. William N. Barclay is appointed Local Consul for Pawtucket. His address is care of "Evening Times." Fraternally,

CHAS. S. DAVOL, Chief Consul.

Missouri Hotel.

At the recomendation of Mr. E. H. Shepard, I have appointed Babb's Hotel, as the League Hotel at Brookfield. Regular rates $2.00 per day; to L. A. W. members $1.50 per day. Yours fraternally,

W. M. BREWSTER, C. C.

California Announcement.

On September first last 1888 the California Division had upon its roll 379 members, which would entitle it to one delegate to the National Assembly besides the ex-officio members—the Chief and Vice Consuls. The Division failed to elect such delegate at the time specified in the constitution and there is therefore a vacancy in the delegation from that Division. At the request of the Chief Consul of that Division I hereby appoint as delegate from California Dr. J. W. Gibson. This appointment is made under authority of Art. 1, Sec. 1. of the present By-Laws.

T. J. KIRKPATRICK, President.

Springfield, Ohio, Jan. 30th, 1889.

California Championships.

The Racing Board of the California Division met on January 14th, and established the following championships for 1889. One, two, five and ten miles open to every type of bicycle and one and five miles for Rover type safeties. The value of the championship medals was placed at $35 per set of two. It was also decided to establish a time standard, the rider beating such standard to receive a time medal valued at $5. The standards set were one mile 2.55, two miles 6., five miles 15.50, 10 miles 32.30 for the safety races, one mile 3, five miles 16.30. The chairman was instructed to procure designs for the medals. Respectfully,

ROBERT A. SMYTH,
Chariman Racing Board Cal. Div. L. A. W.
San Francisco, Jan. 16th, 1889.

The Carnival at New Orleans.

The numerous inquires (in reply to the invitation of the N. O. B. C.) asking about the Carnival here, prompt us to give you in a few words, a brief description of Mardi-Gras.

Carnival this year commences February 28th and ends March 5th, during which time there will be held some five or six processions.

Each procession consists of some twenty-five or thirty cars elegantly decorated with characters on same in costume representing some subject, each procession costing from $10,000 to $20,000. The parades are at night except Rex., are brilliantly lighted, and move through our principal streets followed afterwards with a ball.

These balls can be attended by invitation only, costume de rigeur rigidly enforced.

In past years, the Iliad, Atlantis. Lalla Rooke, Ancient Mythology, etc., have been represented.

Mardi-Gras day comes on March 5th, the last day of the Carnival, when the fun grows intense, and the streets crowded with costumed maskers; at sunset all maskers must unmask; that night some ten or fifteen balls take place.

Aside from the Carnival, New Orleans is filled with interest to the traveller, our French Market, Cathedral, Old Spanish Buildings and the French Quarters have been so vividly described by the novelist Cable and others, of note, that a description here would be out of place.

All wheelmen who will come here are requested to bring their mounts with them, so as to take part in the runs and tours that will take place during Mardi-Gras week.

The following rates are fixed for Carnival. Tickets will be on sale February 25th to March 3rd, good to return until March 23rd.

From St. Louis to New Orleans and return; $20.00
From Cincinnati to New Orleans and return....$21.00
From Chicago to New Orleans and return.....$25.00
Hotels; St. Charles, Royal and Vonderbanck, $2.50 to $5.00 per day. Good Boarding House from $2.00 to $4.00 per day. Carnival rates. If you are coming send me your name, and by what route you will arrive and what day you will be here. In case you come and do not send word, call at my office on arrival. I will then secure accomodations for you, and invitations to the mystic balls. Fraternally yours,

HARRY H. HODGSON, V. P. N. O. B.C.
No. 13 Carondelet street, New Orleans.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 177—Total 19—12,007.

BOSTON, Feb. 8, 1889.

CALIFORNIA DIVISION—2—407.

Garden City Wheelmen.

21313 Lipsett, Wm. R., San Jose
21314 Smith, Julius, "



Hoop's Lighter.

(Imported.)

Ever ready in wind or rain. Every smoker should have one. Cheaper than matches.
Price by mail, **25 cents.**

Special terms to the Trade.

JOSEPH GOODMAN,
Box No. 14. **Hartford, Conn.**

ILLINOIS DIVISION—1—765.

Unattached.
21328 Sutton, Chas. H., 429 So. Spring, Springfield

INDIANA DIVISION—1—196.

Unattached.
21326 Cosand, W. G., Russiaville

KANSAS DIVISION—1—165

Unattached.
21315 Capper, Arthur, Box 93, Topeka

MARYLAND DIVISION—1—470.

Unattached.
21316 Oliver, Wm. B., 305 Presstman st., Balimore

MICHIGAN DIVISION—1—356.

Unattached.
21317 Pelham, Benj. B., Detroit Tribune, Detroit

MISSOURI DIVISION—1—302.

St. Louis Cycle Club.
21327 Thomas, E. S., 510 Pine st., St. Louis

NEW JERSEY DIVISION—6—750.

Plainfield Bi. Club.
21318 Lenox, D. H., Plainfield
21319 Martin, J. Frank, "
21320 Morgan, W. D., "
21321 Munn, J. P., "
21322 Morrison, H. D., "
21323 Wells, Dr. Frank S., "

NEW YORK DIVISION—1—2466.

Unattached.
21324 Burchfield, Will M., 471 Fillmore ave., Buffalo

OHIO DIVISION—4—955.

Valley City Wheel Club.
21330 McLean, Wm. T., Lock Box 1087, Sidney
21331 Orbison, D. R., Lock Box 672, "

Unattached.
21325 Becker, Fred A., 531 Broadway, Toledo
21329 Snellbaker, Cy., Wauseon

OFFICERS FOR 1888—89.

PRESIDENT,
T. J. KIRKPATRICK,
Springfield, Ohio.

FIRST VICE PRESIDENT,
H. W. HAYES,
Box 150, Para, Brazil.

SECOND VICE PRESIDENT,
W. S. BULL,
16 West Eagle street, Buffalo, N. Y

TREASURER,
W. M. BREWSTER,
309 Olive Street, St. Louis. Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.
H. W. Hayes.....Para, Brazil.
W. S. Bull.....Buffalo, N. Y.

Membership.

G. Carleton Brown.....Elizabeth, N. J.
Frank C. Blodgett.....Detroit, Mich.
Alfred Ely.....Cleveland. O.

Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y
J. S. Dean.....care *Bicycling World*, Boston, Mass
A. Moore Berry.....421 Olive street, St. Louis, Mo

Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.
W. W. Share.....P. O. Box 22, Brooklyn, N. Y.
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa

Improvement of Highways.

Stephen Terry.....Hartford, Conn.
Chas. S. Butler.....263 Main street, Buffalo, N. Y
H. S. Livingston.....Cincinnati, Ohio
Care Seasongood, Menderson & Co.

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater1..206 Penn. av., Washington, D. C.
Col. George Sanderson.....Scranton, Pa.
George Collister.....Cleveland, Ohio.
Care Davis, Hunt & Co.
W. M. Brewster.....309 Olive street, St. Louis, Mo.
H. H. Hodgson.....New Orleans, La.

Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Application for Membership in the L. A. W.

....., 188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... *P. O. Address*, ...

References: ..... *City*. .....

..... *State*, ...

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.



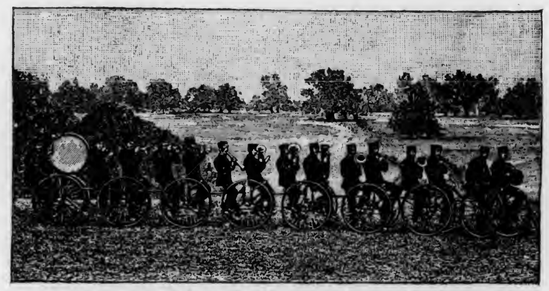
INCER CYCLES

VALUABLE NOVELTIES FOR 1889.

LARGEST MAKERS

✻ IN THE WORLD ✻

WITHOUT EXCEPTION.



(Singer's Mounted Band.)

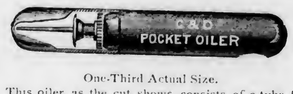
Catalogues will be ready in a few days.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

USED by all WHEELMEN on the road and path.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,

144 and 146 Greenwich street, New York.

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar*

New "ACME" Rubber Tires. **BICYCLES**

	Factory Price.	Our Price.
52 in....	$60 00.....	$36 00
50 in....	55 00.....	33 00
48 in....	50 00.....	30 00
46 in....	45 00.....	27 00
42 to 44 in....	40 00.....	24 00
32 to 38 in....	35 00.....	21 00

All Wheels Furnished with Tool Bag and Tool.



SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings.. $16 00
Large Boys' 24 in., with brake and mudguards.... 28 00
Ladies' or Men's 30 in., ball bearings to both wheels, 60 00
Ladies' or Men's 30 in., ball bearing, ALL OVER.. 75 00

ST. LOUIS, MO. **E. C. MEACHAM ARMS CO.**

JERSEY-FITTING ✻ UNDERWEAR ✻ CO.

WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR

CATALOGUE FOR 1888-9.

OUR NEW HEADQUARTERS.



Jersey-Fitting Pants.

Full Pants.



Knee Pants.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam being a selvedged edge, is small and flat, and will not rip. *Buttoned in Front, same as Pantaloons, without Certain Objections.*

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Ladies'

Jersey-Fitting Tricycle Pants.

A NEW THING.





These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds.

TRADE MARK.

Jersey-Fitting Shirts.

Laced Front. Long Sleeves. Turn-over Collar.



JERSEY-FITTING SHIRTS,

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy, or any Color.

PLAIN OR STRIPE.

Each garment bears our **Trade Mark,** and are endorsed by the best manufactures of Bicycles and by Professional Gymnasts. In ordering these goods be particulars to give full name or style of each garment ordered.

MANUFACTURED BY

HOLMES & CO., Cor. Kingston and Essex streets, BOSTON.

Testimonials.

NEWPORT, R. I., Oct. 5, 1888.
H. B. SMITH MACHINE CO.

Dear Sirs—I gave that 39-inch Star Safety a good test Sunday, Nov. 30th, by riding 110 miles by way of Fall River and New Bedford, a very hilly and sandy road. I only made one forced dismount all day. Within 30 minutes after the machine was out of the crate I made 7 miles on our "Ocean Drive" in 26 minutes in a head wind, beating previous record by 31 seconds. I went to College Hill, Providence, on a borrowed 39-inch Star the day of the races, Sept. 25th, and rode, and I have ridden everything from an ordinary with the backbone off, to a quadricycle. Yours truly,

W. VAN WAGONER.

Mohegan Lake School, PEEKSKILL, N.Y.
H. B. SMITH MACHINE CO.

Dear Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

PROVIDENCE, R. I., Sept. 19, 1888.
H. B. SMITH MACHINE CO.

Gentlemen—Your 1888 39-inch Star Safety is the finest road machine I ever placed my anatomy over. It not only has a habit of crawling to the top of the steepest hills, but racks old Father Time's bones in a most distressing manner, as he endeavors to keep pace with what must seem to him a flying shadow. As for its hill climbing powers, when I tell you that the hill climbing record you published in the "Mechanic," in which I was particularly interested, as I was a passenger at that time, was made by 125 pounds of skin and bones with wooden lungs, you will see that it was the machine and not the thing that rode it that took the record.

If you will notice the Providence *Journal* of Sept. 15, you will see that the Star Safety ran away again from me and made me break the hill record again. Yours,

H. F. CAMPBELL.



THE NEW STAR, 39x24.

beat the previous record of six times, and rode it 10 times without any trouble, and did not change the power hooks. I have not walked up any hill since I got my Safety. I think the 39-inch Star Safety goes as far ahead of the larger sizes of the Star, as the larger sizes (42, 45 and 48) go ahead of the "crank" for speed, comfort and safety on the road. In fact it is the best wheel I ever

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WEST RANDOLPH, VT., Sept. 21, 1888.
H. B. SMITH MACHINE CO.

Dear Sirs—Inclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

THE LIGHTEST, MOST CONVENIENT, AND COMMODIOUS. . . . . BICYCLING WORLD.

To Cyclers and their Friends:

The pleasure of your company is continually requested at our new and cheerful salesroom, 77 Franklin Street, Boston. A reading corner, where are on file all of the world's cycling publications, is at your disposal. A full complement of Columbias for '89, the finest line ever presented, will interest all cycling devotees, and all admirers of high-grade workmanship. . . . .

Fraternally yours,

POPE MFG. CO.

FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 15 FEBRUARY, 1889.

Volume XVIII.
Number 16.



VICTOR, "King of the Safeties."

THE ENGLISH PREMIER,

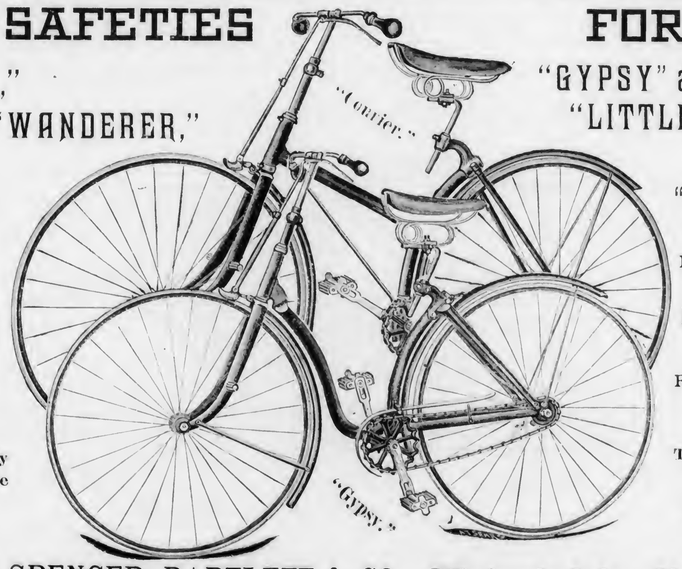
Lord Salisbury, is not more widely known or more highly esteemed than the PREMIER SAFETY BICYCLES. There are Riders and Riders. A. is a medium-weight, wants a Light Safety, to ride himself, out of business hours, and for his wife to use at other times. "B. is a Bachelor," a heavy rider, who wants a Sound, thoroughly reliable Safety for pleasure or business purposes, at a figure that will not stretch his pocket to the tune of $135.00. C., wiser than either, wishing to share the joys of Cycling with his wife or sister, desires a Strong Tandem Safety. [Mem.—A Tandem Bicycle that is not Strong enough to resist indefinitely the tremendous strains to which that class of Machine is subjected, is NOT a Tandem SAFETY.] D. is a vigorous Youngster, outgrowing a straight wheel every season. Paterfamilias decides to get him a first-class Safety, adjustable for many years' growth, and durable enough to withstand many years' use. What can we do for these Inquirers? A. buys a SPECIAL PREMIER, the finest "Compromise" Safety ever built, weighing 46 pounds. B. takes our POPULAR -PREMIER, a splendid Roadster, with balls all around, 7-8-inch rubbers, hollow forks and diamond frame, putting $30.00 in the bank towards a Premier Tandem, when the right girl turns up. C. buys a PREMIER TANDEM SAFETY, and is surprised to find what pleasure it is to ride it alone, when Mrs. C. is otherwise engaged. D. invests in a YOUTHS PREMIER SAFETY, thereby closing a leak in his exchequer for a number of years. We shall be happy to furnish Riders and Dealers with full particulars of these Wheels on application.

LLEWELLYN H. JOHNSON,

401 and 403 Main Street, - - - - ORANGE, N. J.

NEW SAFETIES FOR 1889.

"COURIER," "WANDERER," "GYPSY" and "LITTLE JEWEL."



"COURIER," **$75.00.** FOR MEN.

"Gypsy," **$60.00.** For Ladies.

—o—

Don't buy a Safety until you have seen ours.

"WANDERER," **$35.00.** FOR YOUTHS.

Little Jewel," **$25.00.** For Boys & Girls.

—o—

They have all the latest improvements, and are unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.

SEND FOR FEBRUARY CATALOGUE.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

ZOOK, Lititz, Pa.,

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts.

TO MAKE ROOM for our Spring Stock, we offer the following **bargains.** All machines on this list in good running order. **No wrecks:**

1 Ladies' Dart Safety, splendid condition, good as new	$115.00
1 Viaduct Safety	50.00
1 51-inch American Star	30.00
1 51-inch American Star	25.00
1 48-inch Rudge Light Roadster. *A big bargain*	75.00
1 50-inch American Rudge	50.00
1 50-inch British Challenge. Special make	50.00
1 50-inch Club. New, but slightly shop worn.	75.00
6 Victor Tricycles; side steering; each	50.00

Any of the above machines will be sent C. O. D. upon receipt of $10.00 to cover cost of expressage in case machine is not taken. GEO. S. ATWATER & CO., 1200 Pennsylvania ave., Washington, D. C.

WANTED—To exchange for a Single or Tandem Tricycle or Safety Bicycle, 52-inch Standard Columbia; balls, cow horn bars; 51-inch, full nickeled Expert, balls all over; 50-inch Springfield Roadster, plain; 50-inch Springfield Roadster, balls, nickel. Will sell 48-inch American Star, $20; 50 inch American Star, $20; 50-inch Standard Columbia, $25. Send for list of second-hand wheels. Address H. M. WHITE, Trenton, N. J.

WHEELS—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. I. A. WESTON & CO., Jamesville, N. Y.

EUREKA HOME TRAINER and Bicycle Stand. Write for particulars. M. A. WOODBURY, Bradford, Pa.

WANTED—A CYCLE MECHANIC, who understands the business in all its branches, and who can take full charge of a large repair shop. Good wages, steady employment. THE CLARK CYCLE CO., Baltimore, Md.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

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LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

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Send for our new "Handbook of Photography." MILLER & HOPKINS, 342 Fulton Street, Brooklyn, New York, or 1 East 60th street, New York City.

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The "STEADY STAND" for Safeties,

It is about as big as your hand, weighs only three pounds, and sells for 60 cents.

The best Stand for dealers' and clubs' use. Send for a sample.

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For All Kind Cycles.

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Superior to Toboggan, Roller or Ice Skating

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All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

Most Complete Repair Shop in the City.

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6 and 8 Berkeley St.,

(Odd Fellows' Building,)

BOSTON, - - - - MASS

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HOWARD A. SMITH & CO.,

Newark, N. J., for their '89 Catalog. Old list cancelled.

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In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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FOR SALE—54 and 50-inch Experts, '88 pattern; full nickeled; balls all around; only ridden about 100 miles, and guaranteed first-class. Price $100 and $105. Address M. M. HEAD, Jefferson, Iowa.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

FOR SALE—One Victor Safety and one Singer Safety. Both A1 order. Address H. E. WILBUR, Somerset, Mass.

FOR SALE—Rudge Humber Tandem; good condition. Will take a Rover in part payment. H. B. SMITH, 338 Washington st., Buffalo, N. Y.

SPRINGFIELD ROADSTER—Ball bearings; good condition. $70. H. C. SPALDING, Jr., Elmira, N. Y.

FOR SALE—54 inch Apollo; balls all around; bell and cyclometer complete. $85. Splendid condition. CHAS. T. RAYMOND, Lockport, N. Y.

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And the following Counties of New Jersey:

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KIRK BROWN,

No. 18 So. Broad St., - - - Philadelphia.

Send for Catalogue of '89 wheels; the new Volante Rear-driver.

The Springfield Roadster Bicycles

Hold the World's Records.

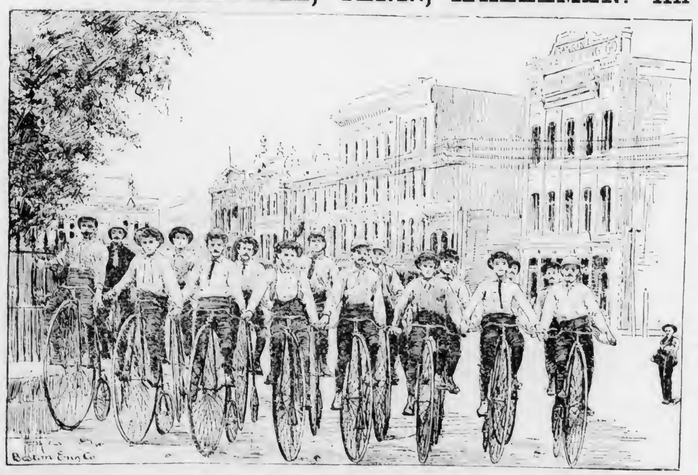
No. 1	Wheel, plain and cone-bearing, 50-inch,	$75
No. 2	" ball-bearing, 50-inch, - - -	100
No. 3	" plain and cone-bearing, 46-inch,	75
No. 4	" ball-bearing, 46-inch, - - -	100
No. 5	" ball-bearing, 50-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 6	Wheel, ball-bearing, 46-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - - -	115

Speed,
Safety,
Beauty,
Durability.

1889
Catalogue Now Ready.
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SPRINGFIELD BICYCLE MFG. CO.,
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Headers Impossible. **Best Hill-Climbers.**

THE WAY **NEW MAILS** ARE ORDERED
BY THE DOZEN AND MORE.
NASHVILLE, TENN., WHEELMEN. All New Mails.



CORRECTION.

In a former issue we presented this same picture and inadvertently used the word Club instead of Wheelmen as above, as the party sending the picture unsolicited by us **was** an officer of the Nashville Club. The **intent** of the advertisement was to show the popularity of the New Mail in Nashville, and that the **whole sixteen** were on New Mail wheels. **This is true,** and even **more** were ordered from that city, and not in this representation, and their testimonials are in our catalogue. But as this **petty** and **trivial** difference of wording, which has no significance whatever in relation to the New Mails in Nashville, was deemed important enough by a competitor to devote a **whole page** to throw discredit on our statement and on our wheel, we desire, as we always do to correct anything not strictly right at first, leaving the reader to judge as to the trade courtesy in the matter.

Our Splendidly Illustrated Catalogue is now out of press. Send for it—showing the specialties of our New Mail Safety and of the Ordinary, which has had so great success.

WM. READ & SONS, 107 Washington Street, - - BOSTON.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 15 FEBRUARY, 1889.

THE Stanley show takes up some of our space this week and the concise and chatty account of same will no doubt be read with interest by all. The summing up seems to show that the safety in all its forms is more secure than ever in the public estimation. A decided and popular move will be felt this season toward the ordinary on the rational lines, to what extent this movement will obtain time only can tell.

The tricycle has no doubt been relegated to a "bad third" in the public esteem, the "beetle" bicycle having shouldered out the three wheeler in the estimation of those who crave safety and comfort. We note in the reports the handles of safeties are brought further back. No one knows better than we how extremely uncomfortable it is to ride with bent back when not racing or on a scorch, and we note the change with pleasure.

AT home and abroad the question of legislation on road improvements is constantly asserting itself in a most gratifying manner. In the Official Department of this paper the bill for the improvement of highways as introduced into the New Jersey Legislature is printed in full and is worthy of close perusal of those who are interested in this vital question.

Here in Massachusetts the Legislature Committee on Roads and Bridges gave a hearing to those in favor of, and against a better condition of things so far as better highways is concerned. The hearing was conspicuous by the absence of a single dissenting voice.

Gov. Ames in his inaugural to the Massachusetts Legislation urged special action in the matter and on his behalf appeared Messrs. Home and Dressor asking for some legislation which would bring about the desideratum. Chief Consul Emery on behalf of the League spoke earnestly in favor of some measures while Messrs. Slocumb, Perkins and J. S. Dean also spoke on behalf of the general public. The speeches were telling ones in every case and we are sincerely hopeful that the results will be up to our expectations.

From Missouri comes from the cheering news that the good work is being pushed there and we can do no better than give the report itself as it comes from the pen of our correspondent "Linneus."

"After a great deal of hard work a road bill has at last been introduced into the Missouri Legislature by Senator Carleton. The bill provides that when a majority of the resident tax payers of any county in the State shall petition the County Court for the levying of a tax for the purpose of opening or reopening roads in lieu of labor to be performed on the roads, the court shall levy a tax not to exceed the amount levied for State purposes, to be extended on the tax books and collected as other taxes, the same to be paid into the county treasury. The county shall be divided into road districts by the County Court, regard being had to Congressional townships and section lines. Road overseers shall be appointed and required to give bond, and it shall be their duty to let all road work out under order and by direction of the County Court.

UNITED WHEELMEN OF KANSAS CITY.

YESTERDAY was a red letter day for the Kansas City United Wheelmen. We have had some elegant stag affairs here during the past six months, but not until last night did the bright eyes and soft voices of the fair sex blend with the cycling entertainments of the local wheel club. In short, we are beginning to branch out into the social side of cycling, and the first "branch" was a beauty. The house was lit up from basement to garret; smilax, flowers and evergreens festooned the various points of vaniage, and light-hearted couples glided over smooth canvas to the strains of one of Kansas City's crack orchestras. The boys are not done smiling yet—the recollection still throws its glamour over their work-a-day world—and the girls (bless their good-naturad and light-hearted individual and collectualities) are already figuring on how many days must elapse before the dose is repeated.

It was supposed to be an informal affair, but the opportunity to appear in the striking combination of dress coat and vest, latest style of shirt, knee pants and pumps, was too much for some of the boys to withstand. Among the rule breakers in this respect were Boyd, Custiss, Ceburn, Seymour and Jones; but I can't blame the boys very much, as they certainly showed off their Apollo-like forms to elegant advantage—but for his "specs," indeed Boyd would have looked like a second Adonis. The irrepressible Haynes of course got in his "Bing-Binger" song, as well as his Emmett imitation; Green gave some of his inimitable brass-whistle solos, and the club chorus discoursed the favorite ballad pertaining to the growth of potatoes in a legendary burg known to song as "Maumee." Supper was served at 11 P. M.' and dancing continued until 1 A. M.; but even after the tired musicians had gone to seek repose, a few enthusiasts of both sexes, loath to tear themselves away, continued the dance to the strumming of amateur music.

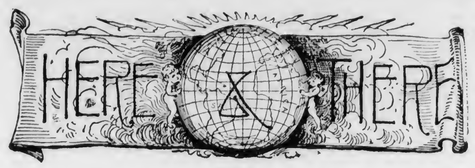
ERRATIC QUILL.

Kansas City, Mo., Feb. 8.

THE CENTURY SMOKER.

WHEN Century smokes, she does it with a vengeance, and although the glee club cannot do themselves justice, by any means, yet the smoke of the odorous weed curls around the club rooms in clouds thick enough to cut. At the second of their winter entertainments, last Thursday evening, the club house was thronged with members of the club and their invited guests, and although the reception room was closely packed with chairs, only about two thirds of the club were able to witness the programme srtisfactorily. An excellent entertainment was given, opening with music, and sparring by Messrs. Allen and Steinmetz, three-minute rounds, followed by glee, "Vintage Song;" duet, "The Pilot," Messrs. Schill and Knipe; fencing and single stick exercises, Professors Austin and Kain, which, as they waxed warm, brought down the house, over their clever work; solo, "Heather Bell," Mr. Knipe; sparring Messrs. Kain and Byrne, which instilled a most wholesome respect for the latter in the minds of his club mates; glee, "Beware;" solo, "On Very good Terms with Himself," from "The Lady or The Tiger," rendered in fine style by Mr. Bretz, of the Pennsylvania Club; solo, "Yeoman's Wedding Morn," Mr. Schell; recitation, Mr. Weil. Refreshments were served during the evening, and the presentation of the club mileage medals was made during an interlude. For the highest mileage (Mr Flemming not competing) J. L. Bromley took first prize, with 3943 1-4 miles; W. G. G. Speier, second, 3130 and F. G. Strassburger, third, 2394; while C. Lulzner was awarded a medal for the greatest number of days ridden, he having been out 209 days during the year. Representatives from all the principal city clubs were present, and the Centurions have scored another success. Application was made last week, to the court, for incorporation, for the better purpose of holding property etc. Mr. P. Collins also broached the subject of lady membership when they get into their new house, advocating it in a forcible manner, which should not fail of its effect on his club mates as it would greatly add to the social life of the club. Goodby, Century; Come again, next time!

"ARIEL."



NEW YORK.

"HAWKSHAW."

It has long been a theory among scientific observers, that for some unexplained reasons the affairs of life move in cycles (no pun). For instance, a railroad disaster is at once followed by several more: a conflagration sweeps over some city, and shortly the papers will be called upon to report others of the same kind within a few days or weeks. So when each recurring interval has passed will the same performance be repeated. As like is claimed to cure like, so does like, as a rule, produce like. The same causes under similar surroundings produce the same effects. An example of the foregoing statements is strangely examplified in the twin performances of two brothers here against two brothers who employed them. I am informed that the individual who for some time acted as a bookkeeper for a gentleman here in the cycling trade, and who, while in that capacity, used nearly $1400 of his employer's money to buy faro chips with; had a brother who was employed by the brother of the bicycle dealer, in a similar position to that of the $1500 chip charmer, and he, too, mistook his employer's money for his own, and never discovered the fact till an expert kindly went over his books and placed the amount at nearly $15,000. The only difference in the whole affair seems to be that one took ten times as much as the other, but that is accounted for by his being older and therefore having had more experience, but in Ludlow street jail, where they are both now residing, there is no difference shown between the $1500 brother and the $15,000 one. But it's a queer combination of circumstances at that.

The Riverside Wheelmen, being incorporated last week, gives some color to the rumor that they are stricken with an attack of the club house fever now so prevalent in cycling circles in this vicinity.

The New York Club think they have an awfully good thing in possessing that handsome house of theirs in the midst of Gotham's Belgravia, and in consequence of this opinion, and in recognition of the fact that good things always come high in New York, they have decided to raise their initiation fee to $25 when their membership reaches 150. They have now 135, so the advance is not far off it would seem.

An Associated Press dispatch from the West declares that "'Senator' Morgan of Colorado" offers to wage $1000 that Louise Armaindo gets away with the woman's bicycle race being held this week in Madison Square Garden. The atmosphere of Colorado has long been known to have the peculiar effect of enlarging in appearance any object viewed, but the exact ratio of enlargement has never before been discovered. It is now fixed at one thousand, since it must have this power to enable Morgan to look at a dollar bill until it magnifies to one thousand, and then carelessiy offer to bet it all on Louise. The "Senator" ought to profit more by his experience; he should know that "sure things" in wheel races sometimes go wrong.

It does not often happen in the affairs of life that it falls to the lot of the child to succeed where its elders have failed, and yet that very unique state of affairs was clearly demonstrated on Friday evening last. I think it was in the early part of February, 1883, that the then enthusiastic handful of cyclers here were electrified by the announcement that a cyclers' ball was to be given. Great was the anticipation of the event by the wheelmen, and tickets were sold to them with the rapidity credited to the disappearance of "hot-cakes." When the eventful night at last arrived it was cold, disagreeable and rainy, in fact it was a very "cold night" for the crowds of lightly clad wheelmen who, with their fair friends, shivered and shook, as deluged by the downpour they awaited the opening of the hall at which the ball was to be given. But the ball that they looked for never came. The managers had decamped with the funds, and the owner of the hall said, in the laconic style of the West, "no mon, no fun," and as the wheelmen had not the former, they obtained none of the latter, and went wet and weary homeward, with the kindest of kind thoughts and expressions for the temporal and future welfare of that absent manager. Now this was the first attempt and failure at a cycling dance in this village, and the sponser of the affair was the then flourishing organization, the Manhattan Bicycle Club, now dead, gone and almost forgotten. After this many attempts at such affairs were made, but no great successes were achieved, though the Ixions did succeed in making their private club affairs a go. This is ancient history as cycling history goes, so now for something a little more contemporaneous. On last Friday evening, however, it became the pleasant duty of the Manhattan Bicycle Club of to-day, for the second time, to make a success of an affair that the namesakes had failed to do years before. It was the second annual reception of the club at the Lexington Avenue Opera House, and if one could judge anything from the happy countenances of their numerous guests, it would have been an easy thing to get an aye vote that would have been unanimous, had they been called upon to answer the question as to whether they had enjoyed themselves. It was artistically, financially, socially, cyclingly and theatrically a most pronounced success, and reflects credit upon the cause of the club. Much of the credit of this affair is, as usual, due to Mr. Charles A. Sheehan, the indefatigable Secretary of the Manhattans. The programme, among other novelties, introduced for the first time the "Manhattan Bicycle Waltz," composed by my old friend, Jay T. Knecht, and no further proof of its tuneful excellency is needed than the mere statement that Mr. Knecht is the composer of it.

CHICAGO.

THE "STROLLER."

Rumor has been busy once more, and this time I have been told that there was trouble ahead in the Chicago's camp, arising partly from giving up the down-town club house, this causing disatisfaction among the old Chicago members, and also that Skinkle and Randall were at logger-heads, and two factions now existed in the club, one headed by President Skinkle and one by ex-President Randall: and a bitter faction fight was inevitable between the old Fort Dearborn members, while the old Chicagos were interested spectators. I hardly believe this, as only this week I saw our President and ex-President in a very friendly conversation at the club house, and they seemed to be on the best of terms. The regular monthly meeting Monday night will tell the story.

The Illinois have added a very fine library to the many attractions in their club house already.

The Illinois Club has a fine social programme laid out for the next six weeks, beginning with a euchre party Friday evening.

Riggs tells me he has been in great demand by several tricycle agencies for the ensuing year, but he has decided to stay with the Pope people.

The Douglass Club claim a membership of fifty, with applications daily: and what is better still they have a surplus of $300 in their treasury.

The Chicagos held a very pleasant progressive euchre party at their club house Thursday evening, some forty couples being present. Mrs. Sanxay and Mr. F. J. Pike were the prize winners.

What's the matter between Seig and Roe? I notice in last week's *Referee* that Charlie is trying to stir up bad blood betwesn Roe and Temple as to who is manager at the W. A. & C. Co. Careful, Charlie, or Tom will be after your scalp.

The tournament is progressing finely under the management of Mr. Miles. Another meeting has been called for Feb. 20th, 8 P. M., at the Grand Pacific Hotel when all details will be arranged by the committee having the same in charge. The date of the opening has been fixed for May 6th.

Temple was at one time an honorary member of the Chicagos, and I am told that he is now; and still the Chicagos claim to be an amateur organization. How is this? Or do you think that if Ehlert, of the Illinois, is allowed to remain in the League that Temple's honorary membership does not count?

On the 18th the grand raffle of a New Mail, a spring overcoat and many other articles useful to "ye wheelmen," will occur, and the way the Lincoln men are selling tickets assures a large addition to their bank account. They are also talking up an annex to their club membership, in the shape of a ladies' division.

Captain Davis threatens to change his mount this year, owing to the change in the Star agency here.—"Doc" Gibson withdrew his letter of resignation at the last moment, and all is peace for the present on the West Side.—The Illinois Club fired nine members recently for non-payment of dues. They do not believe in carrying a lot of dead wood over there.

The South Side Tricycle Club held their second annual dinner at the Hotel Florence, Pullman, Friday evening. Some thirty couples were present. President Langworthy did the honors at the head of the table. Grace having been said by the Rev. Dr. Delafield, a most sumptuous repast was served, after which dancing followed, until the eleven o'clock train left for the city, bearing a merry and enthusiastic gathering of cyclers.

Spooner, of the Lincolns, has appeared on the streets with a bran new wheel, and says that he will win the Pullman road race on it.—Oliver is East, and will remain until after the official meeting of the L. A. W. in New York, he being a delegate of the Illinois Division.—The Illinois members grow restive at not seeing themselves mentioned as the "boys," or the "youthful West Side club."

Sauer, the North Side flyer, has recently joined the Illinois, and now they say that with Ehlert and Sauer in their racing team their North and South Side neighbors will be in the soup this year. We shall see.—Mason, who won prizes put up by his club valued at between thirty and forty dollars, very generously donated the money to the club, refusing to have them spend any money on prizes for him.

The Pastimes expect to have fifteen representatives in the Pullman road race and say they will surprise some of the contestants at the finish. I have been told that St. Louis will be invited to take a hand in the race this year. I hope this is true as they seem to hanker for road races in that burg.—Quite a body of local wheelmen attended one of our down-town theatres one evening last week and gave Prince Wells, who was doing his act there, a rousing reception. It is needless to say that it was appreciated by the recipient. I tried to talk up "League meet" here this year, but the generally expression seems to be "wait until next year, when we will be in condition to entertain as royally as did our hospitable St. Louis neighbors."

KENTUCKY TIPS.

"BOURBON."

As the Mussulman turns his face to the East, and devoutly murmurs "Great is Allah, Allah only is great," so I, turning my face to the East, murmur "Great is 'Hawkshaw,' 'Hawkshaw' only is great." "Hawkshaw" is admittedly by far the most brilliant contributor to the columns of the World, and my admiration of and respect for his genius are sincerely genuine. It is really too bad that he should ever be afflicted so sorely with the pain he speaks of enduring when compelled to read a contribution from "ye back-country wheel correspondent." For humanity's sake the "Willie wheelers" should be suppressed.

Here is greeting from the L. C. C. to all our quondam associates, and may the new year bring them happiness, health and wealth.

Judging from the way the manufacturers are booming safeties the prediction made some time ago by a writer in the World that "the days of the ordinary are numbered" is about to be verified.

The annual election of officers of the L. C. C. was held lately. Most of the old officers were re-elected. The meeting was held at the residence of C. G. Lucas. Under the head of new business the club was invited into the supper room to partake of an elegant wine supper. After adjournament we returned to the head of unfinished business, retired to the supper room again, and finished the business. Three applications for membership were received.

Denver, "Occasional," makes mention now and then of Jos. L. Gard. That's our "Jo-Jo," lovingly so called on account of his personal beauty. Joe played us a neat little trick once, when out for a run to a neighboring town. As we approached within seven or eight miles of our destination he asked the boys to ride slow, as he wanted to stop at a farmhouse, just around the next turn of the road, to see a man, and away he went and was soon out of sight. While the boys were loitering along, wondering what was keeping Jo-Jo so long, that astute individual was streaking it at a fifteen-mile gait far ahead, and when we finally reached the village, there was Gard, sitting serenely before the inn, surrounded by an admiring crowd of natives, whom he had told, in answer to their inquiries about the rest of the boys, that "they would be along presently; he didn't like to ride slow, and they couldn't keep pace with him." The Denver boys had better keep a sharp eye on Jo-Jo.

This is the time for reminiscence, and as I look back over the past year I recall quite a number of our associates who are with us no more—none, fortunately, removed by death, but many of our best riders have sought new homes. There is Francis Noriego, the genial Spaniard, who went to New Orleans last spring, and popular, handsome E. R. Turner, now living in Hartford, Conn. Denver, Colorado, now claims as her own four of our old timers, a quartette she may well be proud to possess, J. L. Gard, John Adams, our own dear Jack, Sam Wells, brother of the well known Prince, and Horace Beddo, who could tell so many wonderful experiences. He was never dubbed the "club liar," for his stories possessed the uncommon merit of being true. Here's a sample: Starting one day to ride across a small stream, he had reached the centre when he observed the bed of the creek beyond, to be covered with loose stones, making it impossible to ride further. He came to a stop, did the stand-still while he removed his shoes and stockings, stepped down and waded to the opposite shore in safety, pushing his wheel before him. This feat was witnessed by a farmer, a fisherman and an owl, and cannot be gainsaid.

BUFFALO.

"MERCURY."

The Ramblers Bicycle Club's fifth assembly Thursday evening proved a decided success in every way. The stage was tastefully decorated with rare potted plants, and in the middle neatly trimmed with smilax was Louis Bruch's bicycle, made famous by his century run the past season. Cleverly hidden behind the plants was Kuhn's orchestra, discoursing the choicest dance music. There were fully 150 couples on the floor, and it is needless to say all enjoyed themselves to their heart's content. "These cyclers are such jolly entertainers," remarked a sensible little lady. One of the pleasantest events of the evening was the presentation of an elegant gold watch chain and charm to John S. Kellner. On some pretext or other Mr. Kellner was called upon the stage, where he was met by Mr. Bruch, who spoke as follows: "It is just four years since the Ramblers' Bicycle Club was organized, and the ball this evening is given in celebration of this, our fourth birthday. We are very young, but very vigorous, our membership during the past year having tripled, numbering now 84. In this month of February, three years ago, fire destroyed the home and property of our club; this was our first 'header.' It was in this darkest hour of our existence that we gave control of the handle-bars to a new President, John S. Kellner, and now that he has guided our course into the smooth, broad path of success and retired from office, the members have thought the occasion a particularly fitting one in which to express our esteem and brotherly regard to this tried and faithful officer. It is therefore on behalf of my fellow-members, who know and like him, that I present this chain and charm to him as a tribute to his zeal and well-directed efforts in building up our club, and hope that in future years it will link pleasant recollections of the givers." Mr. Kellner, although very much affected, responded, returning sincere thanks for the substantial tokens of esteem and friendship. The gift is a very handsome affair, the chain is of Isham's latest pattern, and the charm has, on one side a cut cameo, and on the other a wheel mounted on a dark stone with a diamond in the centre: inside is a gold plate, bearing this inscription: "John S. Kellner, from the Buffalo Ramblers' Bicycle Club, Feb. 7th, 1889." The programme contained twenty-one numbers, and the dancing lasted until late. Much credit is due to the Executive Committee, consisting of L. Bruch, J. J. Wirtner, O. H. Sauerwein, W. L. Hughson and A. L. Prentiss, for the successful outcome of this affair; as well as to the Reception and Floor Committees.

The "Zigzags" are negotiating with the Park Commissioners for upper floor of the Park refractory at the front. Success to them.

"Billy" Hughson is still waiting for the return of his wheel, so playfully (?) taken by Senator Carlyle's son (?). Perhaps "Billy" likes to wait: no returns as yet.

The Ramblers will be represented at the meeting in New York by W. O. Graham and Jos. J. Kane.

GEORGIA.

"RAMBLER."

Not long ago I wrote the World a letter, and in it stated that while Northern cyclists were tramping around in rubber boots and under umbrellas, through snow and slush, we fellows of the South were riding about, the same as six months ago—or enjoying the bloom of the flowers and orange blossoms, while the bees and birds were humming and singing all around us. Things were just that way when I wrote, and finer weather than we were having then is not known. But one morning, a few days later, the air began to grow suddenly cold: the sky was filled with dark grey clouds, pouring in from the North, and the wind moaned through the trees and around the corners of the houses in a way dismal enough to make one feel afraid of—he knew not what, but as if something terrible was going to happen.

I took my wheel and started out to see the result—if there was to be any. I met Lou Powers, the new Southern champion, and together we rode out to the Central City Park. We found it absolutely deserted; not a human being was to be seen. The great water oaks and pines were alone in their solitude; the long white walks were deserted. Occasionally we saw a flock of scared birds, as they rapidly winged their way further South, passing over the tree tops like shadows, harbingers of the coming storm. Soon the snow came dashing into our faces as the gusts carried it hither and thither.

The wind began blowing a regular gale; the white snow filled the woods; came sweeping along the walks like hissing steam; it

struck us in the face like sharp needles until we had to turn back to. The sight of another rider, coming through the trees on a big full-nickel made him look like some spectre wheelman, grim and gaunt, and there were mutual expressions of surprise when each learned that the other was out "just to see how it felt to be out riding in a snow storm." Soon one of the fellows proposed that we go up town and have our pictures taken, "on our wheels in the snow," and we started up immediately, but when we reached the photograpers it had stopped snowing, so the scheme fell through.

THE Central City Wheelmen are preparing for a tournament, to take place next May.

BALTIMORE.

"NORVAL."

THE cycle clubs of this city are booming at the present time, and efforts are made to increase the membership of the Maryland Division of the L. A. W. Matters have improved somewhat of late with the Rambler Club. Five new members have been taken in and it now looks as if the club would blossom out in early spring with renewed energy and activity pervading its ranks.

THE Baltimare Club gave another dance on Friday evening. A good attendance was present.

THE Centaur was two years old last Friday. They celebrated the event by a social gathering of the members at the club house on East Lombard street in the evening.

A REGULAR meeting of the Hagerstown Bicycle Club, of Hagerstown, Md., was held Monday, Feb. 4th. In addition to the routine business transacted, the proposition to hold an entertainment, a meet and races was discussed, but no action was taken.

IT is stated that Chief Consul Albert Mott has sent to England for a tandem safety, but if he wants to be the owner of the pioneer machine of this kind in the Maryland Club he will have to get his machine quickly, as one of the Columbias has been ordered by another member.

AT the last meeting of the Baltimore Club objections were made to awarding the long distance gold medal for the season of 1888. W. C. Breckenridge, who claims to have made 4051 miles during the season, will get the medal if he can prove that his record is correct. At the same meeting it was decided that hereafter applications for membership shall be entirely in the hands of the Executive Committee.

V. S. EMMERSION, a member of the Baltimore Club, met with a serious accident not long ago. He was riding his nineteen-pound racing wheel out Eutau Place, when a boy riding a small machine unexpectedly turned the corner. Mr. Emmerson took a header which landed him on the hard asphalt surface with considerable force. His wheel was wrecked, and he sustained severe injuries. After a few days he was able to attend to business.

A PARTY of members of the Maryland Club visited Philadelphia last week, and speak well of the trip. They were met at the depot by members of the Philadelphia clubs and escorted to the Colonnade Hotel for supper, and afterward to the Philadelphia Club house, where they were pleasantly entertained. On the next morning they were taken by about twenty members of the Philadelphians on a run out Montgomery avenue to Bryn Mawr, returning by way of the celebrated Lancaster pike, which they characterize as the most perfect road in existence.

NEWS AND COMMENT.

WHEN a member of a certain cycle club in Covington, Ky., decides to marry, and can get a girl confiding enough to say "yes," his club mates band together and pay for the license. In fact it is one of the inducements held out for a man to join this particular club. We hear that the "opposition club" goes this "pioneer" club "one better" in the shape of additional inducements in the form of rubber rings, rattles, and other infantile gear.

NOW is the time to advertise your last year's mount for sale.

PRESIDENT LUSCOMB? or President Jessup? or President ——?

NEXT Monday the politicians of the League will be on hand in force in New York.

THE Maine Division L. A. W. will hold its annual meet at Biddeford on May 30th.

THE Cambridgeport (Mass.) Club will disport themselves at a fancy dress ball to be given some time next month.

NO less than six papers speak of the coming annual officers meeting in New York as "the *first* meeting of the L. A. W.," etc. Such is fame.

ADVERTISERS should remember that our large March edition will be a splended medium for presenting their claims and goods to the notice of our large constituency.

THE Springfield (Mass.) Bicycle Club is going out of the minstrel business, and any club desiring to obtain the "properties" cheap had better put in its bid early.

HEREAFTER any member of the Cambridge (Mass.) Club found guilty of dallying with the festive poker chip will be "assisted" in his retirement from club membership.

WE notice that the San Franciscans do not believe that George Gould rides an aluminium bicycle, with diamond ball bearings. It is strange how incredulous some people are.

THE English cycling papers are corpulent and ponderous editions this week. From eighteen to twenty-five pages of each paper are devoted to exhaustive but somewhat tiresome descriptions.

CHARLES PYNE, formerly manager of the Woodstock (Ont.) Amateur A. A., has resigned from that organization and has gone to Montreal to manage the cycle department of the Montreal Athletic Association.

THE Overman Wheel Co. are out with a very tasteful circular announcing that their wheels are now on exhibition at No. 182-188 Columbus avenue. The store will be open on Washington's Birthday, and all are invited to call and inspect.

WE hear that Louis Harrison is somewhere secreted in New York, and that when he does appear it will be to hurl a literary effort on to a waiting and expectant public, the reception of which, 'tis said, will insure the brilliant Louis permanent fame and fortune.

MR. I. J. BROWNING of Albany, N. Y., will act as Mr. Maltby's adavnce agent in his Australian trip. Maltby will appear in Chicago, Salt Lake City and San Francisco before sailing. He will stop one week in Honolulu, S. I., sailing from San Francisco April 1st.

BARBER, the trick rider, goes to Paris, France, to fill an engagement; Maltby, the expert, goes to Australia. America is again robbed of all its representative wheel jugglers. Oh no, we forgot, Temple *is* out West, and so we are not yet utterly without the cheering presence of a good trick rider.

THE Boston Bicycle Club and the newly formed Town Club will jointly occupy the house being fitted up for them located on Boylston street, between Washington and Tremont streets. "The old and the new" will prosper in their joint occupancy, as the location is a splendid one and very convenient.

SENATOR INGALLS says it is a base slander accusing him of remarking that if he had his way he would use a howitzer to blow to pieces every cycler that rode a machine. The apology is accepted, and the Senator is absolved from the charge of wishing to use a "howitzer;" perhaps he said a "*mitrailleuse*."

THE offer of the WORLD and *Texas Siftings* to new subscribers for $2.00 has been extended to March 31st. We also will continue to furnish *Siftings* to present subscribers for $1.25. These offers have proved a great catch, and the publishers of *Siftings* as well as ourselves are much pleased with the results. Keep 'em a-going.

AN Omaha paper in reporting "Senator" Morgan makes that worthy insert and drop his "hs," in the way popularly supposed to be the failing of cocknies. Now this is wrong, dead wrong; the "Senator" is nothing if not elegantly correct in the use of polished English. We have not heard where the poor reporter was buried.

THE Harvard Bicycle Club is seriously thinking of giving a one-day race meet during next May. Among the events will be an interscholastic and an intercollegiate race. The races will all be short, except a three-mile handicap with a 400 yards' limit, for which prizes of extra large value will be offered. There will be two or three prizes in all the races.

PRESIDENT MILLS, of the Columbia Club of North Attleboro', Mass., entertained his club fellow members two weeks ago at his home. About fifty guests were present. The evening was pleasantly passed in listening to music, both vocal and instrumental. At 10 o'clock an appetizing collation was served. The Columbias will give a grand ball in March sometime.

AT a meeting of gentlemen interested in a great Century run for 1889, held at the Citizens Bicycle Club, New York City, on Monday evening, Feb. 11th, eighteen clubs were heard from and the management was placed in the hands of a Committee of five, representing New York, Brooklyn, Newark, Orange and Plainfield. Due notice will be sent of route, dates and all other particulars.

EVIDENTLY the decoction known as Jersey lightning has found its way west as far as Kansas City. Witness the following "A story is told of one of the prominent wheelmen, who shall be nameless, that he borrowed a machine one Sunday for a club run. After a pleasant ride over hill and dale he took advantage of a long incline

THE EAGLE BICYCLE.

THE WHEEL OF '89.



A Practical Rear-Driven Safety, without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

AS LIGHT AS THE "ORDINARY."

BALL BEARINGS EVERYWHERE.

SIMPLE DIRECT CRANK MOTION.

No Complicated Mechanism to get out of order.

The "Eagle" is a wheel of the highest grade, both in quality of material and finish. It is built entirely of steel, either forged or drawn. **We Guarantee every machine,** and will replace without charge any part returned to us within a year which shows signs of imperfection in material or workmanship.

All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated.

Agencies for the EAGLE are now being established with the leading dealers in many of the principal cities and towns, and machines will soon be on exhibition and sale at their places of business. Also a full line may be seen at all times at our central office at Stamford.

LARGE ILLUSTRATED CATALOGUE FREE.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - - CONNECTICUT.

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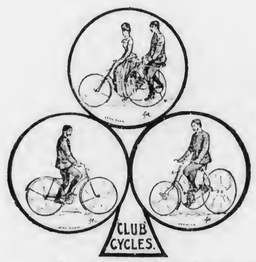
Our 1889 Catalogue

will be issued on March 1st, and will include all the latest Novelties for the coming season.

Send your name and address and a copy will be mailed free.

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,

239 COLUMBUS AVENUE.



THE · COVENTRY · MACHINISTS' · CO., · Ld.,

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BOSTON, MASS.

WARWICK CYCLE MFG. CO.

CATALOGUES NOW READY.

THE WHEELS FOR 1889

ARE

THE Warwick Perfection BICYCLE

AND

THE Warwick Perfection SAFETY.

WHEELMEN LOOK OUT FOR THEM.

Agents * Don't * Get * Left

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

A. KENNEDY-CHILD, Superintendent of Agencies.

SPRINGFIELD, MASS.

and coasted down. Just as he was trying to appear particularly graceful, on account of a couple of ladies in a buggy, his tire came off and he got a beautiful header. Looking back at the machine, he saw what he thought was a snake, and earnestly begged the ladies the loan of their buggy whip to drive the reptile away."

THE FEMALE RACERS IN NEW YORK.

Up to and including Wednesday night the female riders' score at Madison Square Garden was as follows: Stanley, 306 miles; Von Blumen, 292; Armaindo, 132; Woods, 248; Brown, 139; Oakes, 238; Baldwin, 291; Hart, 234; Snallor, 256; Lewis, 247; McShane, 178.

ROAD IMPROVEMENTS OF GEORGIA.

I KNOW the leaders of the good work of having the roads of this country improved will be pleased to learn of the success with which we are meeting down here. A copy of the following letter has been sent to the ordinary of each county, and published in the leading papers of the State:

"The following is a call for a Road Congress:

We, the undersigned, citizens of Georgia, being deeply impressed with the imperative necessity for a permanent system of permanent improved common or public roads in the entire State, hereby unite in a call for a Road Congress, to assemble in the city of Atlanta, on Wednesday, May 22d, 1889, to consider the subject of improved roads in all its aspects and bearings in order to digest and formulate a judicious and economical system. We hereby extend a cordial invitation to every county in the State to send up the most enlightened and practical citizens to take part in the deliberations of the Congress. The basis of representation to be double the number of representatives each county has in the General Assembly. We urge each county to meet and select representatives to the Congress at an early day."

In another part, the ordinary is asked to answer the following questions, that the total costs, etc., may be footed up:

The following are the questions to which answers are desired: Number of miles of dirt roads in county.—Number of days consumed in working the road. Number of hands and cost.—Cost of keeping up bridges.—Number of misdemeanor convicts.—Number of felony convicts.—Cost of Courts.—Rate of county taxation.

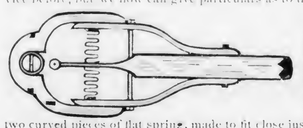
Judge Wiley delivered the above to Clerk W. G. Smith, of the Board of County Commissioners, to furnish the necessary information and forward it to Atlanta.

The proposed Road Congress is an excellent move, that should be heartily encouraged, and the Congress should be largely attended. The subject of good roads is a great question, one full of importance and of vital interest to every community and its people.

RAMBLER.

THE CORRECTING OF THE SENSITIVE STEERING OF SAFETIES.

WE have before us several letters asking, to quote one correspondent, "If any plan has yet been adopted by which the extreme sensitiveness of the rear driver has been overcome." While we think use will reduce this objection to a minimum, and while the majority of the modern and later wheels can, after a little practice, be ridden without hands, still the objection does exist among some, and we therefore take pleasure in presenting a cut and description of a device patented by A. J. E. Readio, of Providence, R. I. We have had occasion to refer to this device before, but we now can give particulars as to the claims of the inventor.



The cut, together with the following, we trust will make the idea plain. It consists of a U-shaped clutch, which is attached by a pivot to the steering head just over the front fork, and in front of the cone bearing steering centres. Attached to the backbone, a few inches back of the neck are two curved pieces of flat spring, made to fit close just inside the aforesaid U-shaped piece. From the inner surface of each of these two pieces of S springs, are spiral springs, one end of which presses against the inner surface of the S. spring, and the other ends on each side of the neck.

To the V-shaped clutch is attached a rod similar to a brake rod. This extends up to the handle, and a regular brake lever is attached to work on opposite side of that used by brake. When *not* in use the U-shaped clutch is lifted by means of the lever so that it disengages the parts attached to backbone, but when it is desired to use the device the lever is pushed down, the two parts engage, and the machine at once becomes automatic in steering. The springs are still enough to hold the machine in a straight line, and yet not still enough but that it will easily obey the rider's touch, and on passing over obstacles this gives sufficiently to insure a proper balance. To those who are annoyed at the sensitive steering of their safety this device is worthy of notice. It is quickly fitted by any mechanic. It can be attached to almost all the different makes. For further particulars address Arthur J. E. Readio, Pawtucket, R. I.

THE Western Arms Co. of Chicago, will handle Singer, Coventry, New Rapid and Star Machines. This concern has opened a riding school for both ladies and gentlemen and on each Friday from 9 A. M. to 6 P. M., Temple gives an exhibition of trick riding.

THE Warwick Perfection Cycles will be handled for the Northwest by C. F. Stokes, 203 Wabash avenue, Chicago, Ill., for the Southwest by D. Snitzer, 1012 Olive street, St. Louis, Mo., this gives Kennedy Child two of the finest depots in the country, and judging by the way the factory at Springfield is running night and day the wily K. C. is putting in big business.

THE STANLEY SHOW, 1889.

[SOME of these cuts used in this article have been reproduced from *Bicycling News*, drawn by George Moore.—ED.]

WHEN your instructions came, MR. EDITOR, some weeks ago, to send you a general article on the great show and warning me to confine myself to the description of of articles and novelties of real practical value and of interest to American readers, I imagined that I appreciated that I had a job cut out for me not easy of performance. I say I appreciated it. Well I will say I thought I appreciated it fully, but I confess my thought fell far short of the realities, and when for the first time I entered the Crystal Palace and saw the enormous display of machines and accessories, my courage failed me. How to separate the old from the new, the useful from the curious, or in other words, the wheat from the chaff.

A ray of light in the instructions you sent me to find out the general trend of the cycle trade and the public demand, relieved me somewhat, and on those lines I determined to pen my report. As a preamble, it may be of interest to your readers to know that twelve years ago the Stanley Club first put forth the idea of holding an annual exhibition of cycles. Those who, with me, can look back on all the annuals from the first to the present cannot but be overcome with the thought of the magnitude of the show of 1889 as compared with the initial affair. The Stanley Show has become a fixture, and is now looked on by the trade and the riding public as a necessity.

The first impression that strikes the visitor is the fact that the safety is now considered on a par with the ordinary, so far as a recognized demand by the riders is concerned. A closer and more detailed examination of the exhibits show that the principal of the diamond frame in its different forms is almost universally adopted. Quite a number of new devices (and a good many old ones modified) to take up vibration were noticed. Some of them appeared to have merit, and some of them the less said the better.

Last year a comparative few of the manufacturers showed ladies' bicycles, but this year not a single manufacturer of any prominence but that has a pattern of this style of machine to exhibit. Another feature in the dwarf cycles was the fact that this year, in the tandem patterns, the low loop frame suitable for the use of ladies has been adopted in a very large majority of cases. Thus our fair friends have been looked after in good shape, and I hope that the season of 1889 will see thousands of our feminine friends enjoying the use of the bicycle in its single or double form.

A strange phase of this ladies' bicycle business was that I found quite a number of manufacturers who did not have much faith in this machine as a bowling success. One prominent manufacturer expressed it by saying: "Don't think there is anything in it, but we had to get out one because the other fellows did!"

That there is to be a rush towards the ordinary built on the so called "Rational lines," is firmly believed by some. Of course your readers understand that the "Rational" is an ordinary with a large back wheel, more rake to the front forks, and plenty of space between the rubber tire and the fork head. Almost all the manufacturers recognizing the coming demand have put a "Rational" on their list. I do not follow the radicals in the matter closely, as I believe it will be as it has been, that the old ordinary and the dwarf safety will take the bulk of the patronage. The "Rational" will be used, but not to the extent that its more enthusiastic supporters believe, at least, that's my opinion.

In the matter of tricycles, the demand has reached its maximum proportion in matter of sales with other cycles, and in the future the man or woman who is after safety and comfort will, in the majority of cases, transfer their choice from the three-wheeler to the narrow gauge.

Taking into consideration the number of exhibits there are less proportionate novelties shown than ever before. The idea seems to have obtained that the correct standard of principal had been reached, and it now remains only a matter to perfect in detail the generally accepted standards. In this position I think the manufacturers are correct. I suppose I must look on the bicycle built on Rational lines as being a claimed improvement on the ordinary, but with this exception the ordinary, the safety and the tricycle have settled down to accepted forms, construction and proportions, and it leaves it only for us to please ourselves by choosing what suits us as to type, weight and the small matters of construction detail.



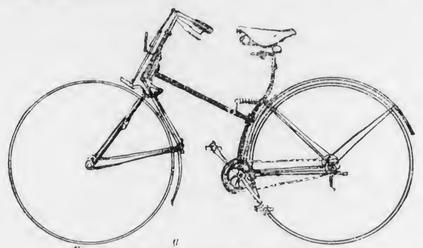
Among the most striking novelties in the whole exhibition, and those that attracted the most attention, were the two sociables, both on the same idea; one called the Nottingham and the other built by J. K. Starley. The riders sit over the driving wheels; the steering is done by the man. In case it is desired to change to a *single*, it can be done by transferring one of the saddles to a post in centre; the steering rod also to centre.

I saw an excellent saddle, shown by Mr. Leni, for ladies' use on the safety. It is a known fact that the point of the saddle is apt to catch the skirts and interfere with the rider reaching the saddle. This saddle shown by Leni is made to tip forward so that it becomes almost perpendicular, but on the rider rising up and pressing against it, it assumes its normal position and catches that way until it is desired to tip it again.

Messrs. Robinson & Price show a wheel, the tangent spoke of which may be novel to your readers. Instead of piercing the hub in the ordinary way the hub is made something like a cog wheel. These cogs instead

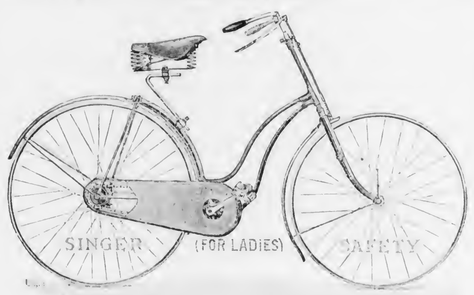
of being bored on a line with axle are bored on a line with the hub itself, and the rim, thus the wire gets only *one* bend instead of a double one. In the matter of spring forks and anti-vibration devices, none seemed to attract more attention than that applied to the Victor of your Overman Wheel Co. The Coventry Machinists' Co. will present to your lady riders the Keating spring fork. Two types of spring frames are represented by the British Star and the Invicta. The Quadrant people show something which is an entirely new departure in an anti-vibrative device. Instead of having a spring frame or fork they have a spring wheel. Strictly speaking there are *two* wheels. The inner and smaller is built like an ordinary suspension wheel; from the felloe of this inner wheel there project spiral springs, which connect the outer felloe. Each alternate spring pulls in the opposite direction, to counteract side strain. The outer felloe holds the rubber tire. The season's test will prove the practicability of the invention. Humber & Company had the largest exhibit; then came the Coventry Machinists' Co.





"INVICTA" SPRING FRAME

Singer & Co. had a big space in the Greek Court. They show a special light machine for gentlemen and a handsome lady's machine.



The construction of the framework insures the necessary strength, while it also assists in keeping the dress away from the chain. The whole machine is of the very best quality, and is light, neat, strong, easy running and very elegant in contour. One peculiarity of Singer's exhibit is the absence of any kind of racing machine. The firm builds roadsters only. The Royal Singer safety is a special wheel which will command your connoisseur's attention.

Hillman, Herbert & Cooper had a fine exhibit in Stand No. 129, while the St. George's Engineering Co. showed their New Rapids and the toe clip in No. 30.

The Coventry lady's machine will be something new for our dear Yankee sisters to rave over. Like all the Coventry Co.'s outputs it is a gem in detail and finish. Their Swift roadsters are about the same as last year. They show a tandem for lady and gentleman or two gentlemen that will no doubt take your fancy when you see it.



SWIFT TANDEM.

The machine altogether is built on very graceful lines, one tube running from the back handle-bar to the front head. The linking of the handle-bar is very neely arranged, the handles themselves being far from the rod, and so placed that no pinching of the riders' fingers can occur. The small wheel, I may mention, reduces the length of the machine considerably, which, of course, is a great advantage.

Hillman, Herbert & Cooper will also send a lady's bicycle, so you will have a good lot to pick and choose from.

With the exception of Singer, I believe all your importers will show the "Rational ordinary."

All told there were 190 exhibitions this year. The attendance was large and general interest evident. Among the *carrios* exhibited was the rear-driving safety, made by Galvin Dalzell in 1818 or 1819; also the tricycle boat used by Cosswain Terry in his trip from London to Paris. Terry rode on his machine from London to Dover, then by means of canvas he transmogrified the wheel into a boat, and on his arrival on French soil he made his change back to a wheel and thus rode to Paris.

One of the novelties was the new home trainer dial. This is an enormous affair, and is subdivided to represent yards. A complete circuit of the dial by the hand registers quarter of a mile. It is a great thing for men using the home trainer and spectators who witness competition of this class.

An electric lamp was shown by Pressland, Glover & Co. The primary battery is fastened to rear of saddle, and one charging gives light for about nine hours.

The oil tight cover and lubricator shown by J. H. Carter attracted a good deal of notice, and that the device is one of more than passing merit was acknowledged by the majority who saw it. It not only copiously lubricates the chain and gear wheels but it effectually protects both chain and gear wheels from dust and mud.

Taken all in all the Stanley Show of 1889 can be counted a grand success, and a marked improvement over the shows of former years in that the manufacturers have settled down to practical and conservative methods. They have shown that the idea of novelty for novelty's sake was wrong. The striving after real and practical improvements has been earnest, the determination to discard the sensational and worthless has been sharpened. The tendency is to improve and to excel in a legitimate way, and not to startle and astonish by fantastic and impractical "novelties."

F. B. C.

It may be of interest to note the fact that at the great race at the Madison Square Garden, New York, the other day, not only were first and second prizes won on Victors but every heat in the race was won on a Victor.

MR. J. T. RYAN of the St. Nicholas Mfg. Co. of Chicago was in town last week. He reports business brisk for his line of goods. W. W. Stall represents them in Boston and New England.

MR. L. UNDERWOOD, Principal of the Powers Institute, Bernardston, Mass., has ridden his Columbia bicycles 1320 miles during the two years and a half which he owned it. A change of residence made it so that he could not conveniently ride, and he sold the machine for three-fourths of what it cost him.

OLDEST CLUBS.

We give below a list of the clubs now in existence that were organized during 1878, 1879:

Boston	Feb. 11, 1878	Pittsfield (Mass.)	May, 1879
San Francisco	Nov. 28, 1878	Brooklyn	June 21, 1879
Montreal	Dec. 2, 1878	Detroit	Sept. 2, 1879
Capital (Washington, D.C.)	Jan. 31, '79	Germantown	Sept. 5, 1879
Massachusetts	Feb., 1879	Cleveland	Sept. 30, 1879
Buffalo	Feb., 1879	Chicago	Oct., 1879
Harvard	April, 1879	New York	Dec. 18, 1879
Essex, Newark, N. J	May 8, 1879	Chelsea, Mass.	Dec. 18, 1879
Philadelphia	May 22, 1879		

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.

USED by all WHEELMEN on the road and path.



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12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

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Springfield, Ohio.

FIRST VICE PRESIDENT,
H. W. HAYES,
Box 150, Para, Brazil.

SECOND VICE PRESIDENT,
W. S. BULL,
10 West Eagle street, Buffalo, N. Y

TREASURER,
W. M. BREWSTER,
309 Olive Street, St. Louis. Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

NATIONAL ASSEMBLY, L. A. W.

List of Members.

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Percival, J. Phil., Vice Consul.
Gibson, J. W., Delegate.

COLORADO.
Beddo, Horace, Chief Consul.

CONNECTICUT.
Larom, C. E., Chief Consul.
Brockway, C. L., Vice Consul.
Terry, Stephen, Delegate.
Ward, Henry C., Delegate.

DELAWARE.
Merrihew, S. W., Chief Consul.

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Atwater, Geo. S., Chief Consul.
Demaray, Edwd. A., Vice Consul.

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Rouse, H. G. Delegate.
Sheridan, Thos. F., Delegate.

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Dibble, C. W., Vice Consul.

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Bradley, W. C., Chief Consul.
Davis, C. S., Vice Consul.

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Hodgson, Harry H., Chief Consul.

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Dow, Geo. E., Chief Consul.
Batchelder, Chas. D., Vice Consul.

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Updegaff, Geo. F., Vice Consul.
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Bartlett, J. K. Jr. Delegate.

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Robinson, Arthur, W., Vice Consul.
Seward, John B., Delegate.
Kendall, W. G., Delegate.
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Lawton, Sanford, Delegate.
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Brown, G. Carleton, Vice Consul.
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Lunger, J. B., Delegate.
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Dakin, Geo., Delegate.
De Graaf, W. H., Delegate.
Adriance, I. Reynolds, Delegate.
Graves, Fred B., Delegate.
Potter, I. B., Delegate.
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Boyle, S. A., Delegate.
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Van Nort, John J., Delegate.
Brown, Kirk, Delegate.

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Cooke, Geo. L., Delegate.

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Croninger, Ed H., Chief Consul

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Slosson, T. M., Chief Consul.
Roach, C. A., Vice Consul.

NEBRASKA.
(Vacancy) Chief Consul.

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Bennett, H. M., Chief Consul.
(Vacancy) Vice Consul.

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Wilson, Joseph R. Jr. Chief Consul.
Fisher, Ed. D., Vice Consul.
Combs, J. C., Delegate.

VERMONT.
Webster, H. C., Chief Consul.

VIRGINIA.
Carroll, J. C., Chief Consul.
(Vacancy) Vice Consul.

WEST VIRGINIA.
Wilkinson, Howard P., Chief Consul.

WISCONSIN.
Hinman, Jay A., Chief Consul.
Bull, Frank K., Vice Consul.

TEXAS.
Blakeney, Hugh J., Chief Consul.

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*Kirkpatrick, T. J., President.
Hayes, H. W., 1st Vice President.
*Bull, W. S., 2d Vice President.
*Brewster, W. M. Treasurer.
Bassett, Abbot, Secretary.
*Brown, G. Carleton, Chairman Membership Committee.
*Luscomb, Chas. H., Chairman Rights and Privileges Committee.
*Emery, Wm. H. Chairman Rules and Regulations Committee.
*Terry, Stephen, Chairman Improvement of Highways Committee.
*Davol, Chas. S., Chairman Racing Board.
Ayers, Burley B., Chairman Transportation Committee.

* Also a member by election.

Rhode Island.

At a meeting of the Board of Officers of the R. I. Division held Saturday evening Feb. 2, 1889—Chief Consul Davol presiding it was voted:

To request the Chairman of the Racing Board to establish a one mile tricycle State championship. Voted, That all State championships be placed in charge of the State Racing Board.

Chief Consul Davol was given authority to make satisfactory arrangements with Massachusetts in regard to Road Books. Adjourned,

HOWARD L. PERKINS, Sec. pro tem.

Rhode Island.

At a special meeting of the Division held February 2 it was voted to reduce the annual dues from $1.50 to $1.00, also that Touring Committee arrange for an L. A. W. excursion to Newport, also voted that the matter of Division Races be left with Chairman of Racing Board.

Voted that a twenty-five-mile race for State championship be held at Roger Williams Park at about the same time as last year.

W. A. BENNETT, Sec. pro tem.

Racing Rules.

Please publish the following: Rule 23 has been amended to read as follows:

23. Clause D, Sec. 6, Article III, of the League By-Laws reads as follows:

"It shall also be within the province of the Racing Board to suspend from the race track, for such a time as they may deem proportionate to the offence, any wheelman guilty of unfair dealing or ungentlemanly conduct on the race track, etc."

The following will be considered as unfair dealing and ungentlemanly conduct, and render the offender liable to suspension:

(1) Entering a class race to which his record does not give him the right of entry.

(2) Suppression of true figures and rendering of false figures to the official handicappers.

(3) The use of obscene language on the track.

(4) Swearing at other competitors and at race officials.

Fraternally, CHAS. S. DAVOL,
Chairman.

Illinois.

Owing to E. P. Blake's change of residence, Homer Wakefield is appointed Local Consul for Bloomington.

Local Consuls.

Carrollton—A. J. Sharon.
Chicago—J. E. Templeton, North Side; A. E. Lumsden, South Side; Guy Livingston, West Side.
Champaign—W. L. Sperry.
Jerseyville—H. S. Daniels.
Kankakee—C. F. Dickey.
Lake View—A. W. Luce.
Marea—Silas Long.
Maywood—Otto Maas.
Monticello—O. W. Moore.
Rushville—J. S. Bagby.
Springfield—E. S. Barnes.

Fraternally yours, W. A. DAVIS, C. C.
Feb. 8th, 1889.

Wisconsin Vice Consul.

Frank K. Bull is hereby appointed Vice Consul of Wisconsin under Section 10 of the Division Constitution.

JAY A. HINMAN, C. C.

New Jersey Road Bill.

The following bill has been introduced in the New Jersey Legislature.

An Act to enable Boards of Chosen Freeholders to acquire, improve and maintain public Roads.

1. Be it enacted by the Senate and General Assembly of the State of New Jersey, That it shall be lawful for the board of chosen freeholders of any county in this State to acquire, improve, maintain and assume full and exclusive control of any public road or roads or parts thereof in their county; that in order to acquire and assume such control in any county with power to improve and maintain the same, the said board shall cause a map to be made, or adopt a map already made, on which the principal public roads or highways of the

roads or parts of roads which the said board intend to acquire and assume control of to be plainly indicated thereon, and shall file the said map, when so marked, in the office of the clerk of the county; whereupon the roads, or parts of roads, marked or indicated on the said map shall become and be known as "county roads" and shall thereafter be improved, maintained and kept in a safe and convenient condition for public use, exclusively, in the manner provided in this act. And it shall be lawful for the said boards to relinquish control of any road or part of any road so acquired and marked, and to acquire and assume control of other roads or parts of roads in the county from time to time, with the same power to improve and maintain the same; in either of which cases the said map shall be changed accordingly. In acquiring or assuming control of any public road, or relinquishing the same, the said board shall accurately describe such road in a written resolution, and file a copy thereof, certified by the clerk of the board, in the office of the county clerk, who shall record the same in a book to be provided and kept for that purpose.

2. That it shall be lawful for the board of chosen freeholders to cause the said county roads or any part thereof to be graded, paved with Telford, macadamized or otherwise improved by means of stone for a width of at least twelve feet in the center thereof, wherever such improvement may be required to keep the same constantly in good condition. All such pavements or other improvements (except repairs costing not more than one hundred dollars) shall be done under contract with said board; but no contract for any such work shall be awarded, or be valid for any purpose if awarded, unless a notice specifying the work and materials, and inviting bids or propositions to do or furnish the same shall have been published for at least three weeks, at least once in each week, in two newspapers published and circulating in the county, and representing different political parties. Every contract made for improving any county road, or part thereof, shall be based upon carefully prepared specifications of the work and materials required, to which reference shall be expressly made in the contract, and no money shall be paid for any work done or materials furnished unless the same shall be done or furnished in strict conformity to the terms of the contract and specifications. And no contract shall be awarded, or be valid for any purpose if awarded, unless the person or party whose bid or proposition is accepted shall at the time of signing the contract execute a bond to the board with sufficient surety, to be approved by the county collector, conditioned for the faithful performance of the contract. The penal sum of such bond shall be at least one-half the amount of the contract price for the work and materials. All such contracts and bonds shall be held by the county collector. The said board may give the notice aforesaid and award contracts for parts or sections of the improvements intended to be made.

3. That it shall be lawful for the board of chosen freeholders to cause a special tax to be levied, which shall not, in any one year, exceed one-fourth of one per cent of the assessed value of the taxable property in the county, or to issue bonds of the county, bearing interest at not more than five per cent per annum, to be known as county road bonds, for the purpose of raising money to pay the cost, or any part of the cost of paving, macadamizing or otherwise improving the said county roads, or any part thereof, in the manner aforesaid and for keeping the same in repair; but prior to the issuing of any such bonds the said board shall make an application to the circuit court of the county, in writing, setting forth the assessed value of the real estate therein for the purpose of taxation in the year next preceding, together with a statement of the entire debt of the county for all purposes, and of the amount of county road bonds which they propose at that time to issue; whereupon the said court shall fix a time to hear such application, whereof such notice, by publication, shall be given as the court shall direct; and at the time and place so fixed the said court shall proceed in a summary manner to investigate the accuracy of the statements contained in the said application, and shall make a certificate setting forth the assessed value of the real estate in the county for the purpose aforesaid in the year next preceding, and the total amount of the debt of the county for all purposes as found by such investigation, which certificate shall be entered at length on the minutes of the court and filed in the office of the clerk of the county; and no county road bonds shall be issued to such an amount as, in addition to existing debt, shall raise the debt of the county for all purposes above three per cent of the assessed value of the real estate therein, as such debt and assessed value of real estate are shown by such certificate; and in case any such bonds shall be issued so as to raise the debt of the county above the limit aforesaid, all such bonds so issued in excess shall be void in the hands of any person or party, notwithstanding any recitals therein, or any representations that may be made concerning the same. Such application must be repeated in case of every other proposed issue of such bonds.

4. One-third of the expense of paving or otherwise improving any county road, or any part thereof, in the manner aforesaid, shall be paid by the cities, towns, townships, or boroughs in or through which any such pavement or improvement shall be made, in amounts in proportion to the cost of any such pavement or improvement in each city, town, township or borough; but nothing herein shall be construed to exempt any county shall be, or are, laid down, and shall cause the such city, town, township or borough from liability to pay its share of the remaining two-thirds of such cost and interest. And it is hereby made the duty of the officers, boards or bodies, authorized to levy taxes for county purposes, to assess and levy upon the taxable property in the respective taxing districts of the county, such sum or sums of money as may be required, and not otherwise provided, to pay the amount of the cost of making any such pavement or other improvement or the interest thereon, that may be due, or coming due during the current fiscal year of the county, and to assess and levy upon the taxable property of any city, town, township or borough in the county, wherein any county road shall have been improved under this act, such sum or sums of money as may be required from time to time to pay the respective proportions of any such city, town, township or borough, of the amount of such cost, or to reimburse the county to the extent of one-third of the cost of any such improvement made therein, with interest. Said sum or sums of money shall be assessed, levied and collected at the same time in the same manner, and by the same officers that other taxes for county purposes are or may be assessed, levied and collected; and when collected the same shall be paid over to the collector of the county to be applied exclusively to the objects or purposes for which the same were levied.

5. That the board of chosen freeholders shall employ a competent engineer, at a reasonable compensation, to survey the county roads, or any part thereof, when necessary, to prepare specifications for pavements or other improvements intended to be made in pursuance of this act, and to supervise the work and materials used. After such improvements, or any part thereof, shall have been completed, the same shall be kept in repair at the expense of the county, and some competent person shall be employed by said board annually, at a fixed compensation, to inspect the condition of the county roads, from time to time, so far as the same may have been improved; and such inspector shall have power to cause necessary repairs to be made to the pavements or other improvements made under this act; *provided*, the cost of any of such repairs shall not exceed fifty dollars, and not more than one hundred dollars shall be expended by the inspector in any city, town, township or borough in any year. Repairs costing more than fifty and not more than one hundred dollars shall be made only by authority of a committee of the said board, and repairs costing more than one hundred dollars shall only be made by direct authority of said board. All bills or claims for making repairs, or furnishing materials therefor after being approved by the inspector, shall be rendered to the said board by the parties who performed the work or furnished the materials used or to be used; and no bills or claims for repairs shall be paid unless the same shall have been made strictly according to the provisions and directions of this act. The inspector immediately after his appointment shall give a bond to the said board in the penal sum of two thousand dollars to be approved and held by the county collector, conditioned for the faithful performance of his duties.

6. All roads marked out or indicated as county roads on the map or maps mentioned in the first section of this act, shall be kept in repair by the local authorities of the cities, towns, townships or boroughs in and through which they extend, until such roads shall have been actually improved by the board of chosen freeholders of the county, as provided in this act; but in cases where part or said roads shall have been improved under this act only the unimproved part shall be kept in repair by such local authorities.

7. That all acts and parts of acts inconsistent with this act be and the same are hereby repealed, and that this act shall take effect immediately.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 178—Total 33—12,100.

BOSTON, Feb. 15, 1889.

CALIFORNIA DIVISION—6—416.

Los Angeles Wheelmen.

21341	Brockway, D. M.,	Los Angeles
21342	Chalafant, E. P., Box 762,	"
21343	Corey, Fred, care Wells, Fargo & Co.,	"
21344	Cowan, W. K., 221 S. Spring st.,	"
21345	Kirchner, Emil, 54 N. Spring st.,	"
21340	Logan, W. E., 23 West 3rd st.,	"
21347	Preston, S. A. J., 41 S. Spring st.,	"
21348	Tufts, Jno., 4 W. First st.,	"

Unattached.

21339	Ferris, Lieut. Frank O., U. S. Army,	Angel Island

COLORADO DIVISION—1—05.

Unattached.

21340	Wright, Frank H., 809 16th st.,	Denver

ILLINOIS DIVISION—2—707.

Acolus C. C.

21336	Crysler, Walter, 22 Mantene ct.,	Chicago

Unattached.

21337	Horn, Geo. E., 308 Honore st.,	Chicago

MAINE DIVISION—3—148.

Kennebec Ramblers.

21338	Reed, Lincoln,	Fairfield

Unattached.

21349	Gedney, Ernest L.,	Brunswick
21350	Pierce, Nathan H.,	"

MASSACHUSETTS DIVISION—1—1217.

New Bedford C. C.

21301	Connor, Charles F., Post Office,	New Bedford

MISSOURI DIVISION—1—303.

St. Louis Cycle Club.

21333	Pomarede, John R., 1114 St. Angeave.,	St. Louis

NEBRASKA DIVISION—5—95.

Omaha Wheel Club.

21350	Ebersole, J. S., 1302 Douglas,	Omaha
21357	Engle, C. M., 2820 Charles st.,	"
21358	Holton, L. E., Arlington Block,	"
21359	O'Reilly, H. G., 1st National Bank,	"
21360	Sams, Walter, 210 So. 15th st.,	"

NEW YORK DIVISION—3—249.

Unattached.

21351	Coad, J. F.,	Cuba
21352	Ingalls, Grant,	"
21353	Thompson, A. E.,	"

OHIO DIVISION—3—958.

Toledo C. C.

21335	Brown, Walter, care Keeler & Holcourt	Toledo

Unattached.

21332	Mulvane, Frank D.,	New Comerstown
21334	Vernon, T. A., 355 Lincoln ave.,	Salem

PENNSYLVANIA DIVISION—2—1487.

Unattached.

21302	Huet, Frank, 1725, No. 15th st.,	Philadelphia
21303	Schmidt, Wm. C., 716 Market st.,	"

TEXAS DIVISION—1—30.

San Antonio Wheelmen.

21304	Snodgras, T. E.,	San Antonia

UTAH—2—12.

Unattached.

21354	Caine, A. W.,	Salt Lake City
21355	Cushing, G. W.,	Salt Lake City

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152 Pearl street, Portland, Me.



NOVELTY WRENCH, Contains

Oil Can, Screw Driver, Wrench and Spoke Grip. Write for price list. HAZARD & TOWNSEND, Los Angeles, Cal. 210 Third st., bet. Fort and Hill.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

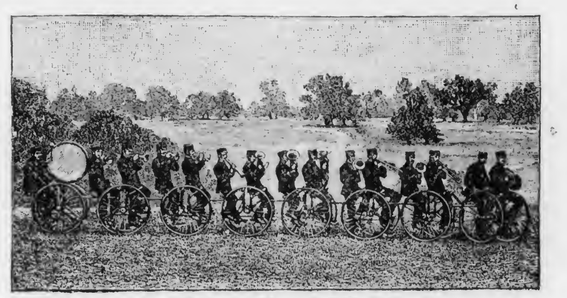
Successors to GEO. W. ROUSE & SON.



INGER CYCLES

VALUABLE NOVELTIES FOR 1889.

LARGEST MAKERS IN THE WORLD WITHOUT EXCEPTION.



(Singer's Mounted Band.)

Catalogues will be ready in a few days.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

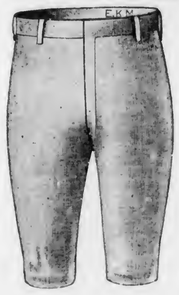
3 Winter Street, Boston, Mass.

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

We make a specialty of Bicycle Knit Suits, which are made to order and to your measure. Our goods are unequalled for comfort, durability and finish. Send for measurement blanks and try a suit.

TESTIMONIAL.

BUFFALO, N. Y., Jan. 26th, 1889.

Frank Fairbairn:

Dear Sir—Your knit goods have given me the most satisfaction of any bicycle clothing I have tried, the elastic fit giving such freedom to the limbs, and the durable qualities they have shown, make them most desirable. I could not go back to cloth goods, after these, with any comfort.

I shall wear them the coming summer, for business and pleasure, and wife says the old pair of breeches she cut down for my boy are the best wearing goods he has had yet; outlasted three pair of cloth ones already, and still going. I wore them two years myself. Yours, E. N. BOWEN.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

THE NEWEST STYLES OF THE BEST WHEELS ON THE MARKET

99
Star
Singer
Coventry
New Rapid
Machines
all on
hand
99



He Rode Against Time.

99
Star
Singer
Coventry
New Rapid
Machines
all on
hand
99

The only Riding School in Chicago.

Western Arms & Cartridge Co., 49 State Street, Chicago.

NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

THE CLARK CYCLE COMPANY,

340 N. Charles Street,

BALTIMORE.

Testimonials.

NEWPORT, R. I., Oct. 5, 1888.
H. B. SMITH MACHINE Co.

Dear Sirs—I gave that 39-inch Star Safety a good test Sunday, Nov. 30th, by riding 110 miles by way of Fall River and New Bedford, a very hilly and sandy road. I only made one forced dismount all day. Within 30 minutes after the machine was out of the crate I made 7 miles on our "Ocean Drive" in 26 minutes in a head wind, beating previous record by 31 seconds. I went to College Hill, Providence, on a borrowed 39-inch Star the day of the races, Sept. 25th, and beat the previous record of six times, and rode it 10 times without any trouble, and did not change the power hooks. I have not walked up any hill since I got my Safety. I think the 39-inch Star Safety goes as far ahead of the larger sizes of the Star, as the larger sizes (42, 45 and 48) go ahead of the "crank" for speed, comfort and safety on the road. In fact it is the best wheel I ever rode, and I have ridden everything from an ordinary with the backbone off, to a quadricycle. Yours truly,

W. VAN WAGONER.

Mohegan Lake School, PEEKSKILL, N.Y.
H. B. SMITH MACHINE Co.

Dear Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

PROVIDENCE, R. I., Sept. 19, 1888.
H. B. SMITH MACHINE Co.

Gentlemen—Your 1888 39-inch Star Safety is the finest road machine I ever placed my anatomy over. It not only has a habit of crawling to the top of the steepest hills, but racks old Father Time's bones in a most distressing manner, as he endeavors to keep pace with what must seem to him a flying shadow. As for its hill climbing powers, when I tell you that the hill climbing record you published in the "Mechanic," in which I was particularly interested, as I was a passenger at that time, was made by 125 pounds of skin and bones with wooden lungs, you will see that it was the machine and not the thing that rode it that took the record.

If you will notice the Providence *Journal* of Sept. 15, you will see that the Star Safety ran away again from me and made me break the hill record again Yours,

H. F. CAMPBELL.



THE NEW STAR, 39x24

WEST RANDOLPH, VT., Sept. 21, 1888.
H. B. SMITH MACHINE Co.

Dear Sirs—Inclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

For twelve years the Columbia cycles have been upon the market. **For twelve years** they have occupied a front rank position. **Twelve years** of statistics show that there are more Columbias in use in the United States than all other makes of high grade machines combined. **For twelve years** the Columbias have stood the test of the road and the path. **For twelve years** the best mechanical experts in America have been unanimous in their unsolicited statements that the Columbia machines are the **best made of cycles,** and reach as close to the mechanical perfection line as modern mechanical skill has been able to go. It is easy to make claims, and printed claims may be as thin as the ink which covers the paper. **The broad claim** made for the Columbia cycles is that they are in every respect the finest made, and the most durable machines which modern mechanical skill has produced, and this claim is backed by **twelve years** of experience and by the opinion of unprejudiced mechanical experts and the majority vote of American wheelmen. **The Columbia Catalogue** should be in the hands of every wheelman. It is free to everybody. POPE MFG. CO., Boston, New York, Chicago.

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

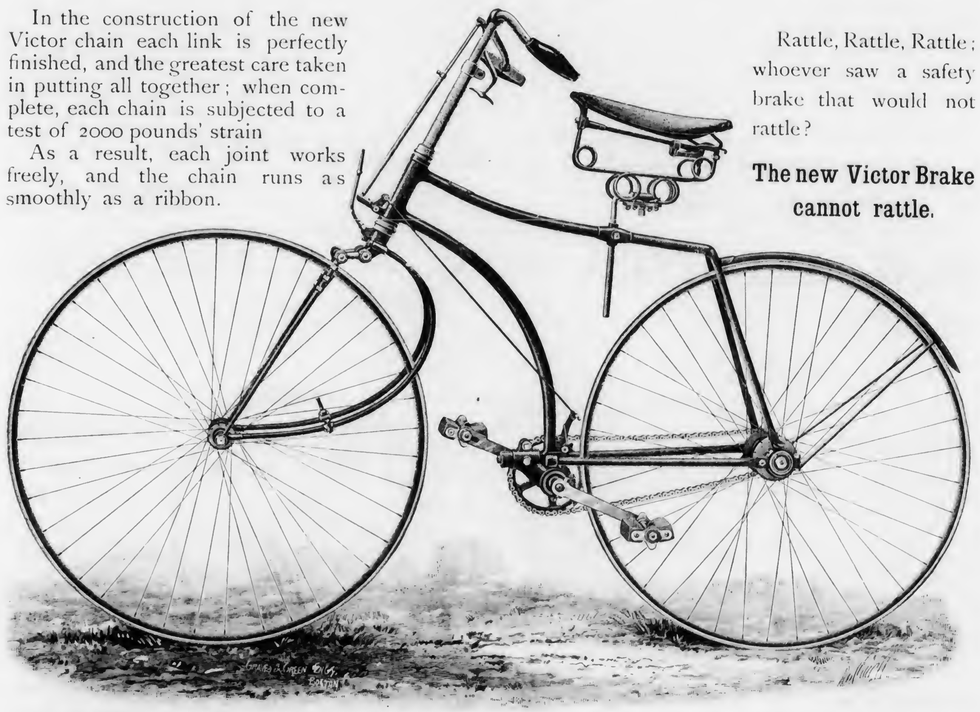
$1.00 a Year.
5 cents a copy.

BOSTON, 22 FEBRUARY, 1889.

Volume XVIII.
Number 17.

In the construction of the new Victor chain each link is perfectly finished, and the greatest care taken in putting all together; when complete, each chain is subjected to a test of 2000 pounds' strain

As a result, each joint works freely, and the chain runs as smoothly as a ribbon.



Rattle, Rattle, Rattle; whoever saw a safety brake that would not rattle?

The new Victor Brake cannot rattle.

The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

OVERMAN WHEEL CO., Makers, - - - BOSTON.

PREMIER POINTERS.

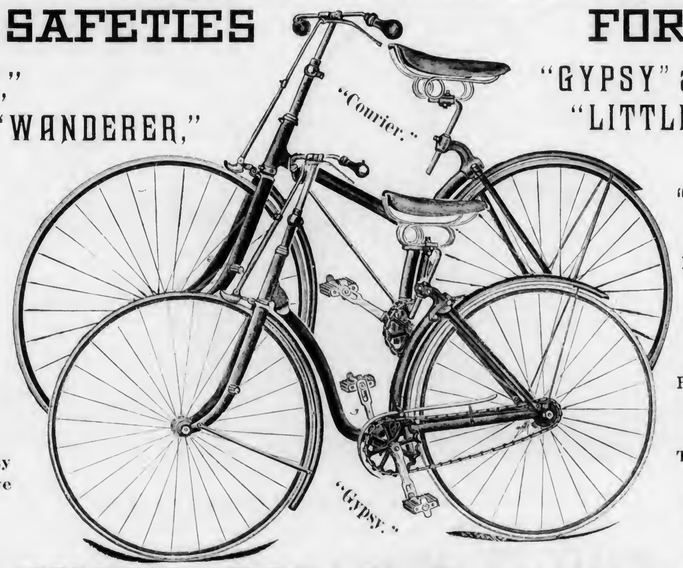
The proof of the pudding is in the eating. We are receiving the most conclusive testimony of the desirability of our Line of PREMIER SAFETIES from the hundreds of inquiries that pour in upon us, and the many advance orders we are booking. Take, for instance, our SPECIAL PREMIER SAFETY for Ladies and medium-weight me. Forty-six pounds; light in fact, not in name. Weldless steel tube and steel forgings throughout. Strong where strains come; light where superfluous metal adds only to weight. Graceful in outline and proportion. Compact, yet roomy for ladies' mounting. Patent-leather chain-guard, noiseless, elegant, efficient. Clean and concise. No experiments. Nothing to shake loose. $135. Truly, a perfect safety. If you will send us three green stamps we will mail you photographs of both the SPECIAL and TANDEM PREMIER SAFETIES. Next week we still tell you how good a Safety can be had for $100. If you are interested in using or selling Safety Cycles, we shall be glad to send full particulars of our machines.

LLEWELLYN H. JOHNSON,

401 and 403 Main Street, - - - ORANGE, N. J.

NEW SAFETIES FOR 1889.

"COURIER,"
"WANDERER,"
"GYPSY" and
"LITTLE JEWEL."



"COURIER,"
$75.00.
FOR MEN.

"Gypsy,"
$60.00.
For Ladies.

—o—

Don't buy a Safety until you have seen ours.

"WANDERER,"
$35.00.
FOR YOUTHS.

Little Jewel,"
$25.00.
For Boys & Girls.

—o—

They have all the latest improvements, and are unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.

SEND FOR FEBRUARY CATALOGUE.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

ZOOK, Lititz, Pa.,

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts.

FOR SALE—Two 54-inch Expert Columbias, $80 each. One 50-inch A Challenge, $50. One 50-inch '88 Columbia L. Roadster, $110. 50-inch A. Rudge Lt. Roadster, $75. 50-inch A. Premier, $90. Write for particulars. ALBERT C. PHILIPS, Wilmington, Dela.

WHEELS—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. I. A. WESTON & CO., Janesville, N. Y.

EUREKA HOME TRAINER and Bicycle Stand. Write for particulars. M. A. WOODBURY, Bradford, Pa.

WANTED—A CYCLE MECHANIC, who understands the business in all its branches, and who can take full charge of a large repair shop. Good wages, steady employment. THE CLARK CYCLE CO., Baltimore, Md.



L. A. W. BADGES,
For Gold Pins of the Official Design, send direct to
CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SALESMEN We wish a few men to sell our goods by sample to the wholesale and retail trade. Largest manufacturers in our line. Inclose 2-cent stamp. **Wages $3 Per Day.** Permanent position. No postals answered. Money advanced for wages, advertising, etc. Centennial Manufacturing Co., Cincinnati, Ohio.

Additional Agents Wanted

—FOR THE—

SPRINGFIELD ROADSTER

In the following Counties of Pennsylvania:

Wayne, Pike, Monroe, Northampton, Bucks, Montgomery, Delaware, Susquehanna, Lackawanna, Carbon, Lehigh, Berks, Chester, Bradford, Wyoming, Sullivan, Luzerne, Lebanon, Tioga, Lycoming, Columbia, Northumberland, Dauphin, York, Union, Centre, Snyder, Juniata, Perry, Cumberland, Adams and Mifflin.

And the following Counties of New Jersey:

Gloucester, Salem, Atlantic, Cape May, Burlington and Ocean. Address,

KIRK BROWN,
No. 18 So. Broad St., - - - Philadelphia,

Send for Catalogue of '89 wheels; the new Volante Rear-driver.



EXCELSIOR FLANGE and SKATE COMBINATION,

For All Kind Cycles.
Patented Oct. 2, 1888.

Superior to Toboggan, Roller or Ice Skating

Great Speed and Perfect Safety

—ON THE—

ROAD AND ICE.

OHIO CYCLE SUPPLY CO.,
NEW KNOXVILLE, O.

☞ Mention this paper. ☜



Bicycles, Tricycles, Tandems and Safeties.

SHOP WORN and SECOND-HAND.

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

Most Complete Repair Shop in the City.

SINGER & CO.,
6 and 8 Berkeley St.,
(Odd Fellows' Building,)
BOSTON, - - - MASS.

SEND POSTAL TO
HOWARD A. SMITH & CO.,
Newark, N. J., for their '89 Catalog. Old ist cancelled.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

FOR SALE—Victor Safety Bicycle, '88 pattern; perfect condition; new last June. "W. M. W.," 10 Halsey St., Brooklyn, N. Y.

FOR SALE—My 50-inch Rudge Light Roadster; balls all round; A1 condition; price, $90. Can be seen at 6 Berkeley St., Boston. J. W. BADGER.

BARGAIN—Swift Safety; new; '88 pattern; price $115. EDW. P. BURNHAM, Park St., Newton, Mass.

150 TICKETS, at $1 each, for a special built Humber Tandem, nearly new; wight 70 lbs.; hollow rims. To be drawn March 15th, 1889. E. S. DAYTON, 120 Quinnipiac st., Fair Haven, Conn. As there are a number of tickets remaining unsold the drawing has been postponed until March 15, when it will positively take place.

FOR SALE—50-inch Yale; in good condition. Apply D. F. B., 31 Milk St., Room 30, Boston.

52-INCH Expert Columbia; full nickel; balls all around; guaranteed in prime condition; price $70. L. R. ABBOTT, 352 Collins St., Hartford, Conn.

FOR SALE—Complete file of the L. A. W. Bulletin, from No. 1 to date; 5 volumes bound and remainder unbound; price, $7. Address W. F. MILLER, 442 Fulton St., Brooklyn, N. Y.

FOR SALE—A Veloce Columbia (Safety); cost, $160, with pedal cyclometer; only used six times. No reasonable offer refused. J. SCHULLINGER, 2380 55th St., New York City.

52-INCH American Rudge; balls all around; bearings and tires in good condition; price, $50. S. F. NICHOLS, 352 Collins St., Hartford, Ct.

FOR SALE—52-inch Special Star; '88 pattern; two-thirds nickel; rollers; patent foot brake; used but little; tires not worn; machine as good as new; cost, $120; best offer over $100 takes it. Reasons for selling—wish a smaller wheel. W. A. COBURN, West Brownsville, Pa.

FOR SALE—54 and 50-inch Experts, '88 pattern; full nickeled; balls all around; only ridden about 100 miles, and guaranteed first-class. Price $100 and $105. Address M. M. HEAD, Jefferson, Iowa.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

BICYCLE DEALERS

Send postal to CAMPBELL & CO., 33 Page street, Providence, R. I., for their big discounts on **Lustre Enamel.** Best enamel on the market.

Browning, King & Co.



406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each

The Springfield Roadster Bicycles

Hold the World's Records.

No. 1	Wheel, plain and cone-bearing, 50-inch,	$75
No. 2	" ball-bearing, 50-inch, - - -	100
No. 3	" plain and cone-bearing, 46-inch,	75
No. 4	" ball-bearing, 46-inch, - - -	100
No. 5	" ball-bearing, 50-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 6	Wheel, ball-bearing, 46-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - - -	115

Speed,

Safety,

1889
Catalogue Now Ready.
Sent Free.

Beauty,

Durability.

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, BOSTON, MASS.

Headers Impossible. **Best Hill-Climbers.**

NEW MAIL SAFETY.



WITH TRIGWELL BALL HEAD.

The advantages of Trigwell's Ball Head to the Ordinary is even surpassed in its application to a Safety (in fact it seem **Specially Designed** for a Safety), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady, and **obviates sensitive steering**, which fault all Safeties have had.

SPRING FRONT FORK,

preventing vibration—very easy and out of sight.

REAR AXLE BAND BRAKE,

the place for a brake—not fouled with mud as when near the tire.

Has PERFECTLY STRAIGHT FRONR FORK, giving steediness of running to front wheel.

Has TANGENT SPOKES, half-nickeled to intersections, giving a very handsome appearance.

Has STRENGTHENED BASE HOLLOW RIM.

Has KEYSTONE SADDLE, very easy, and specially fitted for a Safety, as it has no side or rocking motion, which is fatal to steadiness on a Safety.

Approved by R. H. Davis, the Champion Safety rider, and others, as the Best.

Rear Wheel 30 inches, front, 32 inches. Geared to 54 inches.

Price $135, with Ball Pedals.

Many orders already booked. We believe we have the BEST YET. All parts STEEL FORGINGS.

Send for illustrated Catalogue free. A fine photograph of the Ordinary or Safety for 10 cts. in stamps. Better get an Agency. Good Agents wanted for all our wheels in *every town*.

MANUFACTURERS.

WM. READ & SONS, - - 107 Washington Street, BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 22 FEBRUARY, 1889.

LEAGUE OFFICERS FOR 1889-90.

CHARLES H. LUSCOMB, of New York, President.
James R. Dunn, of Ohio, First Vice President.
Sanford Lawton, of Massachusetts, Second Vice President.
W. M. Brewster, of Missouri, Treasurer.

WE must ask the forbearance of several of our regular correspondents this week, in that the full report of the National Assembly meeting crowded out their letters.

BY the vote to credit and return to Divisions which have contributed sums to the National body, all excess over the fifteen cents per capita which said Division may have paid in, it will give Massachusetts the sum of about $150. Mr. Brewster on behalf of Missouri seemed to think that his Division would refuse to accept the rebate, and Mr. Cook on behalf of Rhode Island also stated that he believed his Division would be willing to let the matter of rebate pass. We believe that the idea of refunding any such excess is a just one and we were glad to see it prevail.

WE present to our readers this week a full report of the meeting of the National Assembly held in New York last Monday. It was a harmonious, business-like event, scarcely a ripple of excitement stirred the placid flow of the debate.

The election and choice of President, over which we opined there might arise a "sma', wee bit of a breeze," was accomplished in manner decorous to the last degree. The incoming President, Mr. Luscomb, impressed us as being a man eminently fitted to act as a presiding officer. His rulings and decisions were given quickly and correctly, and his method of dispatching business was refreshing to those who dislike drag. *En passant* we desire to commend the Credential Committee, of which Dr. Emery was the Chairman, for the manner in which that committee discharged its duties.

The report read by Mr. Luscomb, in which he deals with that celebrated circular incident, is a strong one, and will be read with the greatest interest by all the members, and especially those of the New York division. Mr. Luscomb takes the bull by the horns: h makes no *excuses*, but he does *explain*, and his explanation will no doubt throw an entirely different light on this matter, in the minds of those who condemned Mr. Luscomb's actions. We ourselves were among that number.

The assessment of fifteen cents per capita voted by the Assembly, has to a certain extent been compelled by the fact that the renewal date has been extended to April 30 this year. By this change the members get just so much more advantage out of the League. In other words, they get one year and four months' membership for the usual yearly fee. We therefore do not anticipate that there will be much, if any, objection to the assessment, as the amount is so small and the extending of time so proportionately large, that fair minded members can scarcely protest.

A CYCLE TRACK AND ATHLETIC GROUNDS FOR BOSTON.

THAT Boston is at last to have a cycle track and athletic grounds worthy of the hub of the cycle world, is now a settled thing. The idea has been a pet one of Col. Pope's for some time but now the idea has taken concrete form and so Col. A. A. Pope together with Henry D. Hyde, Asa P. Potter, G. T. W. Braman, Henry M. Whitney, Irving A. Evans, Samuel Brown, Isaac F. Burr, A. D. S. Bell, Colonel Greenleaf and others have bought lands and will go ahead. All are well known capitalists, and include in their number the controllers of the West End Land Co. Certainly the names of the promoters is a good guarantee that business is meant.

The site selected, covers an area of 1,000,000 square feet, and is situated but a very short distance from the terminal of the new Harvard bride, which is to connect Boston at the foot of West Chester Park with Cambridge at Front street. The property is bounded by Front street, Pacific street and Sidney street. The exact plans have not yet been decided on, but in general they will contain a half mile bicycle track, built on the most approved scientific principals, a running path will be laid out inside the half mile track. Inside this, a base ball ground will be laid out. Tennis grounds will also be a feature. The seating capacity of the grand stand will be about 15,000. Exact particulars and plans will be presented to our readers just as soon as the management have fully decided. It is the intention of the company to make these grounds the most complete and best equipped of any in the country, if not in the world. The location is handy to Bostonians and Cambridge people alike, and will be easy and quick of access by either horse cars or cycle. Success to the new venture!

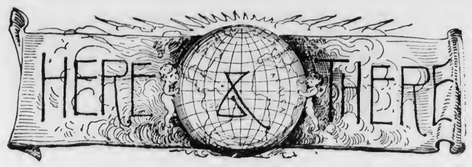
KANSAS CITY. "ERRATIC QUILL."

THE belated wayfarer this morning heard merry music issue from the United Wheelmen's club house, and it was music that made them stop and listen. Within the club house Herman Perlet, musical director of the Duff Opera Co., sat before the piano, while around it, mixed in with a score of cyclers, sat and sang six of the leading male members of the company. The boys, some thirty strong, had just been honoring the cycling musical director with a theatre party, and were now capping the pleasures of the evening by entertaining the aforesaid gentlemen at the club. That dry and good-natured comedian, Harry Brown (the Pasha, Prince Lorenzo, *et al.*), was there, and so was genial Will Rising (the impecunious European), Willet Seaman (the Beggar Student), Jacob Shopp, the Russian basso, Jas. Lackaye, and Chas. B. Stoughton. It was 2 A. M. before the party broke up, but those of our neighbors who were awakened from their slumber could hardly feel otherwise than pleased, as the general verdict was that the singers excelled their stage efforts of the preceding hours.

THE United Wheelmen are getting there with both feet. As an illustration I cite the fact that eight applications for membership have been filed during the past ten days. New members are coming in rapidly, and with hardly a solitary exception they are men of mature age and the best of social standing. In short, our membership is one that we are justly proud of.

OUR next ladies' reception will take place Thursday, March 7, and will outdo our last. The entire reception room will be canvassed hereafter, giving room for five "sets," queensware, etc., purchased, instead of hired, and various other details improved. These receptions are for members and their lady friends only.

AS to out-door sport—we've had it all winter. Captain Ellis calls a run for each Sunday, and almost every Sunday has brought sunshine, good roads, and a goodly delegation to enjoy them.



NEW YORK PICKINGS.

We were in New York on Monday and we picked up a few pointer as to what was going on. Among the things we heard that pleased us most was that E. J. Shriver through his complaints to the Park Commisioners has caused so much dissatisfaction with the way 72d street has been macadamized, that he has received a letter from them (the Park Commisioners) asking him to take a hand in the construction of the remainder of it, and to see that it is properly contructed. This is a big victory and should be made much of.

The New York Bicycle Club are very much alive, if we are to judge by the above and the following little scraps of news we gleaned relating to that club. It sent its president, E. J. Shriver, to Albany, on Tuesday, 12th inst. to appear before the Committee on Banks to protest in the name of the N. Y. B. C. against the repeal of the half holiday law. No other wheelmen or association appeared to protest. This same club has also authorized its president to appear before the Committee on Cities, favoring the passage of the bill to pave the Boulevard with asphalt.

"I won't go to bed until I get that $500"; thus quoth the wrathful Lottie Stanley, the winner of the woman's race held at Madison Square Garden, New York, last week and Lottie was very mad when she said it. The plucky little *cyclienne* avers that manager Troy promised to pay her $500 if she won the race and in order to get the prize she rode "all out" and to the bitter end. On the other hand manager Troy said he had a contract with Stanley to ride for a salary of $25 per week. Stanley retorts that Troy broke that contract any way, and that the offer of $500 to the winner was made and she proposed to have the ducats. She would not be put off with a "no" and so after a prolonged session commencing Sunday night and ending Monday at four o'clock in the morning, manager Troy capitulated to the stormy, tearful, persistent little Lottie and he promised to pay her the $500, and so Lottie went to bed.

One of the most pleasant incidents of our trip to New York was the meeting and renewing the acquaintance of Louis Harrison ex-Captain of the Boston Club an ex-Editor of the World. In response to an invitation in company with C. S. Howard and W. I. Harris we took dinner with Mr. Harrison on Monday evening and the few hours we spent with him were all too short in which mutually to recount the history of the past, since Mr. Harrison left the sombre town of Boston, for the glittering capital of the world. Personally we found him just the same jolly good natured brilliant fellow that we bid goodbye to many moons agone; a trifle more flesh to the square inch than he used to carry perhaps, but he was the same "good old Louis" as in the days of yore.

In our exuberance of good feeling we came near putting our foot in it when we were about to ask Prial, "how is your circulation old fellow?" As it was only our intention to ask after the condition of his health, it would have been awkward under the circumstances if we had put it *that* way; wouldn't it?.

Prial was "werry" glad he did not referee the female cycle race.

W. I. Harris and wife ride a tandem.

NEW YORK AND NEW JERSEY.

"JONAH."

As the spring riding season looms up on the horizon the road scorchers in the clubs are beginning to realize that the interment of the famous Alphabetical Association was unwisely premature. The regret is pretty generally expressed that it was not at least allowed to continue in name, until some big head arose from the cycling wiseacres to suggest some plan whereby the competitions for the cup, that produced the greatest road races the country ever saw, might be continued into indefinite futurity. But now the cup has been deeded *in fee* forever to the Kings County Wheelmen, and future contests, if there be any, must be run under a new association. There is an urgent demand that such an organization be started immediately. Will not some one now move to reconsider my motion made in other columns, some time shortly before the obsequies of last fall, that one of two plans be adopted? Either let there be a convention of clubs called and a national association formed, with championship meetings spring and fall in various convenient districts of the country; or let the clubs hereabouts form a new organization, purchase a trophy, and throw open the contests to teams from all athletic and bicycle clubs, a good round entrance fee being charged to defray expenses. It need cost the organizers nothing, for I am sure the dealers could be induced to put up the trophy. As to competitors there need be no fear, for with all the clubs in the country to draw from and the strong teams now in existence in the athletic clubs hereabouts the K. C. W. would not have to go out into the highways and hedges to hunt up toemen worthy of their steel. Are there no enthusiasts to start the ball rolling?

For once a professional bicycle race has been made to pay in New York. Even though the exterior attractions of femininity and beauty have had to be added, the success speaks well for the growing interest in the wheel. The wheelmen patronized the race well, the Manhattan and Kings County boys being prominent as "boomers."

A sturdy little lump of flesh on a rowing machine has been attracting crowds to Spalding's window on Broadway for a fortnight. Four hours, or more, a day of hard sliding and pulling, are putting Fred Coningsby, the midget conquerer of Eagle Rock, in great shape for some early tussle with that famous hill.

All the dealers are in high good humor over the season's prospects. The safety craze, which has attacked this neighborhood in a violent form, will be their bonanza. Said the manager of one of the big firms, also a prominent rider, to me the other day: "I shall have to take to my light roadster again. If some of the old riders are not seen on ordinaries we shall have no more sale of them. I am calculating to sell three safeties to every ordinary this year."

The Wheelmen's Bowling League was an excellent idea, and has done much to promote the fraternal relations between the clubs. Comparatively low scores and even inexcusable absenteeism in several instances should not discourage. Novices are never experts and can't expect to be. Let the cycling bowlers persevere, and in a season or two they will have a League that will produce as big records and arouse as much public interest as the famous one of the amateur athletes. Hudson County should prove winners, as they had the advantages of a draft from the Palma and Jersey City teams of the Athletic League.

PORKOPOLIS NOTES.

"STAR."

So your Pennsylvania correspondent rejoices that I have been "sat upon" by the New Haven man, does he? Ah, "Ariel," how unkind! A cap is for utility and not for show? Then why not get a jockey cap and be done with it? You would then have utility with a big U, and no mistake. The claim that the League cap affords more protection to the eyes than one with a straight visor is a mistake, and will not hold good. The straight visor is objected to on the ground that such caps are worn by messengers and horse-car drivers; but isn't the drop visor cap worn by brewery employees, members of that "Leedle German Band," and the recent immigrant from "Vaterland?" You pays your money and you takes your choice. The cry of "utility" reminds one of the time when certain of our wheelmen were wont to ride up and down Race street with nothing on above their waists but dilapitated cotton undershirts. They were going in for utility with a vengeance. Because the employees of certain corporations wear caps that look like stew pans is no reason for objecting to a properly shaped cap with a straight visor. The C. B. C. have a large photo. of President Kirkpatrick to which they point with pride, and on his head is a cap with a straight visor, and his election to the office he now holds was no doubt due in a large measure, to the stylish and commanding appearance it gave him.

Why should wheelmen regret the burning of a brewery in St. Louis? There are unfortunately too many of them left as it is.

The sadly Maim-ed Piper seems to have recovered from Cupid's wound, for almost every day he may be seen riding an ordinary on the asphalt streets.

A number of our local wheelmen took advantage of the delightful weather on the first and second Sundays of this month and took runs to Clifton, Walnut Hills, Linwood, and other places.

In order to insure promptness in the attendance on club runs, the C. B. C. intend, during the coming season, to compel each tardy member to wear a League cap for a day. They believe this will prove an effectual remedy for irritating delays.

After spending two years in investigating the merits of the different types and makes of machines, Charley Allen, much to the surprise of every one, has finally purchased a safety. It is so light, he says, that he can lift it with one finger. Dr. Green and Mr. Bennett had better look to their laurels, for Charley says he intends to do some lively road riding during the coming season.

On Saturday, Feb. 16, the silvery tongued Marqua participated in an amateur minstrel performance on Price Hill. Twenty-seven of the C. B. C. were there in a group near the front, and just as he finished singing "I Believe it, for my Mother Told me so," they sent up by the usher, an elegant plush case, and when Sweet William opened it and saw the golden axe embedded in the folds of satin, he exclaimed, "Oh, Hel-en," and his blushes could be seen in spite of the burnt cork.

NEWS AND COMMENT.

The *Cyclist* takes exception to our asking for further particulars in regard to that alleged record of 2.18 1-3 on a Triplet. We have before us the *Cyclist* containing the *bare* announcement, and stating that full particulars would appear in the following issue. Nothing further *was* said, and so we still hunger for facts as to whether the performance was "Ah Fongish" in its nature.

Luscomb is elected and we still live.

Keep your weather eye out for the issue of March 8th.

We hear that J. Purvis-Bruce is en route for America.

Louis Harrison is found. See our New York "Pickings."

Mr. Kirk Brown, of Philadelphia, was in Boston and paid us a visit last Tuesday.

Mr. Hall of the Coventry Machinist Co. sailed from England for Boston last Saturday.

Now that election is over just bear in mind that we shall issue a big paper in March sometime.

The ball given by the Biddeford and Saco (Me.) cyclists last week Wednesday was one of the most brilliant affairs ever given in that State.

The clubs of Fall River, Taunton, New Bedford and North Attleboro' have formed a racing association. The first meet will be held on Decoration Day.

Lottie Stanley covered 624 miles 2 laps at Madison Square Garden last week. Von Blumen came next, but 32 miles behind. Armaindo wasn't in it.

There were 79,365 visitors to the Stanley Show. Over 1000 machines were exhibited, 30,000 square feet were occupied and it took three miles of red cloth to cover the stands.

The Kentons of Covington, Ky., have a real skeleton as one of the ornaments [?] of their new club rooms. The skeleton was found there in a closet when the club took possession.

The Cambridgeport (Mass.) Club had a donation party last Thursday. The lady friends were invited, and the club was the recipient of many handsome presents from its fair friends.

A Lowell, Mass., exchange thus comments: "Though the distaff has been superseded by modern machinery, the bicycle race for ladies shows that women retain their ancestral affection for the wheel."

History repeats itself. The papers (of New York this time) are discussing the question as to which is correct, cycler or cyclist and so the musty chestnut becomes a live question once again. Will some one shoot it?

To Colonel Pope and other enterprising gentlemen connected with the West End Land Co. will Boston cyclists and athletes be indebted for the possession of a splendid track and superbly appointed athletic grounds.

Mr. John B. Seward, "of Boston," rather took the meeting by storm in New York last week, by his protest and correction as to the use of the words "trousers," "knee breeches" and "pants!" as applied to the leg gear of the cyclist.

Mr. Isaac B. Chase, of Portland, Me., had the honor of being the first to introduce the bicycle to the inhabitants of Guadeloupe, W. I. When Mr. Chase and his bike appeared all the inhabitants of that district just took a day off to see him ride.

Racing in Omaho is booming. In a race of 50 miles between Senator Morgan and Charles Ashinger, the latter won. Morgan had a bad fall. Among the future fixtures the "lady" bicyclists are booked, and also a race between cowboy bicyclists. Jack Prince is a large bow-wow, in Omaha nowadays.

The California Road-racing Association is composed of eight wheel clubs, one each from Oakland, Stockton, Los Angeles, Pasadena and San Jose and three in San Francisco. During the present month the members of the different clubs will select delegates, who will form the association for 1889 and elect their own officers.

Mr. Walter Collins, President of the Star Club of Cleveland, Ohio, writes us, "I see by last weeks World that the Star Wheel Club of Cleveland, O., have disbanded. Please correct, and say that a meeting was held to discuss the question, but by an almost unanimous vote concluded to continue the organization. We will still "twinkle." I think the report emanated from some one maliciously inclined."

C. H. Plumb, of 908 Pennsylvania avenue, Washington, writes us as follows: "On inauguration day, 4th March, we shall have a stand in front of our place eleven feet above the ground (back seats raised) seating about twenty-five people, with no trees to obstruct the view in front, and all conveniences. We are just midway between the Capitol and Treasury, and can guarantee entire satisfaction. Seats will be $2." For further particulars address Mr. Plumb.

The introduction of the vices of "civilization" among the savages has always been a source of regret to the humanitarian, but the very acme of refined cruelty is reached if the following item is true: "Thomas Stevens, the bicyclist, who has gone to Central Africa, takes two dozen Waterbury watches with him to present to the chiefs." Mr. Stevens was always prolific in expedients, and we can imagine the machialvelianism which suggested the scheme of giving a Waterbury to a troublesome and war-like chief, and allowing him to expend his energy and exhaust his physique by winding this modern instrument of torture.

W. WINDLE ON THE LOAFING QUESTION AND ITS REMEDY.

We took occasion to write Mr. W. Windle, asking for his opinion on the matter of loafing, and how to prevent the same. Mr. Windle's reply is brief and to the point. Handicapping seems to be the panacea for the existing evil from Mr. Windle's standpoint, and we agree with him, but we must differ with him in that it is necessary to have a racing man to do the handicapping. The element of prejudice and self-advancement might enter too largely into the racing man's judgment to be entirely safe. The best hadicappers of England are by no means the most prominent racing men:

Editor Bicycling World: Yours of the 4th at hand. I don't believe that loafing can be prevented in a scratch race. To get fast time, managers should have handicap races, give very good prizes, and have some one that knows how to do the handicapping. I don't believe that any one but a racing man can make proper handicaps—one that has raced with the men, and he knows invariably just about what condition they are in and how fast they can ride. Time limit races are not a success in my opinion. Yours truly, W. Windle.

Millbury, Mass., Feb. 5, 1889.

ANNUAL MEETING OF THE LEAGUE OF AMERICAN WHEELMEN,

HELD AT GRAND UNION HOTEL, NEW YORK, FEB. 18, 1889.

The corridors of the Grand Union Hotel were filled with cyclers on Monday A. M. from all parts of the country. No sooner did a delegate or member present himself at headquarters for the first time, than he was the especial mark of attention from the hands of "managers" of the two candidates. The attention was intensified when the said delegate was known to carry in his "inside pocket" a good fat package of proxies.

A sharp and careful canvas showed that Luscomb had a clear lead of from 20 to 30 votes unless something unexpected turned up to switch the vote over to the Pennsylvania candidate. Mr. Jessup's friends claimed that they could count as certain 35 votes, and that there were others that were uncertain which they hoped to be able to scoop. There is no doubt but that a good many delegates went on to New York with a decided leaning towards Mr. Jessup, but the arguments advanced by the other side evidently proved too potent, and a final canvas on Monday just before the meeting convened, showed that Mr. Jessup was losing ground.

At 10.30 President Kirkpatrick called the meeting to order and read the following report:

PRESIDENT'S REPORT.

To the National Assembly L. A. W.: As President of your organization for the past two terms, and in closing my administration I beg leave to submit the following:

I congratulate you and the League at large upon the harmony and peace which has prevailed, and upon the quiet and effective work that has been done. This result has been attained largely through the adoption by the recent administration of what is known as the cabinet method of administering our affairs, by which is meant that as President I have undertaken no important measure without first seeking the advice and opinions of the Secretary, Treasurer, my associates in the Executive Committee, and the Chairmen of the national committees. This has resulted in greatly improved plans, in a community of interest, and in thorough har-

mony in all our work. This plan has, in my opinion, proven a great success, and I heartily recommend it to him, whom, you in your judgment, may elect to succeed me.

We have been criticised somewhat from time to time with that ancient query, What has the League done? On this point I ask you to remember that two years ago the organization came to us heavily in debt, with the *Bulletin* a regularly losing venture. From that day until this the great point of concern has been to so husband our resources and income as to make ends meet. The League has not done much in the way of new and progressive work, simply because we have not seen the time during the past two years when we felt we had a single dollar to spare. Much might have been and much would have been done, had we had the money necessary for such work. We call attention to the fact that a year ago an arrangement was affected that secures to the League all the necessary features of the *Bulletin* to every member not only without cost to the organization but actually at a small profit; and this contract was recently renewed for three years, with certain changes of advantage to the League.

During the time mentioned a new Constitution has been evolved and adopted—a work of no small magnitude. New By-Laws, in accordance therewith, are present at this meeting, prepared by a special committee, which By-Laws will come before you for adoption. This work has taken much time and thought, and in view of the unsettled state of affairs naturally growing out of this change, but little other new work could have been undertaken.

For the future I desire to call your attention to the fact that a change in the date of renewals has left the organization a period of four months without any income. An appeal was made last March by the Executive Committee, asking for voluntary contributions from all the divisions to provide the means for running the national organization during this intervening period. Scarcely any attention was paid to this request. Recently our Treasurer has made a similar appeal, with but slight returns. The national organization must have the means with which to meet its necessary expenses, between January 1 and May 1, 1889, and I suggest and urge that this National Assembly at this meeting levy an assessment of at least fifteen cents per member upon all the divisions, allowing such divisions as have made contributions a credit upon their assessment to the amount of said contribution.

In retiring I have to thank the members of the Board of Officers, the members of this Assembly, and through you the membership at large for the very kind and cordial treatment I have received at their hands. My term of office has been to me a pleasant one, and to your forbearance with my mistakes and your kind approval of what I have been able through my co-workers to accomplish, I have to attribute this pleasure. To my associates in office and in the committees, I have to say, sincerely, I thank you for your assistance, your labor, your criticism and your cordial support. You have been to me a source of strength at all times, and to you, far more than to me belongs any credit that may be due my administration. I wish you all God speed, feeling assured that if the same friendly, hearty spirit of co-operation is accorded my successors, the League will come to be the foremost athletic association of the world.

Respectfully submitted, T. J. KIRKPATRICK.

New York, Feb. 18, 1889.

The roll call and the report of the credential Committee showed the following members present and the number of votes each was entitled to cast by virtue of his office and by virtue of the proxies he held. The names of members present and the votes they cast were:

Gibson, J. W. (3); Larom, C. E. (2); Brockway, C. L. (2); Atwater, Geo. S. (5); Oliver, Edwin (3); Dow, Geo. E. (2); Mott, Albert (4); Emery, Wm. H. (2); Robinson, Arthur W. (1); Seward, John B. (1); Howard, Chas S. (2); Lawton, Sanford (1); Perkins, Geo. A. (1); Brewster, W. M. (5); Cooley, J. H. (3); Brown, G. Carleton (1); Pennell, Geo. C. (1); Bidwell, Geo. R. (1); Bull, W. Sheldon (4); Butler, Chas. S. (1); Luscomb, Chas. H. (1); Share, W. W. (2); Dakin, Geo. (1); De Graaf, W. H. (1); Adriance, L. Reynolds (1); Graves, Fred B. (1); Jones, Gerry (1); Kirkpatrick, T. J. (6); Dunn, James R. (1); Jessup, Geo. A. (5); Trimmer, D. K. (2); Holly, C. B. (1); Van Nort, John J. (2); Brown, Kirk (3); Davol, Chas. S. (5); Perkins, Howard L. (1); Cooke, Geo. L. (1). 36 present, 44 Proxy.

The nominations were then in order and Mr. Geo. R. Bidwell presented the name of Mr. Charles H. Luscomb of New York. Another nomination was then made by Mr. D. K. Trimmer, and he in fitting words presented the name of Mr. George A. Jessup of Scranton, Pa. Mr. Brewster, on behalf of the Missouri Division, seconded the nomination of Mr. Luscomb, and Mr. Oliver, on behalf of the Illinois Division, seconded the nomination of Mr. Jessup. The meeting then proceeded to ballot.

The tellers, Dr. G. Carleton Brown of New Jersey, and John J. Van Nort of Pennsylvania, reported 58 votes for C. H. Luscomb and 20 votes for George A. Jessup. The Chairman then reported Mr. C. H. Luscomb elected President of the League of American Wheelmen.

President Luscomb then took the chair, and in a few terse words thanked the assembly for the honor conferred, and at once proceeded to push the work. Nominations for First Vice President were declared as the next in order of business.

Mr. Geo. S. Atwater nominated James R. Dunn, of Ohio, for First Vice President of the League.

Mr. Kirkpatrick seconded this nomination. The meeting then voted to cast one vote for Mr. Dunn. This was ordered and Mr. Dunn was declared elected.

Dr. Emery, of Massachusetts, nominated for Second Vice President, Sanford Lawton, of Massachusetts. Dr. Brown, of New Jersey, seconded the nomination, and one vote being cast by the Secretary, Sanford Lawton was declared elected to the office of Second Vice President.

Geo. E. Dow nominated W. M. Brewster for the office of Treasurer. Edwin Oliver seconded the nomination, and the Secretary cast one vote for Mr. Brewster, who was declared elected to the office of Treasurer.

The following reports were then read:

SECRETARY'S REPORT.

11948 names were on the roll of the League on the first day of January last, and to-day we have 12,100 members. Again has the organization scored a "best on record," and once more we have raised the mark at which we must aim in order to preserve our reputation for always moving forward. New York still remains the "Banner State," and she has now a membership as large as that held by the National Organization in its third year of existence.

The ten largest divisions of the Leagues have risen and fallen in the past two years as shown by the following tables:

1887.		1888.	
New York	2317	New York	2467
Pennsylvania	1730	Pennsylvania	1476
Massachusetts	1328	Massachusetts	1236
Ohio	940	Ohio	946
New Jersey	865	Illinois	756
Connecticut	642	New Jersey	742
Illinois	635	Connecticut	471
Missouri	368	Maryland	465
California	344	California	401
Maryland	289	Missouri	361
PERCENTAGE.			
Maryland	.160	Missouri	.0980
Illinois	.119	Massachusetts	.0930
California	.112	New Jersey	.0857
New York	.106	Pennsylvania	.0853
Ohio	.100	Connecticut	.0733

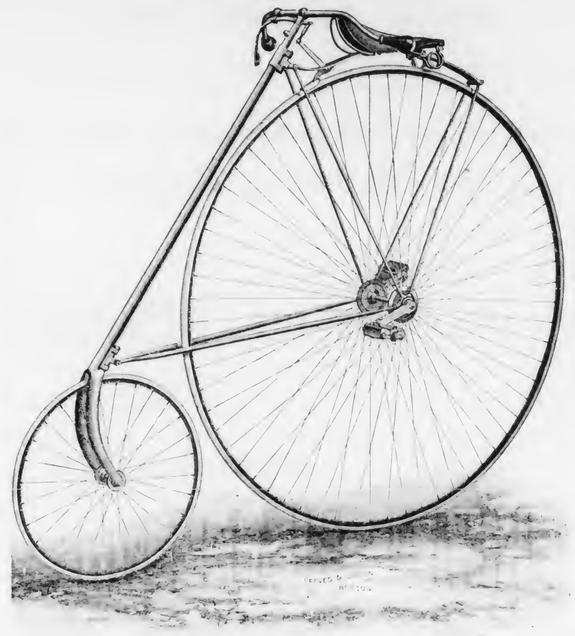
The tables speak for themselves, and tell the tale of those divisions which have gone forward and those which have fallen behind. The financial condition of the League is always an interesting one, and especially so is it when the important question of cheerful solvency or gloomy insolvency is hanging in the balance. On the first of January the League was able to pay every dollar it owed by using its quick cash assetts only, and to-day our entire assets exceed our liabilities though we have hardly cash resources enough to meet all our bills, should we be called upon to pay them at once.

On the first of February the Secretary owed to the divisions the sum of $995.33. To meet this liability, he had $467.19 in cash on hand, and $225.00 in claims on call, and this together with the $300.00 due March 1st from the BICYCLING WORLD Co., making $992.19, will very nearly pay the obligation, leaving only the deficit of February to be met. The four extension months through which we are now struggling are not very productive ones, and our expenses by far exceed our income. Our entire income for January was $38.60, and that for the present month will be even less. A deficit at the end of the financial year is inevitable, and the income for 1889-90 must be encroached upon unless the Assembly, in its wisdom, provides for the extinguishment of our debt in some other way.

During the year 1888, there was received for initiation fees and dues the sum of $14,610.50, and of this $7851.00 came from the 7851 renewals, and $6759.50 was paid in by the 4049 new members. Of the sum received, $6427.16 was credited to the divisions, and $8183.34 was the Treasurer's share. Under the new system of apportionment, provided we duplicate our membership record, the sum of $8660.50 will go to the divisions and $5950.00 will go to the Treasurer. Or if the Assembly shall vote to make but one division of dues, charging the entire dues for six months and half dues for

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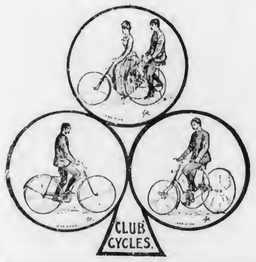
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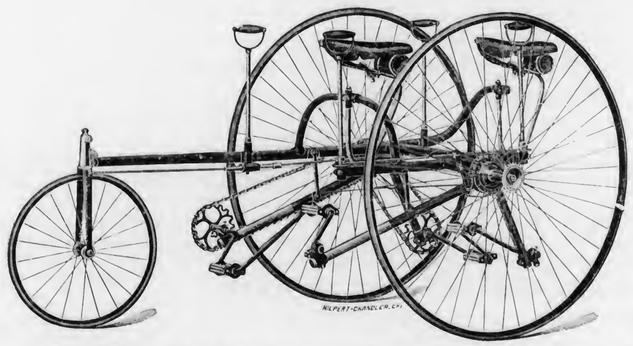
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the remainder of the year, the Divisions will gain about $500.00. The expenses of the Secretary's office for 1887 were $5687.96; for the past year the expenses were $3152.16. At the beginning of the year, the Secretary charged off $1556.81 loss on *Bulletin*. During the year cash to the amount of $1868 60 has been sent to the Treasurer. The card case account has shown a profit of $181.20 and there are 125 card cases now on hand.

During the year that has past we have done not a little in the way of moulding and manufacturing public opinion in favor of improved roadways. The little pamphlet issued by the Secretary has been circulated in every State in the Union. In many cases these have been sent to members of the Legislative Assemblies, to Town Committees and to Highway Surveyors. Interested wheelmen have secured the publication of the contents of this pamphlet in very many local newspapers. For such a pamphlet there had been an eager demand, and it seems to have done a good work in making not only the people but men in high position talk of highway improvement. The Secretary has had in mind the publication of several other documents relating to road improvements. The Massachusetts Agricultural College has just had prepared a very valuable essay on road making, and it will be published in its annual report soon to be issued. The President of the college and the author have written the Secretary that the League may use this essay, and have copies printed from the original type before it is thrown down. All such work as this rightfully belongs to the Committee on Highways, but a portion of the expense should be borne by the divisions that obtain the advantages which may accrue.

Some plan should be adopted whereby the road work can be superintended by the National Committee, for one central committee can work much more effectively than can a dozen or more different State committees, and at very much less expense. Economy of money in this cause at this time would be a mistake, and if there is one among us who is more of a hustler than another, he is the man for the important work. The hotel system of the League needs, and should have, improvement. Some plan should be devised whereby privileges obtained by League officials should go to League members only. As it is now, hotels give discounts to wheelmen indiscriminately, for the average hotel clerk seldom asks for the ticket. A list of hotels throughout the country should be issued by the Secretary for the benefit of the members. To do this would require a large outlay of money for printing and postage, but your Secretary is now in communication with a publishing firm that will probably issue a complete list of this kind, and distribute it free of cost to League members, getting return for its work from advertising patronage. And while the hotel system is under consideration, measures should be taken to check hoodlumism at hotels, which bids fair to assume proportions that will discredit wheelmen and the League in the minds of the non-wheeling public. A special committee on hotel work would find much to occupy its attention.

There is a distressingly long-felt want for some provision whereby a member can be transferred from one division to another. "A" joins the League from Ohio and the next month he moves to Indiana. Under the present rules he is disfranchised, for he cannot vote in his new home nor can he count on a quota of the division to which he has originally been attached. His division has received the dividend on his dues, and it seems unfair that the new division to which he has contributed nothing should extend such special privileges as the gift of road books, etc., which they have to pay cash for. And yet the League loses many workers in this way. In several cases enthusiastic members have gone from one State to another, eager to continue League work, but they find their hands tied by the rules, and they have to wait till the whirligig of time brings round another year. It would seem an easy matter to institute some such system as obtains in the charity laws common to many States. A person who gains a settlement in one town may receive aid from another town, and the town which extends the aid has for the sum expended a legal claim upon the town in which the settlement has been gained. Some such scheme as this would be of great advantage to the League in many ways.

Next year the League will pass an important mile stone in its history, and it is not too early to give our thoughts to a celebration befitting the tenth anniversary of our organization.

While we do not believe in a frequent renumbering of members we think it will be well to fill up the gaps in our numerical list at least once in ten years, and we will recommend that the numbers be closed up and the new numbers given out next year. We have now in use only 12,000 out of 21,000 numbers.

There are upon the rolls forty-eight life members. The Constitution now in force knows no such kind of membership, and the number cannot be increased. Can it and should it be decreased?

Several of the life members have expressed a desire to withdraw from the list and enter upon the annual list. The fees from these members are now locked up in a reserve fund, and this body alone has the power to turn the key. It may not be well to take any action to force members from this list, but if they desire to retire from it they should be accommodated.

The Secretary wishes to impress upon the State officials the importance of keeping headquarters posted regarding what is going on in their respective divisions. Constant inquiries come to the office, and if the Secretary is to be a reservoir of information he must be kept full. Scores of letters from officials, from State Senators and Representatives, have been received, requesting copies of road bills said to be before State Legislatures, but much writing on our part has been of no avail, and we have been unable to get a sample road bill until, by courtesy of Vice Consul Brown, the New Jersey bill was received last week, and duly published. We can believe that this bill will be well studied, for just such a standard fills the traditional long-felt want.

During the year the Secretary has received very many letters, which he has answered to the very best of his ability, or referred to others for answer, and he finds that the work of the office does not decrease with the increase of members, and that leisure moments are like angels' visits, even in these days when wheels are bathed in vaseline, and wheelmen do no pedalling.

TREASURER'S REPORT.

To the President and Board of Officers of the L. A. W.: I beg leave to submit herewith, for your information, the following report of the transactions of the Treasurer's office, since the date of my last report, viz:

Balance on hand, - - - - -	$588.05	
Received from the Secretary, - -	600.00	
Received from the Ohio Division, -	100.00	
Total, - - - - - -	$1288.05	$1288.05
I have paid out on warrants duly approved by the Executive Committee, - - - - - - - -		952.05
Balance on hand Feb. 18th, - - - - -		$336.00

The "Permanent Fund" obtained from life memberships is deposited in the Continental Bank of St. Louis, as a time deposit, and is drawing four per cent. interest per annum. The fund now amounts to $301.00. Very respectfully, W. M. BREWSTER,
St. Louis, Feb. 18th, 1889. Treasurer.

EXECUTIVE COMMITTEE'S REPORT.

To the National Assembly, L. A. W.: The undersigned, the Executive Committee for the past term have to report that but few matters outside of routine work has been referred to us.

One matter, however, has come before us of considerable importance. We have succeeded in renewing the contract with the BICYCLING WORLD CO.—the provisions of which contract are familiar to you—for a period of three years, upon the same terms as during the past year, with certain changes rendering some details still more advantageous to the League. We congratulate you upon this renewal, knowing the excellent satisfaction which the WORLD-BULLETIN has given the membership the past year.

Respectfully submitted. T. J. KIRKPATRICK.
New York, Feb. 18, 1889. W. S. BULL.

RIGHTS AND PRIVILEGES COMMITTEE.

To the National Assembly L. A. W.: Gentlemen—The Committee on Rights and Privileges reports that since the last annual meeting numerous questions involving the rights of wheelmen have been presented for attention and advice.

That in several sections of the country, particularly in Illinois, Minnesota and Pennsylvania, the committee has been called upon for information, where attempts have been made to interfere by ordinance with the free use of the streets by wheelmen.

In all such cases the committee has at once responded, furnished all necessary information and stood ready to take an active part in the case, should it be desired or required. There have also been brought to the attention of the committee several cases of assault upon wheelmen, while riding on the public highways, and in answer, the committee has forwarded advice as to the proper method of procedure, with precedents and authorities.

Early in the year, your committee caused to be prepared and printed, a small pamphlet containing much useful and important information, stating the rights of wheelmen upon the public highways and parks, and giving citations and opinions from judicial decisions in various parts of the country. Copies of this pamphlet can be obtained at any time from this committee or from the Secretary, and it is believed that its compilation will prove of value to wheelmen in their contests with hostile authorities, and with drivers and horsemen who have not yet learned that the bicycle has become a power in the land.

Your committee has also been called upon to pass upon several questions of construction of our laws, both as to the selection of delegates to the National Assembly and the election of State officials, caused by the transition stage of our organization and the absence of a complete and harmonious code of By-Laws.

There is not, at present, any important litigation in which the national organization is engaged.

It is recommended to the National Assembly that steps be taken, as early as practical and politic, looking toward the presentation of bills defining the rights of wheelmen and the legal status of the bicycle and tricycle, by statute, in every State where the wheeling interest is sufficiently strong to warrant it, and in this work the active aid and assistance of the national organization should be expended and its influence concentrated.

This recommendation is made from the experience of the Chairman of the committee in New York State affairs, arising out of and in connection with the "Liberty Bill," which passed the Legislature and became a law last spring.

At the time of the earnest and combined effort made by the wheelmen, when the fate of that measure was in grave doubt before the Governor, the Chairman of this committee did not hesitate to throw all the influence of the national organization in favor of that bill. With Chief Consul Bidwell of New York, the Chairman of the State Committee, and ex-President Charles E. Pratt, of Massachusetts, the Chairman of this committee attended at Albany and rendered all the aid and assistance possible to secure the signal advantage the signature of the bill would bring to the general cause of wheeling.

The question was close to an unusual degree, and every argument possible was brought to bear upon the Executive of New York State.

While in the Governor's hands, efforts were made through all those who were supposed to be influential with him, to induce him to see the importance of the bill, and the argument least neglected and very frequently pushed, was that the signature of the bill would secure to the Governor the support of the wheelmen.

This was not the promise of an individual but the common and distinctly understood and approved representation by many loyal wheelmen, using their best diligence to secure the signature.

Whether this representation was the potential reason for its approval or not, it is impossible to know. That it was signed and against strong opposition, is a matter of history.

This brings us in proper sequence, to the action of the Chairman of this committee, who, in November last, sent to the members of the L. A. W. residing in New York, the circular letter hereto annexed, and which has caused some comment and criticism both favorable and otherwise among our members.

It is proper to say that the other gentlemen upon the Committee are not responsible for the act of the Chairman, as the circular was published and distributed without their knowledge, solely and only, however, because there was not time, between the request for our support and its issue two days before election, to discuss the propriety of the action in committee and agree upon its detail and presentation. This was a technical violation of commitee etiquette to which my associates may rightfully take exception, but the circumstances being urgent, the Chairman did not allow delay to defeat the response, and upon his own responsibility and over the signature of Chairman, to indicate that it was an officer and not a committee, personally assumed to advise the wheelmen to support one of two gentlemen, then candidates for the office of Governor of New York.

Directly prior to the election, your Chairman was specifically reminded of our promise of support made in the early spring, and our action solicited.

The call placed our organization in this dilemma: Either respond instantly, redeem our promise and gain all the advantage such proceeding would win in our coming legislation, or prove false to our representations and lose all the force of united organization for the accomplishment of future work.

It is useless to shut our eyes to facts, or to lose sight of the primary proposition, that the L. A. W. is organized for something more than parades and mutual acquaintance.

The purpose of our association is to secure and defend the legal rights of wheelmen, whenever and wherever we can, and by all lawful measures.

This is the reason for the appointment of a National Committee on Rights and Privileges.

We are not fighting play battles upon highly moral grounds.

We are organized to demand and secure our rights and when we go into the enemies country, we must employ weapons which they will feel. We can't win victories by waving banners with mottoes on them.

Last November we were confronted with a situation which forced the political question to a direct issue. Several times heretofore, we have loaded our gun, with great pomp and display and ceremony and trained it on the enemy. Now the conditions demanded, "withdraw the charge or fire the gun!" Gentlemen, I fired that gun! And I declare, with all the confidence that after thought has added to careful consideration and judgment, that it was the best thing that could have been done for the future success of the L. A. W. in legislation.

Remember, the circular was not partisan; did not advocate the principals of either political party; did not ask support for a political party; but asked the wheelmen to demonstate their strength as an independent body, whose influence must be considered as an ever present political factor, by casting their votes for a public official who had recorded himself as the wheelmen's friend, by his official act.

Establishing our position as a voting organization, makes us a power which every public official recognizes and respects; places in the hands of our representatives the most potent argument for the future legislation we seek, for it is the one which the politician most fears and wherefore most readily appreciates.

So, Gentlemen, the Chairman of the Rights and Privileges Committee saw before him, what he firmly believed to be a crisis of unusual importance to the L. A. W.: of serious injury to us if we failed to respond, incalculable benefit if we seized the vantage ground by a bold and aggressive move. Your Chairman felt that he would have been derelict to his duty, had he allowed so valuable an opportunity to have been lost through irresolution or indecision, and he acted without hesitation and threw the whole force of the League's influence, so far as lay in his power.

That the action was radical and far reaching in its nature, is unquestioned.

The motive and real reason for issuing the circular was at first generally misunderstood by our members.

I can only hope that in the calmer moments of clear thought, out of the excitement of a close contest, and with a more careful analysis of the situation and the necessity for active, aggressive and successful work by the L. A. W. you will appreciate both the necessity and the wisdom of the action; and taking a new departure, so vigorously advance the lines, that every Legislature will feel your influence, respect your demands and place upon the Statute Books such enactments that the "Road Hog" and the "Town Ordinance" shall be but the tender recollection of the infancy of wheeling.

Respectfully submitted, CHARLES H. LUSCOMB.
Chairman Rights and Privileges Committee L. A. W.
280 Broadway, New York, Feb. 18th, 1889.

IMPROVEMENT OF HIGHWAYS COMMITTEE.

To the National Assembly: Owing to the impoverished condition of the League treasury and the advancement of the season, the Committee have actually done nothing this year, and so have little to report except some suggestions as to the future work of the League in the matter of improvement of Highways.

The members of the League should feel that this is their work, and that this Committee is simply an instrument of theirs. That accordingly it is their duty to furnish the Committee with information and suggestion. This Committee wishes to know what are the best approved modes of constructing roads in the different sections of the country and on different soils; and what local laws require of public officers in the matter of making and maintaining roads, and whether such laws are practically effective.

A League man should always be known as in favor of an enlightened and advanced public policy in the matter of roads, and should use his influence as a citizen, politically, by supporting candidates of similar views and favoring measurses tending towards road improvement.

The Committee should be in a position by reason of the large amount of facts within its knowledge to assist with advice and practical suggestiom those who might apply to it for that purpose.

All printed matter on the subject of highway improvement should either be prepared by this Committee or approved by it before it should be allowed to go out in the name of ths League.

In such ways as suggested above, and perhaps in others, the League of American Wheelmen may make itself felt as power tending to the material advancement of a higher civilization for the American people. Respectfully submitted, STEPHEN TERRY,
Chairman of Committee on Improvement of Highways.
Feb. 2, 1889.

TRANSPORTATION COMMITTEE.

Mr. T. F. Kirkpatrick, President, New York: Dear Sir—The report of the Transportation Committee for 1888 will cover no new work accomplished, but rather the strengthening of our position with railways over whose lines we have free transportation. Bicycles are now transported free, when accompanied by owners and at owners' risk, all over the United States. The very few exceptions are the Boston and Albany Railroad and the Pennsylvania Railroad east of Pittsburg. These are the two prominent exceptions or roads of consequence who do not accord the free transportation privilege. Each year pressure has been brought to bear on both roads, with some success in case of the Boston and Albany, which last year issued a circular reducing its prohibitory tariff to reasonable figures.

Our position was considerably strengthened by the Baltimore meet, in that we kept good faith with the Baltimore and Ohio, and other lines that had granted us favors in the past. A very desirable business was concentrated to these lines and satisfaction was expressed by them. Large meets and gatherings help to a large degree in heightening the privileges of wheelmen on railways, for in proportion to the revenue we have to offer, our League will be ministered to by transportation lines.

An evil that wheelmen have most to contend with is the attitude of baggagemen in making unauthorized collections under the explanation that the rules of their company had been changed. This matter can be corrected by wheelmen paying and taking receipt and reporting to the Chairman, or to the railroad direct. Much work of this kind has been done during the past year, and the result has been satisfactory to us, in that baggagemen have been generally corrected by the General Passenger Agents of their roads. It would be a good thing if the divisions would take this matter more in hand, and audit complaints of wheelmen for overcharges and difficulties occurring within the division. One committee, through one Chairman, is unable to properly handle these details for the whole country. It has done the best it could in the past, and yet many complaints have not been investigated, much to our regret.

With the increase in tricycles the question has many times been raised as to whether they were included in the free transportation concession for bicycles. They are not so included. In many cases, however, there has been ample space in a baggage car and the tricycles have been carried free. It has been thought best not to press this matter with railways, as by so doing the interests of bicycle-owners might be prejudiced.

We have ceased to publish the names of railways that transport bicycles free. Many times during the year we are in receipt of requests for such list, from wheelmen who contemplate journeys. Wheelmen are recommended to the ticket agents for such information, as instructions concerning bicycles have as a general thing been printed in the books of instructions to agents, which are issued by railways. The two exceptions first stated above can be memorized and routes planned via other railroads which in every case are quite as desirable and direct on the longer journeys.

It now being an established fact that free transportation is accorded wheelmen all over the United States, the maintenance of and better application of this privilege depends upon the good organization and continued work of the League. There are influences at work every year to confine bicycles to the express car. The express companies are working for it, and some railways as well.

Yours respectfully, B. B. AYRES, Chairman.
Chicago, Feb. 16, 1889.

RACING BOARD REPORT.

To the National Assembly: In preparing the annual report of the Board I have endeavored to embody all action taken since the previous report. For information regarding the work of the Board between April, 1888, and October, I have relied upon the official columns of our paper.

Nine men have been reinstated since the last report was presented: John Illston, Birmingham, England; Allie P. Steele, Franklin, Pa.; James Bearrup, Wellington, Ohio; Percy Stone, St. Louis, Mo.; W. C. Hull, San Francisco, Cal.; E. B. Burnham, Newton, Mass.; T. R. Finley, Smithville, N. J.; C. P. Adams, Springfield, Mass.; G. M. Hendee, Springfield, Mass.

The application of Burton Hulett, of Armada, Mich., for reinstatement is now before the Board.

One wheelman has forfeited his amateur status by competing with professionals: Charles V. Richardson, Bryan, Ohio.

The national championships for 1888 were located and won as follows:

Half-mile bicycle—New Castle (Pa.) Bi. Club, by Will Windle, Aug. 29; 1 19 1-5.

One-mile bicycle—Maryland Division, by Will Windle, June 19; 2 43.

Two-mile bicycle—Long Island Wheelmen, by Chas. E. Kluge, June 2; 6.51.

Three-mile bicycle—New York Division, by Will Windle, Sept. 6; 9 27.

Five-mile bicycle—California Division, by F. D. Elwell, July 4; 16 56.

Ten-mile bicycle—New York Division, by Will Windle, Sept. 4; 31 37.

Twenty-mile bicycle—Not located.

One-mile tricycle—Maryland Division, by H. L. Kingsland, June 19; 3.02.

Two-mile tricycle—Not located.

Five-mile tricycle—New York Division, by W. E. Crist, Sept. 5; 21.47.

The Board has given its attention to the rules, and three entirely new rules, two substitutes—for rules repealed—and three amendments, have been adopted. The rules were printed in the January 25th issue of the BICYCLING WORLD. We hope, by these changes, to bring the racing men more under the control of the Racing Board and race officials.

It has been suggested to the Chairman, that amateurs who race at meetings where professional events are held should be suspended. Such a movement would seem both unnecessary and unjust, and would tend to place the Racing Board of 1889 in almost as warm quarters as the old Board of 1886 found itself the first day of June. If amateurs comply with our present rules, they should not be made to suffer by reason of the disreputable acts of professionals.

There has been no claim for record since October, 1886.

During the past season very little trouble has occurred among the amateur racing men, and we trust the season of 1889 will be entirely free from the faults that have injured the sport of cycle racing. The coming season will witness a trial of the time limit rule, also the new rule governing lap races.

In place of one handicapper we will have seven, each in charge of a district. Pace making is forbidden, and ungentlemanly conduct on the track now renders the offender liable to suspension.

These rules should be given a fair trial before being condemned. It is the opinion of the Board that they have covered a few of the weak places noticed in our rules last season.

Respectfully submitted, CHAS. S. DAVOL,
Feb. 18, 1889. Chairman Racing Board.

Dr. Butler, of Buffalo, moved that an assessment of fifteen cents per capita be levied on each division, and that every division that had already contributed be credited with the amount they had so contributed. The motion was seconded. Mr. Brewster moved an amendment to the effect that in case the contribution already made by any of the division exceeded the proposed *per capita* assessment then, and in such cases the League should *not* return such excess to such division. Dr. Emery and others spoke strongly against the amendment which when put to vote was lost by a large majority. The original motion of Dr. Butler was then put and was carried. Recess was then taken until 2 P. M.

Reconvened at 2.10, with President Luscomb in the chair.

The recommendations in the Secretary's report seemed to call for some action and a motion was made that they be referred to a special committee which should consider the report and recommend any action they should deem expedient. The Committee, Messrs. Jessup, Mott and Cooley reported later in the meeting and recommended that the matter of Road Improvement be referred to Committee on Improvement of Highways.

Hotel arrangements be referred to a special committee of three to be appointed by the President and it is recommended that the Secretary be one of that Committee.

The matter of transfer be referred to Committee on Rules and Regulations.

The matter of Renumbering and Arrangements for 10th anniversary be referred to the Executive Committee.

The afternoon was spent in revising the By Laws, which were finally adopted as follows:

ARTICLE I.

OFFICERS.

Section 1. The President shall preside at all meetings of the League and of the National Assembly; shall appoint all committees not otherwise ordered; may fill pro tempore any vacancy in any office or committee not otherwise provided for; he shall have a general supervision over the affairs of the League; and shall make a report at the annual meeting of the National Assembly.

Section 2. The Vice Presidents shall, in the order of their priority, preside in the absence of the President at all meetings of the League or of the National Assembly, and perform in such absence all the necessary duties of the President at the time; and in case of the death, resignation, or removal of the President, they shall, in the order of priority act as President during the remainder of the term.

Section 3. The Secretary shall receive and cause to be published all applications for membership; shall receive and be accountable for all fees and dues; shall keep a register of all applications and any action thereon; shall receive all protests and refer the same to the Membership Committee; shall keep a list of members and officers

of the League, with notes of all changes in the same; shall keep suitable books of account, and shall pay out the funds in his hands only upon order of the Executive Committee or the National Assembly.

(b) He shall receive and answer, or refer to the proper officials, any correspondence with the members or officers that pertains to the affairs of the League, and any appropriate correspondence with non-members of the League He shall notify members or officers of all meetings; shall issue certificates of office to all members of the National Assembly; shall record the proceedings of all meetings of the League and of the National Assembly; shall keep an accurate roll of the membership and officers and generally provide himself with all necessary statisical and other information.

(c) He shall act as editor of the Official Organ over which he shall have control, subject, however, to the supervision of the Executive Committee.

(d) He shall keep an account with the Treasurer, to whom he shall render a statement at least once every three months, paying to him such balance as may at that time be due over and above the amount required for running expenses of the Secretary's office.

(e) He shall keep an account with each Division and Sub-Division, and shall render a statement to each at least once every three months and pay them at least once every three months such money as shall be due them. He shall issue to every member the annual membership ticket.

(f) He shall give bonds for the faithful discharge of his duties in the sum of $3000. He shall receive a salary of $2000 per annum.

Section 4. The Treasurer shall receive and be accountable for all money paid over by the Secretary or received from other sources; he shall keep suitable books of account; he shall pay out funds of the League only upon order of the Executive Committee or the National Assembly. He shall give bonds for the faithful discharge of his duties in the sum of $2000.

Section 5. Bonds required from officers of the National Assembly shall be subject to the approval of the Executive Committee, and all expense incurred in procuring the same to be paid out of the funds of the League.

ARTICLE II.

MEETINGS.

Section 1. There shall be an annual meet of the League at such time and such place as the National Assembly or Executive Committee may determine.

At meetings of the National Assembly any member thereof may be represented by proxy provided that the person holding the proxy shall be also a member of the Assembly, and that no person shall be proxy for more than three members.

The proceedings of all meetings of the National Assembly shall be published in the official organ.

Prior to the meeting of the National Assembly the President shall appoint a committee of threeon Credentials which shall examine and report upon credentials of delegates.

At all meetings of the League, or of the National Assembly the established law (Cushing) of deliberative assemblies shall be observed. At the meetings of the National Assembly the order of business shall be as follows:

Calling the Roll.
Report of Credential Committee.
Report of the President.
Report of the Treasurer.
Report of the Secretary.
Communications or reports from the standing committees.
Report of special committees.
Unfinished or referred business.
Election of Officers.
New Business.

ARTICLE III.

DIVISIONS AND SUB-DIVISIONS.

Sec. 1. The management of divisions shall be vested in a Board of Officers, consisting of the Chief Consul, Vice Consul, Secretary-Treasurer and Representatives, elected as provided in Art. IV, Sec. 2, of the Constitution, said Board to have the power to make such Rules and Regulations as shall not be inconsistent with the Constitution and the By-Laws of the National Assembly.

Sec. 2. The management of sub-divisions shall be vested in a Chief Consul appointed under Art. II, Sec. 3, of the Constitution.

Sec. 3. The Chief Consul shall be the Executive officer of the division. The Secretary-Treasurer shall keep a full register of the members of his division, and keep proper books of account of all receipts and expenditures.

Sec. 4. Regularly organized divisions whose membership shall fall below one hundred shall not lose their standing as a division until the end of the current year, when, if their membership is still below one hundred, the President shall appoint officers as provided in Art. II, Sec. 3, of the Constitution.

Sec. 5. Vacancies occurring in the delegation to the National Assembly from any division, either by death, resignation, promotion or removal, shall be filled by the Chief Consul of the division wherein the vacancy exists, and in case of failure to elect within two months after such a vacancy has occurred, the President shall appoint.

Sec. 6. Each Division shall file in the office of the Secretary of the League a certified copy of its Constitution, By-Laws and Rules, and of each and every amendment thereto, and shall certify to him the results of all elections within ten days after the votes shall have been counted.

ARTICLE IV.

DUTIES OF COMMITTEES.

Section 1. The Executive and Finance Committee shall have the general management and control of affairs of the League while the National Assembly is not in session. Shall regulate and direct all matters of revenue, disbursement and investment, and determine all questions of detail arising in the conduct of the League. It shall have visitorial power over Divisions and Sub-Divisions and may take summary action in cases of default.

Sec. 2. To the Membership Committee shall be referred as they arise, all protests against members or applicants for membership. The Committee shall act without delay, and a decision of the Committee in the case of the applicant shall be final. The Committee may impose a penalty of reprimand, suspension or expulsion, but in the latter case an appeal may be taken to the Committee on Rights and Privileges.

(b) All fees and dues shall be returned rejected candidates.

Sec. 3. The Committee on Rights and Privileges shall consider and advise in all matters pertaining to the maintenance of the rights of wheelmen, the enactment of legislation, and the protection of the privileges of the members of the L. A. W. and may take such action in connection therewith as the circumstances of the case may require.

Sec. 4. To the Committee on Rules and Regulations shall be referred as they arise all matters relating to the By-Laws and Rules of the National Assembly.

(b) It shall arrange suitable accommodations for delegates and provide a place in which to hold the meetings of the Assembly: take charge of and become responsible for such other matters of detail as shall be necessary for the comfort and convenience of the Assembly in the discharge of its duties.

Sec. 5. It shall be the duty of the Committee on the Improvement of the Highways to promote in the public mind, through the instrumentality of the League, a sense of the utility, general economy and desirability of high class roads, and an active sentiment in their favor: to encourage legislation requiring committees and public officials to construct and maintain good roads: to collect practical suggestion and information based upon observation and experience concerning the methods of making and mending roads: to publish printed matter calculated to further these ends, distributing the same to members of the League and highway officials as in the judgment of the committee shall seem wise: and generally to perform such other duties as shall best promote the objects of the League.

Sec. 6. The Committee on Transportation shall arrange and secure special rates and agreements for the carriage of members of the League and their wheels: shall have power to represent the League in negotiation with transportation lines, and fix the routes for League travel.

Sec. 7. To the Racing Board are referred all matters pertaining to racing and the championships. They shall make all arangements for the annual championships which are held under League auspices, and shall assign such other championships as are now or may be established, to be run under the auspices of such clubs or associations as they may consider most desirable, and under such conditions as they may deem expedient.

(b) It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the Chairman of the Board, who will provide for an investigation by a member or members of the Board. Pending investigation, the party against whom these charges are brought may be suspended from the track. Suspicious circumstances, which are, in the judgment of any member of the Board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges for a removal of the reasonable doubt. Silence and failure to reply within thirty days to the charges presented, will be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the Chairman to report the findings in the official organ, declaring that the party has forfeited his amateur status, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League, if the person concerned be a member thereof.

(c) It shall be within the province of the Racing Board to receive the request of any wheelman for reinstatement as an amateur, to make full inquiry, and to decide the case on its merits. A unanimous vote shall be required for reinstatement.

(d) It shall be within the province of the Racing Board to suspend from the race track, for such a time as they may deem proportionate to the offence, any wheelman guilty of unfair dealing or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the Racing Board; and any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.

(e) The Racing Board shall have the power to make such rules for its government, and the government of its race meetings as may be deemed expedient, and may appoint one or more official handicappers at their discretion.

(f) The Committees on Rights and Priviliges, Rules and Regulations and Memberships shall consist of three (3) members each. The Racing Board shall consist of at least five members.

(g) The Committee on Transportation shall consist of a chairman, who shall have power to add members to his committee not exceeding ten in number.

ARTICLE V.

MEMBERSHIP.

Section 1. All applications for membership shall be forwarded direct to the Secretary of the League, together with the proper fees and dues, and such information as may be required.

The League year shall be divided into two equal parts, beginning with the first day of May and November respectively. Any person making application for admission to the League shall pay in addition to the admission fee the amount of dues fixed by his Division By-Laws, if his application be between May and November, otherwise half that amount.

Objections to the admission of any candidate for membership must be made to the Secretary within two weeks after the publication of the name of such candidate, and such objections shall be considered confidential.

Section 2. In passing upon the eligibility of candidates as amateurs, the Membership Committee shall be guided by the following rule, and shall take proper pains to ascertain and determine through the Racing Board the facts in the case where objection is made to a candidate on this ground.

Section 4. An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by

(a) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize, or gate money.

(b) Competing with, or pace making for, or having the pace made by, a professional in public or for a prize.

(c) Selling, realizing upon, or otherwise turning into cash any prize won by him.

(d) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever from a cycle manufacturer, agent, or other person interested in the trade or sport for cycling.

(e) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of affecting the sale of a bicycle.

(f) The League recognizes as athletic exercises: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, sparring, lacrosse, polo, roller and ice skating.

ARTICLE VI.

PROTESTS, SUSPENSIONS, REMOVALS AND EXPULSIONS.

Section 1. Any member of the National Assembly charged by ten members of the League or two members of the National Assembly with malfeance in office or with conduct prejudicial to the interests of the League, may be suspended by the President, a copy of the charges to accompany the order of suspension.

(b) Any member of the National Assembly against whom charges have been regularly preferred shall be heard without delay before a committee consisting of the President and the Chairman of the Committees on Rights and Privileges, Rules and Regulations, Membership and Improvement of Highways, and if found guilty as specified in the charges, may be reprimanded, suspended or removed from his office.

(c) Any member found guilty under clauses [a] and [b] of this article shall have the right of appeal to the National Assembly, a majority vote of which shall be necessary to overrule the decision of the Committee.

[d] Any member of the League charged with conduct prejudicial to the organization may be protested in writing by ten members of the League; the charges and specifications to be forwarded at once to the Membership Committee.

[e] Expulsion from League Clubs shall entail expulsion from the League provided the Membership Committee concur therein.

ARTICLE VII.

Section 1. Members removing from one Division to another may obtain membership in the latter Division by filing with the Secretary of the League and the Secretary-Treasurers of both Divisions notice of intention of such change. Upon receipt of such notice the Secretary of the League shall forthwith transfer the applicant as requested and shall debit the old and credit the new Division with a pro rata share of the members' dues computed quarterly.

ARTICLE VIII.

ASSESSMENT OF DIVISIONS.

The National Assembly may at any meeting, by a vote of the members and proxies present, lay a per capita assessment upon the Divisions.

ARTICLE IX.

UNIFORM AND BADGES.

The uniform of the League shall be of cloth adopted by the National Assembly, and shall be made as follows:

The coat shall consist of a single-breasted sacque, square front, to button up close to the chin, with six L. A. W. buttons; falling collar, fitting closely around the neck; no inside lining; a facing of the same goods back to the arms and over the shoulders, double-stitched edges, and welted seams; four outside patch pockets; two small buttons on each sleeve at the underseam.

The knee breeches shall button at the bottom on the outside with three small L. A. W. buttons; reinforced seat; two hip pockets and one watch pocket; French fly; five loops for belt of same cloth on the waist-band; the V notch at back to adjust with lace eyelets.

The vest shall be single-breasted, six L. A. W. buttons, no collar, four outside pockets.

Caps: L. A. W. cloth, flat top, soft crown, silk lined, falling visor, L. A. W. buttons, black silk veleurs band, and silk cord, four ventilators in top.

Hose: Ribbed woolen, brown mixture, to match suit.

Shirt: Gray flannel, to button in front, one breast pocket.

Section 2. The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim at equal distances apart, and the letters "L. A. W." on the spokes between the wings.

(b) The emblems of the officials of the League shall be such as are established by the Executive Committee.

ARTICLE X.

SEAL OF THE LEAGUE.

The seal of the League shall be a fac simile of the League badge surrounded by the words "League of American Wheelmen, Organized 1880,"

ARTICLE XI.

ELECTION BY BALLOT.

The election of officers in the National Assembly shall be by written or printed ballot.

ARTICLE XII.

ADDITIONS AND AMENDMENTS.

Additions or amendments to the By-Laws may be made by the National Assembly, but no amendment shall be made unless thirty days' notice thereof shall have been given through the columns of the official organ.

An invitation was extended by Mr. Van Nort, of Scranton, Pa., to the members of the National Assembly to attend the opening of the Scranton Bicycle Club house, which event will take place Feb. 25. A vote of thanks was passed to the Scranton Club for its courtesy.

Mr. Kirk Brown, of Philadelphia, asked for a report from the Uniform Committee as to the reasons for taking the contract for

making League uniforms from Wanamaker & Brown, and further if the committee had called for bids before giving the contract to Browning, King & Co. On behalf of the Uniform Committee Mr. Geo. R. Bidwell stated that the committee had been unable to prevail on Wanamaker & Brown to push the sale of the uniform in a way which was considered by the committee as proper. Further, that in the estimation of the committee and from complaints received from members the uniforms turned out were not considered satisfactory. He had used his best endeavors to have Wanamaker & Brown live up to the contract which they had inherited from John Wanamaker, but without avail. Mr. Bidwell stated that he had become tired of trying to make W. & B. do the proper thing by the members and he had insisted that the committee take decisive action and appoint some one else, which they did. The arrangement with Browning, King & Co. is not for any stated term and can be terminated at will by the League.

The complaints against W. & B. are that the suits do not fit in many cases and that the stockings furnished were not up to sample. He further stated that Browning, King & Co. were not responsible for the poor cloth which they put into the uniforms when they were official tailors before. This cloth was and is furnished by the League.

After a vote of thanks to the retiring officers, the Assembly adjourned at 4.10 P. M.

We would call attention to the advertisement of the Erie Knitting Co. of Erie, Pa. This company produces knit suits for cyclists and athletes of the very best quality. Send for their price list.

The New Mail catalogue just out is one of the handsomest issues of the year, very fully illustrated and showing the specialties of these favorite wheels. Certainly no wheel stands higher, and it has earned its place by its strictly high quality. The New Mail Safety is receiving general commendation for its good points, and Wm. Read & Sons report very large orders already booked for it. Its special points are worth looking over and every wheelman should add this catalogue to his collection if intending a purchase. It is sent free.

"Pedal and Path," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written; see advt. Send in 25 cents for a copy. It's value received.

Hillman, Herbert & Cooper are using a chain wheel of their own design on their Premier safeties, which is remarkably strong, yet lighter than any other. The rim and teeth are of cast steel, arms and hub being punched from a sheet of steel and securely riveted on. The strain being solely in the plane of the wheel, it is impossible for it to get out of true, the entire wheel weighing about one half the ordinary cast gear.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.

USED by all WHEELMEN on the road and path.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

Pennsylvania Consuls.

The following Consuls are appointed to serve until Sept. 1, 1889:

Alf. Johnson, Uniontown; Richard Beaston, Tyrone; S. F. Stadelman, Ardmore; John P. Wood, Wayne; D. T. Flick, New Castle. Respectfully,

J. G. Carpenter,
Secretary-Treasurer, Penn. Div.

Michigan Appointment.

I hereby appoint Mr. R. K. Grant Local Consul for Hastings, in place of Chas. W. Jones, resigned.

Fraternally, A. B. Richmond, C. C.

Tennessee Board of Officers.

The regular spring meeting of the Board of Officers of the Tennessee Division L. A. W., will be held at the office of the Chief Consul, Clarksville, at 10.45 A. M. Tuesday, March 12th, 1889. All members are earnestly requested to be present, as matters of much importance to the Division will be considered.

Fraternally, Joseph R. Wilson, Jr., C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 179—Total 31—12,131.

Boston, Feb. 22, 1889.

District of Columbia Division—1—105.

Unattached.

21384 Mills, Fred C., 1521 O st., N. W. Washington

Illinois Division—3—770.

Chicago C. C.

21385 Skinkle, Wm. A., 225 Dearborn st., Chicago
21386 Wainwright, A. G.- Nonatuck Silk Co., "

Unattached.

21305 Cripe, Sam'l J., La Place

Indiana Division—1—197.

Unattached.

21308 Sisterhen, L. E., Ligonier

Massachusetts Division—1—1248.

Medford Cycle Club.

21300 Hooper, Chas, E., Medford

New York Division—8—2507.

Syracuse, C. C.

21300 Benjamin, A. C. care W. S. Freight Office Syracuse
21301 Cook, Geo. C., 80 Warren st., "
21302 Morgan, Percy F., care Travellers Ins. Co. Syracuse

Unattached.

21388 Mosher, S. B., 7 Court st., Binghamton
21389 Sanders, Harvey H., 7 Court st., "
21307 Cruickshanks, Jno. D. W., Box 1169 Geneva
21309 Lyat, Chas. E., 345 Willis ave., New York
21370 Mer, John S., 291 Willis ave., "

Pennsylvania Division—11—1409.

Century Wheelmen.

21376 Walker, W. J., 324 Market st., Philadelphia

Columbia Cyclers.

21371 Bilyeu, S. Herbert, 1033 Fontain st., Philadelphia
21372 Bilyeu, Walter T., 1033 Fontain st., "
21373 Fitzgerald, Jos. E., 1625 Montgomery av., "
21374 Fontaine, J. B., 1046 Franklin st., "
21375 Mole, Harvey E., 1911 Camac st., "
21379 Yerkes, Edwin McC., 1938 Mervine st., "

Unattached.

21377 Plush, A. L., Bryn Mawr
21387 Peters, Clarence C., 2113 Norris st., Philadelphia
21378 Sigman, J. W., Phœnixville
21393 Norris, M. A., 372 Webster ave., Pittsburg

Rhode Island Division—2—267.

R. I. Wheelmen.

21395 *Waterhouse, Emma Dorr,* 91 Mitchell st., Providence

Unattached.

21394 Harvey, Jason W., 26 Prairie ave., Providence

Texas Division—2—38.

Unattached.

21380 Johnson, A. J., Houston
21381 Woodworth, A. C., "

Canada—2—11.

Unattached.

21382 Baker, Walter N., Walkerville, Ontario
21383 Chater, Ed., Walkerville, "



NOVELTY WRENCH, Contains

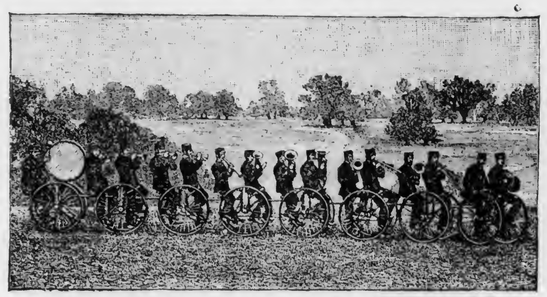
Oil Can, Screw Driver, Wrench and Spoke Grip. Write for price list. HAZARD & TOWNSEND, Los Angeles, Cal. 210 Third st., bet. Fort and Hill.



INCER CYCLES

VALUABLE NOVELTIES FOR 1889.

LARGEST MAKERS ✻ IN THE WORLD ✻ WITHOUT EXCEPTION.



Singer's Mounted Band

Catalogues will be ready in a few days.

SINGER & CO., Manufacturers and Importers,
6 and 8 Berkeley St., - - - - - - BOSTON, MASS.

JOHN HARRIOTT,
MANUFACTURER OF
Bicycle and Athletic Medals,
CLUB PINS & BADGES,
DESIGNS ON APPLICATION.
3 Winter Street, Boston, Mass.

The "BICYCLE" Free.

Send names of 10 who talk of buying a wheel this year, and we will send you the *Bicycle* Free.

BICYCLE, West Randolph, Vt.

PUNNETT, Merchant Tailor & Athletic Outfitter,
98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

The "STEADY STAND" for Safeties,

It is about as big as your hand, weighs only three pounds, and sells for 60 cents.

The best Stand for dealers' and clubs' use. Send for a sample.

KIRK BROWN,
No. 18 So. Broad St., - - - - Philadelphia.

New 'ACME' Rubber Tires. **BICYCLES**

	Factory Price.	Our Price.
52 in.	$60 00	$36 00
50 in.	55 00	33 00
48 in.	50 00	30 00
46 in.	45 00	27 00
44 in.	40 00	24 00
42 in.	35 00	21 00

All Wheels furnished with Tool Bag and Tools.



SAFETY BICYCLES
SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings.. $16 00
Large Boys' 24 in., with brake and mud guards.... 28 00
Ladies' or Men's 30 in., ball bearings to both wheels. 60 00
Ladies' or Men's 30 in., ball bearings ALL OVER.. 75 00
ST. LOUIS, MO. **E. C. MEACHAM ARMS CO.**



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

Buffalo, N. Y., Jan. 26th, 1889.

Frank Fairbairn: Dear Sir—Your knit goods have given me the most satisfaction of any bicycle clothing I have tried, the elastic fit giving such freedom to the limbs, and the durable qualities they have shown, make them most desirable. I could not go back to cloth goods, after these, with any comfort. I shall wear them the coming summer, for business and pleasure, and wife says the old pair of breeches she cut down for my boy are the best wearing goods he has had yet; outlasted three pair of cloth ones already, and still going. I ware them two years myself. Yours, E. N. Bowen.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." Miller & Hopkins, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.

THE NEWEST STYLES OF THE BEST WHEELS ON THE MARKET

99
Star
Singer
Coventry
New Rapid
Machines
all on
hand
99



He Rode Against Time.

99
Star
Singer
Coventry
New Rapid
Machines
all on
hand
99

The only Riding School in Chicago.

Western Arms & Cartridge Co., 49 State Street, Chicago.

NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

THE CLARK CYCLE COMPANY,

340 N. Charles Street,

BALTIMORE.

Testimonials.

NEWPORT, R. I., Oct. 5, 1888.
H. B. SMITH MACHINE Co.

Dear Sirs—I gave that 39-inch Star Safety a good test Sunday, Nov. 30th, by riding 110 miles by way of Fall River and New Bedford, a very hilly and sandy road. I only made one forced dismount all day. Within 30 minutes after the machine was out of the crate I made 7 miles on our "Ocean Drive" in 26 minutes in a head wind, beating previous record by 31 seconds. I went to College Hill, Providence, on a borrowed 39-inch Star the day of the races, Sept. 25th, and beat the previous record of six times, and rode it 10 times without any trouble, and did not change the power hooks. I have not walked up any hill since I got my Safety. I think the 39-inch Star Safety goes as far ahead of the larger sizes of the Star, as the larger sizes (42, 45 and 48) go ahead of the "crank" for speed, comfort and safety on the road. In fact it is the best wheel I ever rode, and I have ridden everything from an ordinary with the backbone off, to a quadricycle. Yours truly,

W. VAN WAGONER.

Mohegan Lake School, PEEKSKILL, N.Y.
H. B. SMITH MACHINE Co.

Dear Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

PROVIDENCE, R. I., Sept. 19, 1888.
H. B. SMITH MACHINE Co.

Gentlemen—Your 1888 39-inch Star Safety is the finest road machine I ever placed my anatomy over. It not only has a habit of crawling to the top of the steepest hills, but racks old Father Time's bones in a most distressing manner, as he endeavors to keep pace with what must seem to him a flying shadow. As for its hill climbing powers, when I tell you that the hill climbing record you published in the "Mechanic," in which I was particularly interested, as I was a passenger at that time, was made by 125 pounds of skin and bones with wooden lungs, you will see that it was the machine and not the thing that rode it that took the record.

If you will notice the Providence *Journal* of Sept. 15, you will see that the Star Safety ran away again from me and made me break the hill record again Yours,

H. F. CAMPBELL.



THE NEW STAR, 39x24

WEST RANDOLPH, Vt., Sept. 21, 1888.
H. B. SMITH MACHINE Co.

Dear Sirs—Inclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - Smithville, N. J.

INCORPORATED.

Capital Stock, One Hundred Thousand.

STANDARD MANUFACTURING COMPANY,

MANUFACTURERS OF

HIGH GRADES OF MACHINERY.

WOODEN PULLEYS AND GENERAL MILL SUPPLIES.

Moore's Hill, Ind., Feb. 2, 1889.

Dictated by E. J. P.

POPE MFG. CO.,
Franklin St.,
Boston,
Mass.

Gentlemen:-

I have a 58 Expert, '88 pattern, which I wish to have overhauled. I wish to have it overhauled in the most thorough manner possible, so that it will be in appearance a new machine. I also wish it re-nickled and new tires. Please advise me by return mail how to ship it and how long it will take you to return same.

Very Respectfully,

E. J. Pennington.

N. B.

I have ridden for 6 years, have used two English and two American machines, besides yours. A friend of mine persuaded me last season to try your machine. I must say that I am more than pleased with it, and I think it preferable to a light roadster. I have been in the manufacturing business for 10 years, and I am a close observer and appreciate a good piece of work. I must say that your machine is the most perfect of any machine that I have ever used. This machine I send you has made about 3300 miles, and has been in 13 different States. Myself and friend, who rides a 52-inch machine, intend to start from Cincinnati and ride to the Pacific Coast, and I want my machine to be in the best possible condition, regardless of cost.

E. J. P.

THE track here will be four laps to the mile, and will be made out of clay. Work will be commenced as soon as the frost is out of the ground, and bicycling will this year be on the boom.

SEVERAL of our men are already laying for Colie Bell, and I am afraid if he don't train pretty carefully he will get into the "soup." He had too much of a snap last year, but I think things will be very different this coming year.

IN speaking to your correspondent, Colie Bell said that he would have one of the finest Star racing wheels yet turned out of the factory at Smithville. He expects it will weigh about 30 lbs. Bell will race at the Chicago tournament, that is, if his better half will *let* him.

THE boys have been wondering who "Whiskers" is. Evidently, "Whiskers" is not very well acquainted with affairs here in the City. I should judge so by the way he writes. In speaking about our pleasant runs around the City he mentioned, "White Bear!" "Why, the sand is 'steen feet deep all the way out there.'" Nobody as yet has attempted to ride out there, unless there were strangers, and then they probably did not go all the way out, that is, if they were sensible.

BALTIMORE.

"NORVAL."

THE fourth annual reception of the Maryland Club was given Wednesday, the 13th. It was one of the events of the season. The club house was well decorated with all sorts of tasteful decorations. The gymnasium on the third floor was transformed into a charming banquet hall. The event was so complete a success as to eclipse all those that had gone before. There was a large attendance present.

THE annual election of officers of the Maryland Club will take place on Monday, March 11.

THE usual Friday dance held at the Baltimore club house last Friday evening was attended by a large number of members.

F. L. LEVERING and T. H. Bourne are applicants for membership in the Baltimore Club.

THE Centaur Club is looking for new quarters on account of lack of room. They prefer a club house near present location on East Lombard street. The club started two years ago, and had eight members, now it numbers forty.

THE Rambler Club Committee on Ways and Means gave, last Friday, an enjoyable entertainment to the members. Among those who participated in the entertainment were E. J. Sutton, H. Barrington, E. B. Jones, H. Smith, W. H. Thomas, Jr., and E. H. Cole. An elegant supper was served.

THE Maryland Club members are arranging a series of sparring matches between themselves. The first came off last Friday night, in the presence of a large crowd, between Messrs. Springel and Warwick. Soft gloves were used. Five bloodless rounds were fought and it was declared a draw by the referee.

MONDAY, Feb. 11th, City Councilman Hoffman, the Second Branch member from the Twenty-first and Twenty-second Wards, offered a memorial from German H. Hunt, William Shirley, James E. Ingram, Wallace King and others, protesting against the passage of the ordinance relieving Park Heights avenue (Pimlico road) and against fast driving within the city limits. The memorial was referred to the Committee on Police and Jail. A large number of cyclers in favor of restricting fast driving on the avenues in question were present, as were the horsemen, who came to plead for the privilege of fast driving.

F. C. KIRKWOOD reports reasonably satisfactory progress on the proposed road book. The data for Baltimore, Carroll, Frederick, Allegheny and Queen Annes Counties is all in, and others are expected to be heard from shortly. It is desirable that all reports be forwarded as soon as possible, because until they are all, in the drawing of the maps cannot be begun, and this work will consume some time. The Pennsylvania Division continues to urge Maryland to join in the preparation and adoption of a road book which will cover Maryland, Pennsylvania, Delaware and New Jersey. It has not yet been decided to do this or to adopt Mr. Kirkwood's book.

THE vexed question of what should be done with the long-distance medal of the Baltimore Club has at last been satisfactorily settled. At a special meeting called, all those who had entered the contest signed a withdrawal of all claims to it. Breckenbridge, whose claim had promised to give some trouble, was the first to sign off, under pressure of circumstances.

ANOTHER AUTHORITY ON THE LOAFING AND RACING QUESTION.

Editor Bicycling World: I have read, with interest, the many suggestions regarding racing and the loafing question and hope you can find space for the following. It is a most difficult subject to adjust to every one's satisfaction, but the public are pre-eminently the ones to be considered. They do not care for long races.

The most interesting racing I have ever seen was the professional championships at Buffalo last fall (a series of three races counted by points), and the mile handicaps, professional and amateur, at Hartford. Why isn't it a good plan to make a feature of mile heat races, the same as in horse racing, best three in five? For the professionals, as much money could be put into one race as is now given in three, and the same way with the value of the amateur prizes. Then divide the amateurs into two classes, slower and faster than 2.50. Have a novice race (one heat of a mile) and a good day's racing would be the result. Where the meetings are longer than one day, a mile handicap the first day, two-mile on second, and three-mile on the third ought to make good racing. A longer handicap than three miles ought never to be given, and no scratch race above a mile. The professionals are evenly enough matched to go in the same class, and any amateur, in the class slower than 2.50, will endeavor to compel his opponents to beat 2.50 to win. Compel every amateur to fill out the blank of "previous best performances" or put him on a short mark, and in a tournament of two or more days have some one who knows the men handicap them on the basis of their performances each day, that is, make out the handicaps every night for the next day's races.

A lap race, if it is a race instead of a procession, is too severe a task for the majority of the riders. Old riders can stand it, but the young men cannot do it with safety to themselves.

The pacemaker plan will never be found feasible, and the plan of offering a prize to the man who is ahead at each quarter mile has been tried without success. In the heat races there is a doubt till the last moment, and the people like the suspense. Of course there are a thousand and one arguments against this plan, and I am not egotistical enough to say it is the only one. At the same time I would like to see it tried and let the public be the judge. If I have been informed correctly, in England the men are compelled to ride four and five heats in one afternoon for one prize, and not too valuable a prize either. To the managers of race meetings I would like to say that they must not expect good time on poor tracks. Some club must take the initiative in this matter, and we shall never know whose plan is the best till they have been tried. Any one of those suggested is better than the present state of affairs.

Yours respectfully,
H. S. CORNISH,
Instructor Boston Athletic Association.

MR. AMERICUS TO MR. OCCASIONAL AND MR. PARKINS, ALL OF COLORADO.

"WORDS, empty words, what do they profit?"

I have been watching, with mingled feelings of amusement and pity, the controversy that is at present being hotly carried on between two of your Denver correspondents.

With all due respect to the literary and journalistic abilities of Mr. "Occasional" and "Mr. Parkins, of Colorado," as well as their desire to show up their respective clubs to the best advantage, I must say that their recent utterings remind me of a parcel of school boys fighting for the possession of a handful of marbles more than what would naturally be expected from well-bred gentlemen.

As the conflict thickens, each contestant waxes hotter and uglier, and I am sure the controversy can be productive of no good for either organization.

Where peace and harmony should reign supreme, ill-will and dissension are gaining the upper hand by this jealous and spiteful cross-fire.

As an uninterested party, though in a position to judge with some accuracy how the land lays, I wouldsuggest that the would-be journalists, from the cow-boy district, let this matter drop right where it is before any more harm is done.

Both sides are in the right to a certain extent, in my opinion, yet both are wrong.

With regard to riding abilities, I think "Brother Parkins" has the best of the game.

If a team race should ever materialize between the two clubs, the "Ramblers" would make it decidedly interesting for their opponents, but certain it is that the "Social" Club has no ground whatever for being jealous of its Rambling friends, as far as an enjoyable, pleasant and well organized club is concerned.

I have accompanied the S. W. C. on several of its runs, and have always found them most enjoyable, for the reason that they go in for fun and wholesome pleasure, rather than for pumping their legs off over well nigh impassable roads simply for the purpose of piling up "records." Now, my dear children, one word more and I leave you in peace.

Do you not think you had better give the matter up, and acknowledge that you have both bitten off more than you can masticate? Do you not think the existence of a more friendly and harmonious feeling between the two clubs would be more productive of good for both than this childish and unavailing squabble? I do. Let's quit and call it square.

AMERICUS.

A SUGGESTION TO THE RACING BOARD.

Editor Bicycling World: In reading over the Racing Rules of the L. A. W. for 1889, I find that nothing has been done to provide for the safety riders. Now, as the safety has come to stay, I think it would be in order to suggest that the L. A. W. establish a one, two, and three mile safety championship, also to introduce a rule barring *safeties* from all *ordinary* bicycle events. I think the above will add strength to the L. A. W. Rules, and protect the ordinary rider from danger. Hoping that the L. A. W. will accept and act on the above suggestions, I am

Truly yours,
WM. J. CORCORAN,
Bicycle and Athletic Trainer, Boston, Mass.

HERE AND THERE--Continued.

NEW YORK.

"HAWKSHAW."

"The learned and the unlearned write," exclaimed Horace, referring to the *cacoethes scribendi* which had attacked the Romans. His melancholy words are recalled to my mind by an article which recently appeared in the Cincinnati *Enquirer*, the writer of which, in his efforts for sensationalism, prostituted all truth and an apparent knowledge of medicine, to his inordinate desire to furnish the *Enquirer* with something startling. The article referred to was in the guise of a "special dispatch to the *Enquirer*," under date of January 26th, with the following startling head lines: "Marvelous. —An Instructor of Bicycle Riding—Is Injured Internally, Caused by Riding the Machine.—Refused Nourishment of Any Kind, and His Sufferings Were Intense,—Four Distinct Operations are Made. —His Stomach is Opened and Over Eight Hundred Polypi are Found and Removed."

In the column account that followed was a long and harassing story of how "Jules Benezac, the instructor of the fashionable Madison avenue Club," had been forced to give up his position there and seek admittance to St. Vincent's Hospital, owing to having "produced a boot-shaped fissue in the sphincter" through "the constant strain and irritation on the muscles in contact with the seat of the machine," upon which "his duty as teacher required him to spend several hours daily." Once lodged in St. Vincent's he was, according to the *Enquirer's* correspondent, placed "under the care of Dr. Winthrop, in the private ward," and was at once made the victim of the most brutal and horrible treatment, in which "a blunt knife" was one of the most minor instruments of torture used. Finally "Dr. Winthrop" must have decided that something or other was wrong inside of Jules, for the *Enquirer's* correspondent goes on in the most blood-curdling manner to tell how "Dr. Winthrop" decided to make "an incision in the median line, about six inches in length," the result of which when made fully convinced him that his diagnosis had been correct, and most decidedly there was something wrong with Jules' insides, in fact he was a perfect polypi factory, and "Dr. Winthrop" at once saw why his patient had not felt like riding his little bicycle in "the fashionable Madison avenue Club," where he had formerly acted as "instructor for young swells just budding into manhood."

"Dr. Winthrop," however, according to the *Enquirer's* correspondent, wasn't afraid of any amount of polypi, and he just went to work on Jules' farm of them, and in a long struggle which followed finally came out a victor, having removed "eight hundred and forty-one" of them (note the exactness of the number). This awful case of poor Benezec was still further increased in loathsomeness by the addition of the following details, furnished to a horror-stricken public by the correspondent of the *Enquirer*: "When the polypi were opened and the tissue submitted to the microscope, they were found to contain myriads of worms and other forms of life. The number of moving things in the tissue examined was estimated, and if the entire mass kept up the same ratio, over one hundred million lives were destroyed with the polypi."

For a moment one is almost dazed by the horrible thought that perhaps any one of the hundreds of thousands of riders of the wheel is at any moment liable to get filled up with polypi just like poor Benezec was, especially when the truthful Jules, according to the *Enquirer's* correspondent, "is firmly convinced that the bicycle was the cause of all his trouble," and stranger yet to relate, has in consequence decided that he "will never amount one again." We can hardly grasp the magnitude of poor Jules' determination "never to mount again," just because, forsooth, he "is firmly convinced" that the bicycle filled him full of polypi, but it must be, because the *Enquirer's* correspondent has so declared it. Now it is with much fear and trembling that I pen what follows, because your Cincinnati correspondent has assured you that he is one of many in his city who do not take kindly to my poor efforts to amuse and sometimes instruct your readers, but I hope that he will accept in advance my profound regret at having, through force of circumstances, been temporarily forced to poach upon the sacred precincts of Porkopolis, with which apology, and the security felt in the greatness of distance separating us, I have mustered up the courage to do so, however, so here goes.

Now, when I read the foregoing horrible narrative I at once felt my heart go out to poor Jules Benezec in his suffering, and I at once proceeded to St. Vincent's Hospital to see him and to offer to him any aid in my power. I at once inquired for the celebrated destroyer of polypi, "Dr. Winthrop," and was somewhat surprised to find that there was no such person, nor never had been, in the management of the hospital. This somewhat discouraged me, but I found that the physician in charge was Dr. Winthrop D. Mitchell, and thought perhaps that the *Enquirer's* correspondent, being on familiar terms with the doctor, and having a laudable desire to save telegraph bills for his paper, had contented himself with sending the physician's given name only, omitting the formality of his surname. Dr. Mitchell, when I arrived, was busy cutting off some one's legs or arms, and could not see me, but having finished that pleasant job he presently came into the room where I was awaiting him, looking just as pleasant as though he had come from a matinee instead of a surgical table. He was as far removed from what the readers of the *Enquirer's* article would imagine the heroic destroyer of "eight hundred and forty-one" polypi to be as could be imagined. I presented him with the article from the *Enquirer*, and after reading it he returned it to me with the following words:

"There has never been any physician connected with St. Vincents named Winthrop: there has been no patient here in five years named Jules Benezec: there has been no such case here, or on record elsewhere, of such a disease as he is claimed to have had, and I do not believe that such a complaint could possibly be contracted from riding a bicycle. With these few exceptions I think the account may be correct." Now I must confess that so positive assertions as these, by so able a man as Dr. Mitchell, made me feel a little bit dubious about Jules' polypi, but I wasn't going to give Jules up on so slight a rebuff as this, so I went forth in search of him. A directory soon told me that there was no "Madison-avenue Club," and no Jules Benezec known to the compilers of this valuable book, so at last I had to give up the idea of interviewing Jules and telling him how Doctor Mitchell was denying his polypi. Still further thought on Jules' mysterious case at once convinced me tha the was the first teacher on record whose duty as such compelled him to spend hours in the saddle. Imagine a teacher who instructed his pupil by riding the wheel himself instead of putting the beginner upon it. Such a fool teacher ought to get full of polypi, or pumpkin pie, it matters little which. To put the matter plainly, Murchison of California and Benezec of New York seem to be as closely related as on the special correspondent of the *Enquirer* and Ananias. The entire thing is a hoax and a lie from beginning to end, and it is to be regretted that so able a newspaper as the *Enquirer* should thus lend itself to publishing a libel upon a sport that has now for the first time to appear in the role of defendent in a charge of being injurious to health, instead of benefitter thereof. The harm that such an article, in such a journal will do is incalculable as it is only by an investicagation such as I have made that the reader can learn that the writer of it and the truth are as unknown to each other as the Czar of Russia and "Hawkshaw."

MINNEAPOLIS NOTES.

"VERNON."

The Minneapolis Club held "open house" Feb. 14. Invitations were sent to about 150 wheelmen, but for some reason or other they did not respond to the call as was expected. Those present expressed themselves in terms not to be doubted that the M. B. C. was *the* club, and a large number of the visiting wheelmen joined the club. Mr. Buchman, the President, opened the entertainment by playing some selections from the "Pearl of Pekin" on the guitar, after which he gave an imitation of a brass band heard in the distance, gradually coming nearer and then receding again. He deserved all the applause he got. After an intermission an informal business meeting was held, and the President read the Constitution and By-Laws of the club, and gave a brief outline of the past work and also some of the things outlined for 1889. Mr. S. F. Heath, our Chief Consul for the last four years, was called on for a speech. He made a very short one, but to the point. Mr. Savage was called upon next and expressed his ideas in a few well-chosen words, after which all present were invited to sign the application blanks. Cigars and soft drinks were served, after which the tables were cleared and cards were indulged in until a late hour. Everybody voted the meeting a success, and the club on the highway to prosperity.

F. F. Ives, the ex-bicyclist, was in the City recently, and in connection with W. F. Carter gave three or four billiard exhibitions.

J. R. Stockdale, one of our bright lights of '87, will probably race this year. He is a good one, and the boys will have to look out for him.

The boys are promised, by the manager of the proposed new track, a fine reading and dressing-room, and also a safe place to put their racers.

W. P. Leachman has had a desire to race some one, ever since he won a pair of suspenders at Mitchell in '87, and it is to be hoped he will be seen on the track this year.

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BOSTON, 1 MARCH, 1889.

Volume XVIII.
Number 18.



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A "Veteran" on the Premier Tandem Safety

ERIE, Pa., Feb. 1st, 1889.

Mr. L. H. Johnson, Orange, N. J.:

Dear Sir—The Premier Tandem Safety, which I purchased of you some five months since, has proved to be perfectly satisfactory in every respect. It is superior to any double machine that I have ever owned, and I have had four different makes of double tricycles.

Any person accustomed to the use of a Rover-type machine can manage it with a novice on the front seat without any trouble, and with two experienced riders the speed is remarkable, as many of our riders can testify.

My wife and I took a run with it to Buffalo last fall; en route we overtook and passed several wheelmen. We travel about ten miles an hour with ease, when the roads are in condition, a thing we never did with the trike.

As for the workmanship of the machine, I must say that it is first-class, and it has proven itself to be very strong.

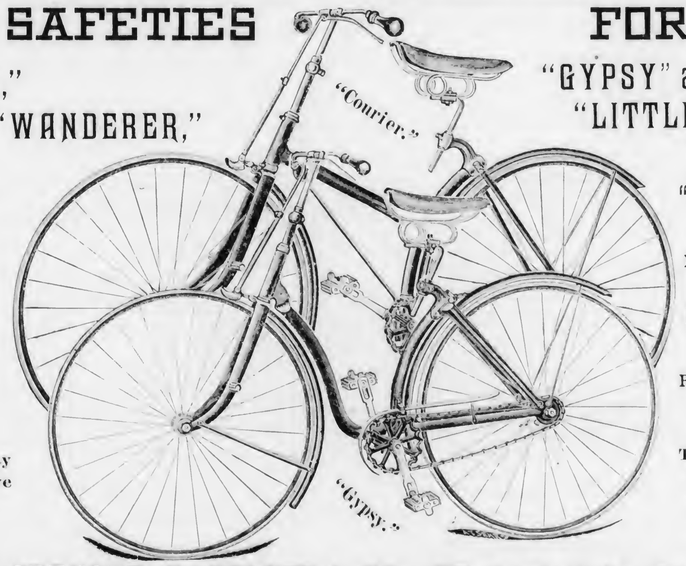
Of three or four different makes that I have seen, I prefer the Premier, for it is always ready for a lady passenger.

A great many tandem tricycle riders that I have met, are offering their tricycles for sale, so that they may purchase a Tandem Bicycle, and I think the day is not far distant when the tricycle will be a thing of the past. I remain, yours respectfully, FRANK FAIRBAIRN.

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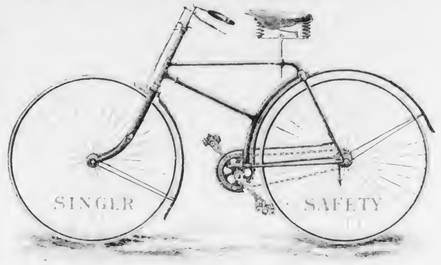
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League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 1 MARCH, 1889.

NEXT week the WORLD AND BULLETIN will go out to our readers in card board rolls, as we propose to send out in the form of supplements two of the most exquisitely executed *fac similes* of water color drawings ever issued by any publication. We shall send the editions and supplements in rolls so as to protect the plates from harm, and so that they will reach our readers smooth and fit for framing. Look out for the next issue.

OUR esteemed contemporary, the St. Louis *Spectator*, is peculiarly unfortunate in selecting for its cycling editors men remarkable for their bad temper, and also for a faculty of putting their foot (or feet?) in it. With these few words of introduction we present the following item in full, believing that our readers will agree with us, that in view of the fact that this brilliant scribe is entirely wrong in placing Mr. Dow in the office of Treasurer, and in view of the further fact that Mr. Brewster was unanimously and deservedly re-elected to that position, the following is one of the most scurrilous articles ever put in print. The *Spectator* can do nothing less than bounce the scribe and apologize:

"The result of the election of officers at the L. A. W. meeting held on the 18th, is, I presume, a surprise to nobody. At least, it should surprise nobody who has given any attention whatever to League matters, as the whole affair was cut and dried and ready for for immediate use. As usual, the intellectual East took everything in sight, totally ignoring the West. Perhaps it is quite as well, as I really do not see how any self-respecting man could consent to become a member of the brazen ring who could force on the League as its chief officer a man who could so lower his official position as Mr. C. H. Luscomb has done. I never could quite figure out how Mr. Brewster came to be elected Treasurer of the League two years ago, unless they were ashamed not to do something for the wheelmen of the city which was entertaining them so handsomely. I believe Brewster has made a good officer and I congratulate him on his retirement from such a set of would-be-if-they-could-be politicians."

THE PENNSYLVANIA "LIBERTY BILL."

HARRISBURG, Pa., Feb. 23.—In the House of Representatives yesterday, on motion of Mr. Patterson, the vote by which the bill giving bicycles and tricycles the same rights of the road as other vehicles failed to pass second reading was reconsidered, and the section taking away from the Park Commissioners and Road Commissioners the right to regulate the use of bicycles and tricycles was stricken out, and the bill as amended passed second reading.

EUROPEAN TOUR NOTES.

THE limit as to members (twenty-five) has been reached, and the management will probably be obliged to increase it to thirty.

Joseph Pennell, the artist, and Foreign Consul C. T. C., will be of the party. He has just been over the larger portion of the route through France, and his presence will be of great value to the party.

Two Brazilian wheelmen, members of the C. T. C., have written for places. They will connect either at Boston or Queenstown.

Twelves States, Canada and Brazil will be represented. Probably the number of States will be increased. All members of the party who have not already done so should at once send a deposit of $25 to Alex. Martin, Agent Cunard Steamers, 99 State street, Boston, to secure stateroom berth. This amount is deducted from amount sent Treasurer next May.

COUNTRY ROADS.

THE following editorial, taken from the Chicago *Herald*, is another straw showing that the interest in good work is spreading, and that another leading American paper raises its voice on the side of better roads and scientific building and repairing of same. Keep it up, gentlemen, the more the merrier:

"It has been estimated that by far the greater cost of labor involved in the transportation of the crops may be charged to that short passage over the country roads lying between the farm and and the depot. The highway called the railroad is superb. The turnpike remains in its primitive state.

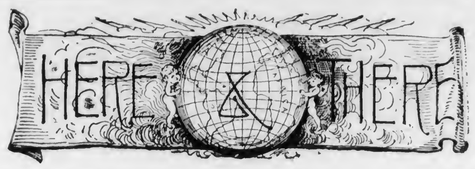
Efforts, therefore, directed toward the bettering of the road between the farm and the railway station will be wisely inspired. The people are but lately arrived at the knowledge that one railroad, rather than two, three or four, is to be wished for. The Pacific roads at Omaha divide their passengers and freight among no less than five waiting trains, though one would carry all. The people of Iowa, however, must support five crews of railroad operators. With the main arteries of commerce come to this pass, it is time to dwell upon that neglected portion of the public travel, wherein the farmer plods, through mud or sand, over hill and swamp, with fifty bushels of wheat, giving a day's haul, and vast relative expense, to the initial operation of delivery in Europe. E. B. Meatyard is one of the inquirers who have done the country good service in calling the attention of legislators to this subject."

THE WEST END BICYCLE CLUB OF ROCHESTER, N. Y.

THE youngest bicycle club in Rochester and about the liveliest is the West End Bicycle Club. The "Winter Carnival" given under the auspices of this club last Wednesday at the Washington Rink was largely attended by Rochester's best people and fairest daughters. The Carnival was served up in two parts: the first a musical and athletic *menu* and the latter part the younger portion in dancing to the excellent music of the orchestra in attendance. The participants in the musical *melange* covered themselves with glory and in most cases secured the encore so dear to the performer's soul. A novelty in the musical line was the duet sung by Messrs. Barnes and Connaly who sang their little song while sitting on bicycles. The song sung was "Trust Her Not." Whether they were alluding to the festive and frisky bicycle deponent cannot say.

W. H. Barber then caused much amusement and amazement by his clever manipulation of the bicycle. A three-mile race between two riders came next and one of the contestants took a header spoiling his chances. The victor's name is C. J. Ivens and the unfortunate's name is B. A. Pratt.

Then came a slow race in which C. J. Connely proved a better balancer than his competitors. After that burlesque riding and polo between Messrs. Punnett and Featherly. Punnett proving the better player. After all that, came the dancing, and young hearts fluttered with enjoyment and young feet beat joyously to the rythmic music, until old Sol came shining up from the East with a smile on his face and a merry twinkle in his eye, as he bade the sad scamps and the bonny lassies to go home and take a rest.



PEEBLES, SCOTLAND.

"JACK."

PRACTICALLY speaking, the cycling season in Scotland, for the winter 1888-9, is at an end, and it is a very enthusiastic creature indeed who would care about bicycling in such wet and windy weather as has been on the barometrical *menu* for the past few weeks. The roads, too, bear evidence of the work of the road-maker; long, hateful patches of "road metal" crunching under the wheels of the dog-cart as one drives along, or making walking a misery, and cycling well nigh an impossibility.

THE heather hills, that in August were in purple glory, are now a dull brown-black, the "bracken" (a coarse fern) that adorns the steep hillside, and which delighted the eye with its wealth of "grass-hopper" and "sage" greens, is now "wilted," and of a saffron hue, the flowers are all gone, the "burns," that in the summer ran clear as filtered dew, are now rushing brown, foaming and twisting in irresistible strength to their mother, the river, and she in turn to the sea. All the pretty, light and airy accompaniments of summer have disappeared and the winter has set in. And it is well. We had grown to look upon the purple heather, the delicately tinted fern and the pellucid rivulet as commonplaces. They had delighted the eye and the ear and the nostril for so long that we, after a season, looked upon them as something to which we, as inhabitants of this particular section of Bonnie Scotland, were justly entitled.

"A primrose by the river's brim,
A yellow primrose was to him,
And nothing more."

But they are all gone now, and doubtless we will be the more able to appreciate them when next we have an opportunity of living among them.

IT would appear as if (in the language of a fellow scribe) the safety bicycle was in a fair way to oust from popular favor our old friend, the tricycle, and it is not to be regretted altogether. True, the tricycle has many admirable qualities, but as the majority of these are embodied in the geared up two wheeler there is not great cause for grief. A tricycle was always more or less unwieldy and difficult of storage or stabling. It was always hard to find (on bad roads) a path for its two, three or four tracks. The safety is (I think) even easier of storage than the ordinary bicycle. The only disadvantage that I can see, compared with the tricycle, is that a dismount is imperative when the rider wants to stop or rest, but as no one does much sitting on a stationary tricycle this is of very small importance, mounting and dismounting, too, being made with such a minimum of exertion and danger, as compared with our old friend, the big bicycle. I have an idea, a somewhat deep-seated one too, that an ordinary bicycle, well within the reach of the rider, with a big back wheel, say of 23 to 24 inches, or even greater for a 50-inch, is about as good a going machine as one can mount. (See Karl Kron, *somewhere* in his "XM Miles." I cannot say what *mile* or *page* it is in.) I have tried one bicycle built on "rational" lines that was safe enough and fast enough for anybody. I do not think that Thomas Stevens would even have got 'round the world with a safety bicycle. *He* might, but the bicycle? A wheelbarrow (unicycle) would have been preferable to the little two-wheeled Rover type. I think it will be endorsed by those who ride bicycles in America, in those localities where the roads are especially bad, that the old ordinary was much superior to the safety for riding in well nigh impossible places. True, you might come a cropper with the big wheel, but you *might* "ride through" without killing yourself, while with the safety you would find that it would pay to get off. And as to its trundling capabilities, where the roads are unrideable the ordinary is, I think, the superior as far as ease is concerned. Some safety bicycles are about as hard to trundle (unless both hands are employed) as is a refractory pig to the slaughter. In this respect, however, the tricycle—especially in the tandem varieties of the vintage of 1882—took all the honors in a competition for cake and "shoe strings," as Overman has it. Mr. Joseph Pennell and his better half will, I think, bear me out in what I say.

I SEE that some of the Pennell writings in regard to "the North" of Scotland have awakened a great deal of criticism in the Scotch and English papers. The *Scotsman*, the leading Scotch newspaper, has had several column editorials in criticism of their writings. You see, Joe (or his wife) did not like everything in Scotland, and said so, and the Scotch were up in arms. Still, although I am Scotch, I think there must have been a good deal of truth in what the Pennells said, judging by the amount of "leaded minion" that was "set up" in the editorial columns of the Scotch and English papers in contradiction of their writings. Anyhow, their books are *read*, and that is what they are written for.

SPEAKING of a paragraph in a late "News and Comment" in the BICYCLING WORLD, anent a man who wants to ride for the "deaf-mute championship of the United States" from one to one hundred miles, I wonder they don't get up a championship to be competed for by twins, or bald-headed men. The blind men are at least out of it. "The bald-headed go-as-you-please champion of the United States" would not be an unpretentious name to affix to a medal, although it might need something akin to a "danger board" to contain the inscription.

"SOMEWHERE out West" I once heard of a "champion oyster opener and eater." Perhaps the *Scottish Cyclist* will not mind my telling a story about Peebles. An American and a Scotchman, travelling together, were looking at the pyramids in Egypt. "Stranger," said Brother Johnathan to the Scotchman, "queer thing for a man to put his money into." "Not *queerer* than Niagara," said he of the Peebleans in the land of the "Thistle." "Talking about *queer* things," he continued, "You know Peebles? Well, in Peebles I once saw a *peacock* with a wooden leg." It took me a long time to see the point of this joke, which consists in what people of different national temperament consider "queer" things.

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"JONAH'S"

JOTTINGS.

As an evidence of the far from dead desire for team road racing in this vicinity, set forth by me last week, the Hudson County Wheelmen come to the front with a proposition to form a New Jersey Team Road Racing Association, open to all the clubs in the State. I have not had a chance yet to sound the boys about here much on the subject, but I understand that the project is meeting with favor, and that the cyclers of Southern Jersey and Monmouth are burning for a try at their rivals in the North. If there can be no association formed on the broader lines laid down by me last week, I welcome this new substitute as the next best thing to it, and as the nucleus of something bigger in the near future. The only thing to stand in the way of this local scheme is the acknowledged superiority of the H. C. W. in its own district of Jersey anyhow. But if we have ambitious fighters from Monmouth and South Jersey then a battle is assured.

THE H. C. W. bowling team continues its victories, and as we probesied will have a walk-over for the pennant.

BOWMAN, of the H. C. W. and N. J. C. racing teams, has begun training for the coming campaign, and the other members will soon follow in search of the worms which are said to await the early birds.

I SAW Ed Baggot the other night, and he told me that Charley Kluge had asked him to go up to the club and begin on the home-trainer. Kluge was very busy last season and was seen very little on the path, but this year it is probable that his business will allow him to be a constant competitor in local races.

I WAS up at the Amateur Athletic Union performance of "Billee Taylor," at the Metropolitan Opera House, last Saturday evening. The jovial ex-Chief Consul of New Jersey, Dr. Johnson, as "Sir Mincing Lane," was, as the boys would say, indeed "a piece of work," and easily led all the rest in the race for applause.

LAST season, owing to the efforts of the wheelmen in the club, the New Jersey Athletic Club made cycle racing a special feature with great success, and with such a team as Caldwell, Bowman, Baggot, Pendleton and Gubleman, and the advantages of a fine track for training, scooped the lion's share of the prizes hereabouts. It is a healthy sign when the big athletic clubs open their arms to bicyclers. They have ample means to push the sport, and it is to them that we must look for our big tournaments and race meets. The N. J. A. C. will keep the ball rolling next season, and we shall soon have the other athletic clubs following suit and having their bicycle as well as athletic teams, and the consequent race meets.

THE bill of the wheelmen and the horsemen, giving the control of the roads to the Boards of Freeholders of the various counties, has been formally reported and ordered to a third reading in the New Jersey Senate. This bill takes away the power from the district Overseers of Highways, and renders a uniform system of road building now possible. To the efforts of the wheelmen of Union County the law is due. The father of the measure is Senator Miller, of Westfield, father of Frank Miller, an enthusiastic wheelman and ex-Vice President of the Alphabetical Association. No small credit should also be given the Elizabeth *Daily Journal*, for its constant advocacy of road reform, at the instigation of the Elizabeth Wheelmen and its business manager, A. S. Crane, and Thomas Bugen, one of its staff, both members of the E. W. Day after day the editor hammered away, and his able articles were copied throughout the State and have done no small share toward the agitation for road reform throughout the State. The press is a power, and to this particular paper and its editors all honor is due. To Senator Miller also wheelmen owe much.

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BALTIMORE.

"NOKVAL."

THE first annual reception of the Crescent Club was held last Friday night, February 22, at Smith's Hotel, Govanstown. For the convenience of guests the York Road line cars left 9.30 P. M., and returned early in the morning. The event was an enjoyable one. A number of members were present.

CHIEF CONSUL MOTT'S tandem has been shipped from the Stanley Show and he expects it to be in in about three weeks.

THE annual meeting of the stockholders of the Maryland Club will be held on Saturday, March 9, at 8 P. M. The election of seven trustees for the ensuing year will be held by stock vote at this meeting.

A. C. PATTERSON, once well known in wheeling circles here, sent a few days ago W. Murdock Lind, of this city, a number of photographs of interest to cyclers. Among them was the first part of the Springfield Bicycle minstrel troupe, of which Mr. Patterson is manager. Mr. Patterson is Superintendent of the Dickinson Hard Rubber Company, of Springfield. While living here he was prominently identified with the Beethoven Minstrels.

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ST. LOUIS.

"LINNEUS."

AT the last meeting of the Missouri Bicycle Club, Geo. Andrews made a motion, which was passed, authorizing the chair to appoint a committee to look into the feasibility of holding a cycle race meeting in this city next spring. Cycling has been practically dead in this town the past season, and this is certainly a move in the right direction to awaken renewed interest in the sport. The only drawback is the trouble about securing a good track, as none can be had save the one at the Fair Grounds, and the exhorbitant rent which is usually demanded for it, may put an end to the matter, so some cyclists think. If they will consider, however, that the Ramblers gave a race meet on these grounds in the spring of 1885, when St. Louis did not possess one fourth as many wheelmen as now, which was a success financially, it seems to me that this objection could be easily overcome. While it is, perhaps, true that St. Louis at present does not possess men like Jack Rogers and Lin Gordon, who went down into their pockets and contributed almost $1000 to the fund to cover expenses of the last Ramblers' tournament, yet it must be remembered that we, at present, have at least 200 wheelmen who would be glad to contribute from $5 to $10 a peice towards creating such a fund, and the manufacturers who would certainly add their quota. I have spoken to quite a number of the riders and have yet failed to meet anyone who did not think kindly of the scheme. As Chicago gives her big tournament in May a large field of entries could be easily secured by placing the date of the meet a few days after the Chicago affair.

THE question of card playing for money came up before both clubs at their last meeting, and after considerable discussion the Cycle Club suspended one of its members, while the Missouris let its culprits off with a reprimand.

ED BARNARD returned from a trip to Quincy and the surrounding country last week, and speaks in glowing terms of the fine treatment he received at the hands of the Quincy boys, who also made him the recipient of a banquet during his stay there.

E. N. SANDERS, in referring to Percy Stone's statement saying the Missouris could furnish a team to come one, two, three, four ahead of their team, stated that he as well as Snyder had retired from road racing, having no time to train, but if an official challenge was sent to his club, it would receive his prompt consideration.

ROAD reports from different points in the State are coming in, among the latest received being the reports of Jackson County by Nelson Haynes, and of Putnam County by E. H. Hale. The various members of the Touring Board are also doing good work in the way of getting their leading citizens and the press interested in road improvements and the passage of our road bill.

S. G. WHITTAKER writes a friend here as follows: "I have been doing some good work here of late. You no doubt have heard of my record-smashing performances. My last was at the half mile on the great North Road, on the Rover safety: time, 1m. 0 2-5s. It made the London boys look, they could hardly believe it. I was presented with a fine gold medal by J. K. Stärly & Co., a lady's safety, man's safety, and a racing Rover weighing 22 pounds. The Rudge people have presented me with a 19-pound Bicyclette. Allard has challenged the world, S. G. Whittaker preferred (but did not post any money), from one to 25 miles. As he did not say when he would race I have accepted to run him for $500 a side, race to take place inside of two weeks, or will pay his expenses to run me in America. He knows very well that I am going to sail soon, so has challenged, but cannot bluff me, and I have accepted. I shall keep myself in fit trim, and show up at all the tournaments in the States next season, and possibly make another trip over here."

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NEW YORK.

"HAWKSHAW."

"NOTHING succeeds like success," is a saying both old and true, but its truthfulness would have been greatly improved if its originators had written it thus: "Nothing succeeds in causing envy like success." This is brought more prominently to my mind by a recent article in the *Wheel*, under the heading of "What is the Matter With the New York Club?" I must say that the article above quoted is the worst example of this kind I have ever read. What does the reader of a wheel paper care if the New York Club house is not heated, etc., etc.? Is not that an affair purely belonging to that organization, and if they are satisfied why should the interrogatory idiot be allowed to exploit his lack of brains by that threadbare campaign cry of "What's the matter with ——, etc.?" Such an inquiry into the private affairs of an organization is out of place upon the pages of any periodical making any pretence to being called a paper, for the reason that the article must emanate either from an envious outsider or else from a disgusted member of the club itself. In the former case it is an impertinence, and shows in its conception the absence of any of the instincts of a gentleman, and should be consigned to the waste basket, where such communications belong. In the case of its writer being a member of the organization concerning which he writes, the inquiry is at once an evidence of his idiocy, since any sane man whose think box is not an absolute vacuum should always be able to learn about the affairs of a club of which he is, alas! one of the component parts, in ways less public and more satisfactory than by rushing into print. In the penning of this article I do not wish to be considered as noticing in any way the article quoted other than in the abstract, and as a moral to adorn a tale, neither do I attempt to answer it in any way, as such communications merit only the silence of contempt. One does not enter into a debate with a child, nor answer its senseless questions, but when they become annoying a remedy is found in a slipper or a nursing bottle. I would commend either or both of these remedies to Editor Prial for use upon the writer of the article referred to. As I began this note with a quotation I suppose I might as well end it with the following one, which just fits this case: "Heaven and earth war in vain against a fool."

DESPITE the fact that the recent disgusting spectacle of a lot of women riding and falling upon a track for the edification of an absent public was shown to be a "fake," and was, as far as the poor unfortunates themselves went, far from a remunerative affair, we are now promised a *real race*, in which $2500 of *real money* will be given as a prize to the winners. I am glad to be able to chronicle in these notes that, as a rule, wheelmen here were much against the recent display, and are more so against any future ones.

GREAT is the power of gold, but greater still is the power of diamonds. The N. A. A. A. A. offer as prizes at their forthcoming games, diamond rings to the winners, diamond scarf pins to seconds, and gold medals to third contestants in each event, and to all who finish neither first, second or third they will present a gold locket just for the pleasure of their presence as competitors. As a consequence of this over fifty entries are claimed for the one and one-half mile bicycle handicap. Special arrangements have also been made for the attendance of a corps of surgeons and ambulances, and all of these fifty gentlemen who are so anxious to risk their necks for prizes may feel content at having ready at hand the prompt attention that many of them will undoubtedly need.

YOU'VE read "Robert Elsmere" of course. Every body has, or claims to have done so, at any rate, which amounts to the same thing in most cases, as the average reader finds that the scholarly authoress of the novel has gone too deep or too high, it matters not which, for them to understand. But I am not going to write a criticism of the novel, but will be content to steal the closing lines of it to clothe my own ideas in words, altering them to suit the use

I make of them. Here they are as I have slightly changed them:

"Others, I doubt not, if not we,
The issue of *his* toils shall see;
And future wheelmen gather as their own
The harvest that his zeal had sown."

As the above stands, it but slightly expresses my feelings of admiration for the untiring energy in the cause of the wheel shown for the past five years or more by Mr. George R. Bidwell, who I much regret to see step out of harness, well earned though his retirement be. *Vale*, my paragon of Chief Consuls, we shall not soon look upon thy superior.

PENNSYLVANIA.

"ARIEL."

The result of the Presidential election is quietly accepted here: in fact it was generally discounted, no one who was well informed ever supposing that Mr. Jessup had even a fighting chance. I cannot help but feel that it would have been a wise thing if the League officials had allowed Mr. Jessup to go in. The cry of "Ring Rule" has done the League a very great deal of harm; of that there can be no question. But you can't tell who's Governor until after the election.

South End dances again on the 28th, and that another enjoyable time will be had at No. 1726 South Broad street goes without saying.

No word from the new road book yet, although it was promised for the latter part of February. This is a matter of great importance, and the printers should be stirred up lively.

Messrs. E. G. Kolb, L. J. Kolb and Chas. Wilson, Jr., all of the South End Wheelmen, made an attempt on the seven-mile course, over which the 100-mile road race was run last autumn, but the conditions being against them, the best they could do was something over thirty minutes. They expect to make another attempt.

Thursday night the Mount Vernon Wheelmen had a benefit theatre party at the Grand Opera House, the occasion being "Faust," as given by the Boston Ideals, and it was a great success in every way. The proceeds are to be devoted toward the furnishing of their new club house. A lively and a growing club are the Mount Vernons.

Another "Road Hog" case in this section, last Thursday, this time at Wilmington, the sufferers being Messrs. Bertolette and Guldin, of the Wilmington Wheel Club. They were run down on the Causeway, while out on their bicycles, by two men in a buggy, who deliberately crowded them into the ditch, throwing Bertolette off and bruising him. Warrants are sworn out for the hogs' arrest, and the club intend pushing the matter as far as it will go.

The last of the winter sociables given bp the Pennsylvania Bicycle Club wound up in a blaze of enthusiasm last Wednesday night. About one hundred people were present, and the affair was a "sociable," in every sense of the word, there being none of that stiffness which characterized the first one, and which was hardly avoidable where so many people were brought together for the first time. Dancing was kept up to a late hour, the programme being well filled, and the only interval being for the very fine supper which was served about eleven o'clock. The patronesses were: Mrs. Roberts, Mrs. Supplee, Mrs. Worrell, Mrs. Street and Mrs. Tryon.

POKOPOLIS NOTES.

"STAR."

"Safety," in coming to the defense of "Hawkshaw," seems to think that most persons do not care to know that "Dick Dunder is a scorcher from 'way back,'" or that "Baby Bunting has a dandy mouth for oysters." Now "Safety" was never more mistaken in his life, as that is just what some of us want to know, for if "Baby Bunting" should ever take a notion to start on a tour and should happen to visit our city, our being forewarned of his capacity in that direction would prevent our bankrupting ourselves by attempting to stop that dandy mouth with oysters, for we would then try to appease his insatiable appetite with the succulent wiener wurst, the delicious pumpernickel and the fragrant limburger. Then again, Mr. Editor, those of us who reside in the log cabins of the uncultured West cannot be expected to have the breadth, the depth and the acuteness of one who has had the advantage of the society of the Goulds, the Vanderbilts and the Astors. Still, we do the best we can in our humble way, and often, after milking the cows and feeding the stock, burn our tallow dips till quite a late hour in attempting to write up the news, for we intend to earn our salaries even if it should unfortunately kill the World.

It is said that an amateur entertainment is soon to be given at the Odeon for the benefit of the C. B. C.

We are to have a hill-climbing contest in the latter part of March. Sycamore Hill is the one selected, and Mr. A. A. Bennett will offer three prizes. It is expected that this will effectually settle the claims of some of our would-be hill climbers.

The Crescents have adopted a uniform consisting of a black jersey and black tights. While there is no question as to the comfort of such a costume, the appearance one presents when arrayed in tights is objected to by some as being positively indecent. A good supporter, however, add a light flannel shirt in place of the jersey would do away in a large measure with that objection. To the man who is larger around the waist than around the hips tights are a godsend. A belt is unnecessary, as a piece of elastic braid put in the hem at the top will exert just enough pressure to keep them in place, whether the stomach is empty or just filled with a Miamitown dinner, and then they obviate the necessity of either suspenders or stocking supporters. To a thin man, however, they are not becoming, as they give him too much the appearance of a gigantic spider.

NEW ORLEANS.

"NOKOMIS."

The New Orleans Bicycle Club have at last succeeded in getting a club house. It is situated corner Prytania and Valence streets, and is the nicest and cosiest house they have ever had. The N. O. boys say that they are going to make things hum this summer in the way of amusements. There is a large lawn on the side of the house, which they will utilize for croquet and tennis during the long evenings of summer.

Frank Born has the sympathy of all the members of the L. C. C. having met with the loss of his father.

Claus W. Bogel has come down to a safety. Bogel is a fine athlete, and it is said in the next safety race he will astonish the natives.

We are just on the eve of our Mardi-Gras here, and can promise any of our northern brethren that have the good fortune to be in our gay city, that they meet with a hearty welcome at our hands.

Owing to the conditions of our roads, none of the races for the Batson Medal have taken place, as every race with the exception of one is to take place on the road. When the roads do dry up they will be run once a week until the whole series is finished.

It is said the *Spirit of the South*, a local sporting paper, is not as partial to cycling as it might be. The editor frequently cutting out its cycling corresdondents notes entirely, and then when inserting them, putting them in an obscure corner of the paper. How is this, Mr. Wharton?

The Louisiana Cycling Club had a special meeting last Thursday evening, at which they accepted resignations of three members, and elected three. It is the general regret of the boys in the club that Percy Batson resigned. Batson has sold his wheel, and has given up riding for good.

There is evidently something wrong here in management of the League. If you will notice in the list of members by states published in your paper sometime ago, Louisiana is way behind her membership of the year before, and I know there are more riders now here, than there were then. Then again no League meeting has taken place for over five months. Whose fault is this?

BUFFALO.

"MERCURY."

Theatre parties will reign supreme among cyclers next week. On Monday evening the Buffalo Club will do the gallant by Miss Pauline Hall in "Erminie," and on Wednesday evening the Ramblers will honor Marie Jansen as "Nadjy." Both clubs will attend in large numbers. The change, presenting the operas at the new Star Theatre instead of the Music Hall, was a wise move.

Bushong and Terry, ball players of the Brooklyn Club, seem to be quite enthusiastic cyclers. The former says: "I tell you, honestly, for pleasure and health cycling is much superior to anything I know of. It strengthens wind and muscle thoroughly."

The *Sporting Life* says an assessment of twenty-five cents would put the L. A. W. out of debt. Thunder and lightning! is that all? Why not create a "popular subscription?" Surely cyclers would not begrudge the small sum of twenty-five one cent pieces if it would put the League out of debt.

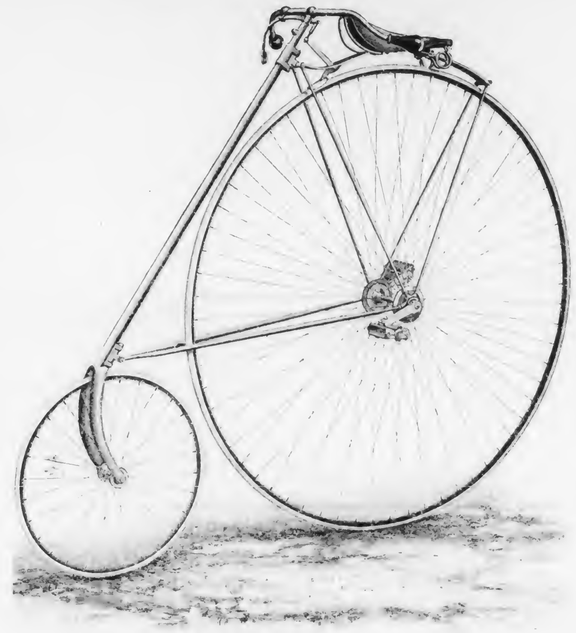
The Rambler Bicycle Club, at its last meeting, voted *unanimously* to remain in the League. I was rather surprised to hear of this sudden change of heart in the "oppositioners," but that surprise was dispelled when I learned that the Great, the Only H. E., King-pin, etc., etc., etc., lent his eloquence to the League defenders.

THE EAGLE BICYCLE.

THE WHEEL OF '89.

A Practical Rear-Driven Safety, without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

AS LIGHT AS THE "ORDINARY."



BALL BEARINGS EVERYWHERE.

No Complicated Mechanism to get out of order.

SIMPLE DIRECT CRANK MOTION.

The "Eagle" is a wheel of the highest grade, both in quality of material and finish. It is built entirely of steel, either forged or drawn. **We Guarantee every machine,** and will replace without charge any part returned to us within a year which shows signs of imperfection in material or workmanship.

All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated.

Agencies for the EAGLE are now being established with the leading dealers in many of the principal cities and towns, and machines will soon be on exhibition and sale at their places of business. Also a full line may be seen at all times at our central office at Stamford.

LARGE ILLUSTRATED CATALOGUE FREE.

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STAMFORD, - - - - - CONNECTICUT.

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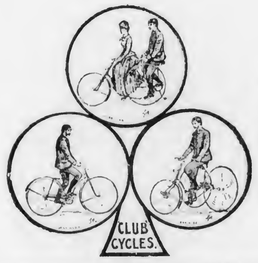
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will be issued on March 1st, and will include all the latest Novelties for the coming season.

Send your name and address and a copy will be mailed free.

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,

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The only Machine equally suited to Lady or Gentleman.

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D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.

A. KENNEDY-CHILD, Supt. Agencies.

By the way, speaking of Ducker, I see he is to have the management of a big "event" down your way. Although I would much rather see him manage the Buffalo affair, I wish him every success. It is generally understood he did not have the power he desired at the last tournament, or the result might have been different.

W. G. SCHACK is at the head of a movement to organize a Ramblers' base ball team. The Buffalo Club have a team, why not the Ramblers? It has some very promising material with which to form a strong team. A series of games could be arranged with the Buffalo and Rochester Clubs, and some very interesting contests would be the result.

THE Ramblers are unfortunate in losing two, perhaps four, of its most active members. Otto Schmidt has taken up his residence in your city (Boston), W. O. Graham is now employed in the Erie Railroad office in New York City, and now Wirtner and Hughson, the "inseparables," contemplate taking Greeley's advice, and "go West." What is our loss is others' gain.

IN my letter of two weeks ago I had an item concerning Hughson and his wheel, which was stolen, to the effect that he was "waiting for it" yet. Shortly after the letter was mailed I met Hughson, and he told me that he had found his wheel and stranger still, right here in the city. It appears the party who borrowed (?) the wheel, in riding down Pearl street, broke the tire in some way or other and left it at a store near by. Had the thief (who was captured, I forget where) not confessed, perhaps "Billy" would be "waiting for it yet."

MINNEAPOLIS NOTES.

"VERNON."

NOTHING is talked of at the club rooms but about "our track," as we say. S. G. Morton has changed his mind in regard to putting a clay path in, but will make a four and one half lap board track. On account of the track being inside the ball park, he thought that the ball players would cut the clay all up, and it would take lots of care and attention to keep it in proper shape, so he decided to put down boards instead of clay. Probably no records will be broken here anyway, so a board track will be as good as anything else.

MORE of the fellows are seen around the club rooms this winter than last. They are contemplating renting a house and have it fixed to suit themselves. It is understood that they will have to move from their present quarters pretty soon, and are looking around now for better quarters.

I HAVE always thought (and so has everyone else that I know of) that California was a glorious country, where no snow, no ice, no anything frigid was ever seen or felt, but in "Vindex's" letter from Los Angeles, he stated that U. S. Wing had ordered a lot of ice bicycle attachments! Now if California doesn't want to get thrown in the "soup" she must explain this item some way. May be "Vindex" forgot to state that the attachments were going to be used for pulling through the sand, of which tradition says they have a large amount. Speaking about U. S. Wing reminds me that he was a former Minneapolis lad.

SOME of the members of the M. B. C. look weary when anyone mentions "tournament" to them, as the last tournament was not a success financially, and no wonder it was a failure, as the track was about half way between here and St. Paul, and no way to get out there but the motor line, the management of which would not run trains out there any oftener than every two hours. I know of one of the racers who thought he would ride out on the motor and thus save himself for the races; but alas, he missed the train by a minute or two, and no hacks being around he had to *run* all the way out, and he got there just in time for his race! On account of the track that we will have here this year being in the centre of the city there is no reason why a good tournament would not pay, and I am sure that if the same "hustlers" have charge of it this year as did last that it will prove a big success, financially and otherwise.

NEWS AND COMMENT.

THE Boston Bicycle Club held its twelvth annual dinner at Parker's last Saturday evening. The affair was, as usual, one long to be remembered by the participants. The dinner was a momentus one, in that the members of the Town Club, with which the old Boston Club is now amalgamated, also took part in the prandial and post prandial exercises. Long may the joint prosperity of the two organizations continue.

DUCKER and Boston: *that's* a combination for you.

WHITTAKER will return to this country in course of a few weeks.

THE WORLD will come to you in rolls next week. See editorial.

MR. LOUIS M. NESBITT, a prominent wheelman of Camden, N. J., lately died from typhoid fever.

THE Supreme Court of Indiana has decided that cycles are vehicles, and that they must be kept off the sidewalks.

HAVE you a second-hand wheel for sale? Well, *now* is the time to advertise it, and the WORLD is the medium for you.

MISSOURIANS should cast their eye over the official-editorial and report of Representative Warner's proposed prohibitory bill.

AN Omaha exchange says "spring has come at last." Will the Omahains just give that spring a boost this way and oblige.

HOW in the world so many papers make the mistake of reporting Mr. Dow of Maine as elected the League Treasurer is beyond our comprehension.

RUBBER is being used as an experiment in paving several German towns. We imagine it must be expensive, but what a luxury! a rubber pavement!

THE Orange Wanderers is the first club to put a lady member on the Executive Committee of the club. MRS. L. H. Johnson has the honor of that distinction.

IN consequence of the change of the female cyclists troupe management, Philadelphia will be spared the delight of a six days' race (?). Shake, quaker, my boy.

DR. EMERY, the wide awake Chief Consul of Massachusetts will be dined by the New Bedford Club March 6th. He proposes to do some recruiting for the L. A. W. from that section.

THE offer of the WORLD and *Texas Siftings* to new subscribers for $2.00 has been extended to March 31st. We also will continue to furnish *Siftings* to present subscribers for $1.25.

WE think that Master Eddy Mohrig, of San Francisco, Cal., is the youngest rider of a bicycle in the world. He is only three years old. The effete East cannot produce so young a bicycle rider.

KANSAS CITY Wheelmen are arranging to spend a week in Chicago and enjoy riding on the boulevards of that city, as well as "taking in" other attractions of the great western "metropolis." Beg pardon St. Louis.

A. C. BANKER, the Pittsburg flyer, has taken up his abode in Brooklyn, N. Y., and consequently Brooklyn wheelmen are preparing to place a chip on their shoulders, so to speak, and asking some road racing team to knock it off.

NOW of all others is the time for the cycler to be thinking about his outfit for 1889 and no outfit is complete without one of those delightful little Kodak Cameras with which one hundred negatives can be taken without refilling the filen roller. See their advt.

A MR. WHITE, of Elizabeth, N. J., was accidentally run into by a shying horse on Washington's Birthday. The bicycle was smashed and Mr. White was seriously injured. His friends are trying to discover the parties who were driving the restive horse.

TOM STEVENS has arrived at Zanzibar, Africa. He expects to start for the interior by March 6th. He claims that there is no authentic information as to the whereabouts or fate of Stanley or Ermin Bey. If pluck and experience count for anything, Stevens will successfully consummate what he set out to accomplish.

"GOOD old" Rollinson is in New Zealand. He issued a defi to race for the professional championship of New Zealand, but as that part of this mundane sphere boasteth not of a professional champion a great chunk of silence ensued after Mr. Rollinson's challenge ceased ringing over New Zealand's hills and valleys.

MRS. STERLING ELLIOTT of Newton, Mass., has accepted an invitation from the Northampton (Mass.) Cycle Club to attend its ball to be given March 6th at which time by special request and earnest solicitation she will exhibit and ride the Elliott safety for the delectation and instruction of those who have never seen a lady's bike.

THE Boston Sunday *Globe* and the *Herald* both had long accounts and good illustrations of the Boston and Town Clubs' dinner at Parker's last Saturday. The first page of the *Herald* was graced with an excellent likeness of Doctor Kendall, while the *Globe* had cuts of the interior views of the Town Club. [From the above *lucid* item we should judge our worthy editor must have been at the dinner.—*Devil.*]

SACRAMENTO, Cal. Wheelmen are making themselves obnoxious by riding on the sidewalks of that city. There is a city ordinance against this practise and we hope to hear that an example has been made. An exchange from Sacramento says, "About three years ago a bold wheelman ran against an old lady and knocked her over, and she has been confined to her bed ever since from the effects of the shock and the injuries she received."

REPRESENTATIVE WARNER, of St. Louis County, Mo., has distinguished himself by introducing a prohibitory bill into the State Legislature. The particulars of the remarkable bill are given in

detail in the official department of this paper. It will be well for Missouri riders to ponder whether "the League should go into politics" when any member who supports this bill comes up for office again in his (the rider's) particular district.

J. W. McGOWIN, Secretary of the Keystone Bicycle Club of Pittsburg, Pa., writes: "In your list of 'Oldest Clubs' given in the issue of 15th Feb., I noticed the absence of our club, so therefore write a few lines to say our organization was perfected December 14th, 1879, with a membership of seven (mystical number.) The following year, October 12th, 1880, application was made for membership in the L. A. W., the club retaining said membership until the present time and ranking as one of the few 'oldest' League club."

A WAIL.

Oh for the lights of other days,
Those good old days of yore;
Before they ground the record down
To less than '34!

Dim memories of Springfield in
The half-forgotten past,
Ere riders learned the way to win,
Was *not* by riding fast!

Avaunt, ye gibbering spectres
Of a glory that has fled!
Why come ye back to haunt us
From regions of the dead?

Why must ye call to mind the time
When club-men hung together;
When runs *were* runs and always ran
In fine or stormy weather?

For oh, it is a gruesome thing
To see, here in the Hub,
A captain brave in braid and gold,
But minus any club!

And where are now the heroes
Of the last and greatest scoop?
Echo, drops to slang and answers
"Where they should be—in the soup."

PEDALS.

A NOTICE.

WE wish to inform our friends and the cycling trade, that Sam Goodman, who has been travelling with professional racing teams, has no business connections with us, and we will not pay any bills contracted by him. We think he is at the present time in Washington, D. C. HENRY AND JOSEPH GOODMAN.

Hartford, Feb. 26, 1889.

THAT RECORD OF 2.18 1-5.

Editor Bicycling World: We observe in your issue of the 25th ult that you have a paragraph stating you consider the record of 2 min. 18 1-5 sec., accomplished on our now famous "Triplet" cycle a "fake."

We think that we are too well known to want or need any bogus records. The road chosen was from the 61st to the 62d milestone at Buckden (North road), and Messrs. Hillyer, Rowe, and others, were the Time-keepers.

Two minutes 18 1-5 seconds (one mile) is certainly not the limit or speed obtainable by this really wonderful machine, as the day it was accomplished the weather was very wintry.

We think that before this season is out, we shall get inside two minutes on a straightaway level road. Apologizing for troubling you with this letter, and thanking you in anticipation of its insertion, or notice of same, we remain yours truly.

Coventry, Feb. 11, 1889. RUDGE CYCLE CO., Limited.

MORE ABOUT THAT RECORD OF 2.18 1-5.

THUS saith *Wheeling* in regard to that record of the Triplet: "The BICYCLING WORLD says it is of the opinion that the world's record of the Triplet, one mile in 2.18 1-5, is a fake. Come, Mr. Fourdrinier, your paper is not a *Bicycling News* that it should strike out like this. We grant that had the record been accomplished in America, that paper (the *Bi. News*) would have guyed it. No one here would have taken any notice, however. Prithee, Friend Fourdrinier, do not retaliate on the innocent. The record is a good record, made under favorable circumstances, perhaps, but then, so are most path records."

Our end is accomplished. We hammered away until we got some one to say *something* about the claim. The above letter from Messrs. Rudge and the item from *Wheeling* seem to put a more reasonable light on the record, and so down it goes, as a wonderful road performance.

[Private advices just to hand, speaking of the claimed record, say: "The Triplet is the fastest and safest cycle ever built. * * I have no reason to doubt the distance or timing, but the start was made flying, the course straight away, a considerable part of which was down grade." * * We are glad to be able to present this mass of evidence, as now we believe it was done, and we know how, also.—ED.]

SHENANDOAH VALLEY—ROUTES WANTED AND GIVEN.

Editor Bicycling World: In your next issue will you ask anyone who knows to kindly give the best route from Chambersburg, Pa., to Washington, D. C.? Also from Washington to Oxford, Chester Co., Pa., via Baltimore. I contemplate taking a trip between the above-named places in the spring, and would be very grateful for any advice as to roads, etc. Fraternally. 19511.

A REPLY TO NO. 3502.

Dear No. 3502.—Have you never heard of the famed Shenandoah Valley pike? No? Well by all means come and see it and enjoy it, or ask about it of some one who does not live on such a road and can better eulogize it. Were I to praise it, it might be thought I had not been from home and knew no better, or at best was prejudiced in favor of home enterprises.

Having reached Cumberland, Md., follow the tow-path (see Karl Kron XM Miles on a Bicycle) to Harper's Ferry, thence to Charlestown, to Berryville, to Winchester, to Woodstock, to Harrisonburg, to Staunton, and even on to the Natural Bridge if you like, though from Staunton on the road is not macadamized, a good dirt road, however. Affording still more of the desired "picnic" would be the route through Greencastle, Pa.; Hagerstown, Md.; Martinsburg, W. Va.; Winchesta, Va.; and so on, as above.

A good road will not remain good by being let alone, so you can fully expect to find some portion of the road being repaired by the addition of new stones. Occasionally this may necessitate a dismount for a short distance, but not often.

Further information will be furnished by any local Consul along the route, or by Yours truly, N. B. SCHMITT.

Woodstock, Va., Jan. 23d, 1889.

Editor Bicycling World: Will some of your readers give me a good route from Philadelphia, for a tour of from one to two weeks? My chief desire is to find good roads and fine scenery.

Would like good routes to Gettysburg or the Northern part of New Jersey. Yours. 19,308.

Philadelphia, Jan. 28th, 1889.

STANLEY SHOW STATISTICS.

A MOST interesting table of statistics is published by the *Cyclist* of Feb. 13th, showing the number of exhibits at each of the preceding annual shows. The table is an epitomized history of cycling itself, showing the growth of the sport and the comparative rise and fall in popularity of the different types of machines.

From 1883 to 1886 it will be noticed that the tricycle took the lead in numbers exhibited, while at the show just past the single dwarf safeties outnumber all the rest of the exhibits put together.

Commence.	Days Open.	Place.	Bicycles.	Tricycles.	Total
12 Mar., 1878	2	Athenæum, Camden Town	70	1	71
1 Feb., 1879	1	Foresters' Hall, E. C.	100	12	112
3 Feb., 1880	1	Holborn Town Hall	128	21	149
2 Feb., 1881	1	Holborn Town Hall	183	67	250
9 Feb., 1882	9	Agricultural Hall	275	158	433
29 Jan., 1883	5	Royal Albert Hall	233	289	522
14 Feb., 1884	6	Floral Hall, Covent Gardens The	140	225	365
28 Jan., 1885	6	"Wheeleries," Thames Embk.	105	182	287
13 Feb., 1886	7	Royal Aquarium	280	340	620
27 Jan., 1887	9	Royal Aquarium	320	313	633
28 Jan., 1888	7	Royal Aquarium	400	350	750
25 Jan., 1889	8	Crystal Palace	820	375	1291

* Estimated.

STANLEY SHOW 1889.

Bicycles.		Tricycles.	
Dwarf Safeties	644	Direct Steerers	234
Ordinary	87	Tandems	64
Rational	52	Carriers	21
Tandem Safeties	33	Gnat or Olympia Pattern	20
High Safeties	10	Crippers	13
		Other Types	12
		Sociables	11
	826		375

Grand total—1201 items; 1201 cycles.

OUR SHENANDOAH VALLEY TOUR.

(By "Tourist.")

THE first incident of this tour settled our exuberant spirits and shrouded us in a pall of gloom. We had come from Washington on the night train over the Piedmont Air Line, changed cars at Lynchburg, and were now in the early morning at the depot near the Natural Bridge, Virginia. Mac had broken one of his levers in two in an extraordinary attempt to climb the first hill. Now wasn't that lever a *hollow* mockery?

The day was too lovely, however, to be spoiled by this unlucky accident, and we were soon enjoying the scenery. We spent the day wandering about on foot, following the course of the stream that ripples underneath the Natural Bridge, and ever returning to wonder at this beautiful work of nature.

Towards evening we rode over to Lexington, Mac getting along the best he could with one lever. The road is of clay and quite hilly. We had the good fortune to meet a young Virginian about midway of the longest hill, who was extremely hospitable. He had a number of bottles of beer in his buggy, and said he had emptied a number more, so it was well we met him, or he certainly wouldn't have reached home sober.

We were well entertained at Irvin's, Lexington, and spent the forenoon of the next day looking about, while a locksmith tried to make a weld of Mac's lever. The time was well spent. An article in the January number of the *Century* magazine, entitled "The West Point of the Confederacy," gives a very interesting history of the Virginia Military Institute at Lexington. There are also the burial places of Robert E. Lee and "Stonewall" Jackson, the Washington and Lee College, and other places of interest to visit.

The locksmith having found out that he didn't know anything about repairing bicycles, we took the afternoon train for Harrisonburg, where we had learned there was a bicycle repairer.

On arriving at Harrisonburg we found that it had been raining there steadily for three days, but we were now on the famous limestone pike of the Shenandoah valley, one of the best roads in this country, and knew it would be all right if the storm would only clear away. And sure enough, about noon the following day the rain ceased, except an occasional shower, and our troubles were at an end, as the repairer had in the meantime inlaid a piece of steel in the hollow lever and riveted the whole thing so stoutly that a team of oxen could not have pulled it apart.

We had made the acquaintance of Dr. Harris during the morning, an enthusiastic wheelman and very genial fellow, and but for his kindly offices would probably have missed one of the greatest pleasures of the tour, namely, a visit to the wonderful caverns, some six miles out of New Market. Leaving the pike where an old sign, "New Market Caverns," points toward the mountains, we stored our wheels in a farmer's barn, and started to walk over, as the side road had not been macadamized, and was far too miry for wheeling.

The entrance to the caverns is located on a farm about three miles from the main road. They do not have many visitors, as there is no railway station near and they are not advertised, but their natural beauty will repay anyone for a long trip. On reaching the farm we found the "old man" crippled with rheumatism and his boys away from home, but his daughter (a comely lass, by the way) said she would act as guide, and a very interesting one she proved to be. The entrance to the caverns reminds one of going down into a well. The air down underneath the ground was pure but cold, although it was then the middle of summer. We were provided with candles and reflectors, and as our guide wound about among the intricate passages, with which she seemed perfectly familiar, we kept as close to her as our bashfulness would permit.

The stalactites were white and crystalized, and formed many beautiful and fairy-like grottos. In one place there was a small crystal lake. After we had gone several miles under ground and could get no further without crawling, we returned by another route to daylight, and, bidding our fair guide adieu, made haste towards New Market for supper.

We concluded to visit Luray caverns the next day, so as to compare them with the New Market caverns.

(To be continued.)

THE BUFFALO'S BANQUET.

THE Buffalo Bicycle Club celebrated its tenth anniversary and Washington's Birthday with a banquet on the evening of the 22d at the Genesee. Covers were laid for fifty. The tables occupied the center of the dining room in the form of a T. Silver candelabra were placed at each end of the table and in the center was a bank of flowers. The menu cards were beautifully engraved and at a lower corner were bangles of tin lanterns and pails. The menu consisted of fifteen courses—and a toast master. A noticeable feature this banquet was the presence of many our older members, including two of our respected honory members Dr. Danelson of Buffalo and Dr. Blackham of Dunkirk. About two hours were consumed in satisfying the inner man when the tap was given by toast master, Prof. Richardson. He paid a glowing tribute to the Father of our Country and a toast was drank to his memory.

"Our History" was responded to by President C. F. Hotchkiss. Mr. Hotchkiss said that the Buffalo Bicycle Club had a history of which he was proud. It was organized when cycling was in its infancy. The first meeting was held just ten years ago at the office of Dr. H. T. Appleby (deceased). There were two besides Dr. Appleby at this meeting, Geo. F. Chavel and John T. Gard, ex-chief Councelor. Geo. R. Bidwell became a member in April 1879. To these few pioneers we owed our present existence. The club had entertained and banqueted many clubs in the past. Of the large gatherings which the club had entertained were the sixth annual meet of the L. A. W. in 1885, the fourth annual meet of the New York State Division in 1886 and the New York State Division meet in 1888.

Mr. R. K. Smither responded to the toast "Our new members and Ancient History." He was at a loss to discover what connection there was between Ancient History and new members, if applied to his name he congratulated himself on his escape from the ancient family of Smith, he could proudly say that he was Smither. He noticed a general movement for athletics, especially among the ladies and that our physical condition was a condition, and not a theory that confronted us.

Prof. Richardson here read letters of regret from many wheelmen mostly non-resident.

The L. A. W. was responded to by Dr. C. S. Butler. Said he, "I know of no better word picture as a comparison for the destiny of the League of American Wheelmen than this: Among the legends of the late civil war there is a story of a dinner party given by Americans residing in Paris, at which were propounded sundry toasts concerning not so much the past and present as the expected glories of the great American Nation. 'Here's to the United States,' said the first speaker, 'bounded on the north by British America, on the south by the gulf of Mexico, on the east by the Atlantic and on the west by the Pacific Ocean,' but, said the second speaker, 'this is far too limited a view of the subject: in assigning our boundaries we must look to the great and glorious future described for us by the manifest destiny of the Anglo Saxon Race. Here's to the United States, bounded on the north by the north pole, on the south by the south pole, on the east by the rising sun and on the west by the setting sun.' But here arose the third speaker, 'if we are going,' said this patriotic American, 'to leave the historic past and present and take our manifest destiny into the account why restrict ourselves into such narrow limits? I give you the United States bounded on the north by the Aurora Borealis, on the south by the procession of the equinoxes, on the east by the primival chaos and on the west by the Day of Judgement.' Such are the unbounded possibilities of the League of American Wheelmen. The objects of the League were, during its first period of existence for the developement of a social organization, and later its energies were directed to the regulation of racing, and at the present time, the Dr. said, "A question paramount to all others, a question of vital importance to all wheelwheelmen, of infinate benefit to the country at large was the rights of the wheel in the parks, and the improvement of the roads and public highways. This was a stupendous task and it remained with us whether this accomplishment could be realized." (On the question of roads and highway improvement there is not a man in the League more enthusiastic, more capable and more worthy of his steel than is Dr. C. S. Butler.)

"Our Honorary Members" was responded to by the genial Dr. Blackham of Dunkirk. The Dr. told us just what an honorary member was. Two street urchins were viewing a procession, and as the line of carriages hove in sight, said one to the other, "who be them men a ridin'?" The answer was, "Old duffers wat kant keep with the crowd, but foller in hacks."

The "State Division" was well taken care of by Councelor W. S. Bull. It was the largest Division in the League. ALI BABA.

ELIZABETH, N. J.

THE Elizabeth Wheelmen gave a unique entertainment at Temple Opera House, Elizabeth, N. J., Tuesday evening, Feb. 12th. The play consisted of a burlesque on summer touring and tended to bring out the various abilities of its members in the form of solos, quartettes and character delinations.

The Opera House was well filled with the elite of Elizabeth as well as their brother wheelmen from neighboring cities, (many accompanied by ladies) noticeably Hudson Co. Wheelmen, Essex Bi. Club and Atlantas of Newark and the Plainfield Wheelmen.

The entertainment was pronounced a success both socially and financially and as a feature of the same the sweet strains of music by the well trained orchestra were highly appreciated and heartily applauded. The club started in the summer of 1883 but was incorporated in the spring of 1885.

Their pretty Club House situated on East Broad street with all its appurtenances is a crowning object of successful perseverence on the part of its members.

Their club is one of the largest and most influential in N. J. and has carried off a goodly share of honors in mileage, long distance riding and fast time.

The Elizabeth Club has attained as it has undoubtedly earned a leading position in the ranks of the wheelmen of the State.

No. 15,329.

CLEARFIELD, PA.

The liberty bill question is in full blast in this state. Secretary-Treasurer Carpenter has been sending out the suggestions of the committee in printed form, to all League men in the state, requesting each to write to the nearest Representative or Senator asking their influence and support. The committee is composed of good men. They are Samuel A. Boyle, Philadelphia; W. R. Tucker, Philadelphia and D. K. Trimmer, York. A petition has been circulated among the wheelmen and those friendly to them, urging the co-operation of Senator W. W. Betts in this matter. S. I. Snyder kindly took the petition in charge at the first notice received of the desire of the committee. Our Senator now has that, as well as a few persuasive appeals from interested parties to ponder over.

One of Clearfield's enthusiastic wheelmen, A. F. Boynton, is now indulging in the pleasures of his safety at Thomasville, Georgia.

The safety will soon have the lead here. The ordinary must take a back attic box for the present season, if not for all time.

In the discussion going on in some of the bicycle journals, "Ordinary vs. Safety," it is surprising with what candor a novice will put himself up before old riders as their adviser. One writer in one of the cycling papers of last week says: "Last summer was my first season, I am a novice, a new rider, a new comer," etc., Then he fires away by continuing, "I ride an ordinary, the best machine made for comfort, style and beauty. I ride an ordinary because fresh air may be had up in the air." Yes my dear boy when you get "up in the air" you may have air, but us poor fellows who ride the safety seem to get on somehow or other without air. We noticed that Whittaker made a half mile the other day in about 1.9. If he didn't take air what did he take? I think Whit.'s "take" is seltzer and lemon as a rule, but on this occasion he must have had a "few" air also. J. E. HARDER.

WASHINGTON'S BIRTHDAY AT THE VICTOR HEADQUARTERS.

THE headquarters of the Overman Wheel Co., of this city, were the scene of much life and animation on Friday last, the occasion being the opening day in which the Overman Co. showed the wheels they propose to put on the market for the coming season. Washington's Birthday will hereafter be Opening Day for this firm, and on that day in years to come the pleasant affair of last week will be made a regular event. The hospitality of the Overman Wheel Co. was enjoyed by several hundred visitors, who brought their capacity for consuming sandwiches, lemonade and cigars right along with them. The Victor people evidently knew that a big draft on the commissary would be made, and although the demand was enormous the supply was generous and greater.

In the matter of the ordinary the patterns of last year and this are practically the same, the 1888 pattern having been found to be all that could be desired.

The same can be said of the Victor Jr., with the exception of price, which will be $40 for 38-inch, with $2.50 rise for each larger size.

In regard to the safety, some few minor improvements have been made. The angle of the handle-bar has been changed, giving a more graceful appearance. The brake lever has been made heavier, and this with the brake is now absolutely noiseless. The saddle is now fitted to an L post, thus bringing the weight more on the rear wheel, and reducing the difficulty of steering to a minimum. The bearings of rear and sprocket wheels are improved in the manner of attachment to the forks and locking the adjustment.

The rear wheel mud guard has been extended and braced. Front wheel and chain guards can also be supplied if desired.

In the construction of the new Victor Safety chain, each link is perfectly finished and the greatest care taken in putting all together. When complete each chain is subjected to a test of 2000 pounds steain. As a result each joint works freely and the chain runs as smooth as a ribbon.

The nickel and the enamel finish is equal to anything produced. The new safety saddle and spring and a splendid luggage carrier will be the subject of description and illustration next week.

THE Overman Wheel Co. will import the Rover Safety Lady's Bicycle and so that firm will be in position to deliver these splendid wheels on about April 1st.

SCHOREELING, Daly and Gales, the large gun house 302 Broadway, N. Y., have taken the agency for the New Mail Wheels and will have a large stock on hand through the season.

"THE Springfield Bicycle Co. have opened a wholesale house at Cleveland, Ohio, and C. J. Moore, the superintendent of the works here, is to have charge. He moved with his family from this village last Saturday." *Needham (Mass.) Chronicle.*

MR. EDWARD PENNOCK of Philadelphia, Pa., writes to Messrs. Singer & Co. as follows: "Please send your new catalogue as soon as it is ready. I have had your "Royal Challenge" since spring of '81. It's as sound as ever yet, in all important points [although I have had to put slight repairs to it occasionally, as might reasonably be expected.]. I hardly want a better one today.

GEORGE HENDEE will be connected with W. W. Stall during the coming season. Mr. Stall intends to push for business this year, and he has made immense preparations for an increased repair business. He has one of, if not *the* finest repair shop in the country.

REINHART T. TORKELSON, who has had charge of the experimen department with Ivers, Johnson & Co., of Worcester, Mass., for the past nine years, has severed his connection with that firm to accept a similar position with the Springfield Bicycle Company. His friends wish him the greatest success in his new position.

THE Premier Tandem Safety receives a strong recommendation in this issue from one of our oldest riders. No other type of cycle receives as severe strain as a tandem safety, and the manufacturers of the Premier have paid such strict attention to this fact that of the considerable number sold in this country during the past six months, not a single one has been reported to the importer as going wrong in the least. Two points of the Premier are worthy of special notice. The frame is so strong as to require no extra stay for the heaviest male rider, and the propelling strain is applied to both sides of the driving hub.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.

USED by all WHEELMEN on the road and path.



Howard A. Smith & Co.

Immense Bargains in Second-hand machines for the next few weeks to make room for new goods.

Bicycles, 42-in. to 56-in. in size, ranging in price from $20.00 to $95.00

Tricycles, side-steering and Crippers, price from $50.00 to $90 00.

Tandems—Humbers, $100; Marlboro's, $100

☞ *Send for Second-hand List.* ☜

ORATON HALL, NEWARK, N. J.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - - Room 27.
ABBOT BASSETT, Secretary.

A BILL was Introduced in the house at Jefferson City, by Representative Warner of St. Louis County, Wednesday, which, if it becomes a law, will seriously affect the bicycle clubs of St. Louis. There is reason to believe, too, that the bill will meet the approval of the assembly, because the average country legislator thinks that only dudes ride bicycles. They do not know, neither do they care, that the members of the bicycle organizations of Missouri are composed mostly of men in the large cities who have no other recreation or out-door exercise than that obtained in riding their steeds of steel. The provisions of the bill are, that it shall hereafter be unlawful for any person or persons to run or engage in any race mounted on any vehicle usually called velocipede or bicycle on any highway or public road in any of the counties outside of any city limits in this state; and all persons travelling by the use of such vehicles upon any such highways or roads, on meeting any person or persons on horses or mules, or in vehicles of any kind, shall come to a halt at a distance of 100 yards from the place on such highways or roads where said person or persons on horses or mules, or in vehicle drawn by horses or mules are met; and the bicycle rider shall dismount from the velocipede or bicycle and remain so until the persons met shall have passed a distance of twenty-five yards. For a violation of the provisions of this law the rider shall, on conviction, be deemed guilty of a misdemeanor and fined not less than $10 and not more than $100. In addition to the fine he shall be liable to civil action for any damage to persons or property by reason of any horses or mules becoming frightened at the bicycle. This is hayseed legislation with a vengeance.—*Spectator.*

And yet there are those who say that wheelmen have all their rights and there is no use for the League. Now Missouri show the world what organized effort can do.

Massachusetts Division.

To the Board of Officers: A meeting of the Board will be held at the Clarendon Hotel, 521 Tremont street, Boston, on Saturday evening, March 2, at eight o'clock P. M. Fraternally, WM. H. EVERY,
Boston, Feb. 21, 1889. Chief Consul.

New York.

To the Board of Officers, New York State Division L. A. W.: An adjourned meeting of the Board of Officers of this Division will be held at the New York Bicycle Club House 140 West End avenue near 72d street, New York City, Monday evening, March 4th, at 8.30 o'clock. As certain amendments to our By Laws will be presented at this meeting as well as other business demanding our attention, I earnestly request the attendance of every member. Yours truly,
GEO. R. BIDWELL, Chief Consul.
New York, Feb. 25, 1889.

Pennsylvania Bill.

The following bill defining the rights and regulating the use of bicycles and tricycles is now before the Legislature of Pennsylvania:

Section 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met and it is herby enacted by the authority of the same: That bicycles, tricycle and all vehicles propelled by hand or foot and all persons by whom bicycles, tricycles and such other vehicles are used ridden or propelled upon the public highways of this state shall be entitled to the same rights and subject to the same restrictions in the use thereof as are prescribed by law in the cases of persons using carriages drawn by horses.

Section 2. The commissioners or other authorities having charge or control of any public street, highway parkway, driveway or public place in this state shall have no power or authority to pass, enforce or maintain any ordinance rule or regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any public highway, street, avenue, road, driveway, parkway or public place at any time when the same is open to the free use of persons having and using other carriages as hereinbefore named nor shall such commissioners or other persons pass enforce or maintain any ordinance rule or regulation relating only to bicycles or tricycles and not to other carriages as mentioned in section one of this act.

Section 3. Nothing in this act shall be so construed as to prevent the passage of any regulation ordinance or rule regulating the use of bicycles or tricycles in highways, streets, driveways, parkways and public places in such manner as to limit and determine the proper rate of speed at which said vehicles may be propelled nor to require direct or prohibit the use of bells, lamps and other appurtenances nor to prohibit to any vehicle the use of that part of the street, highway or parkway commonly known as the footpath or side walk.

Section 4. All acts or parts of acts inconsistent here with be and the same are hereby repealed.

L. A. W. Uniforms.

To the members of the L. A. W.: We have discontinued the arrangements had with Wanamaker & Brown of Philadelphia, Pa., to the manufacture of the L. A. W. Uniform, and placed same with Messrs. Browning, King & Co., 408 Broome street, New York City, who will supply the coat and pants, and with Messrs. A. G. Spalding & Bros., 241 Broadway, New York City, who will supply the cap, hat, stockings, belt and shoes.

Prices: Coat $8.25, Breeches $5.50, Shirt $2.00, Cap $1.25, Hose $1.00, Belt $.50, Shoes $5.00.

Arrangements have been made between A. G. Spalding & Bros. and Browning, King & Co. whereby any suit or parts of suits wanted can be procured from either house, thus in many instances saving extra express charges. Prices will be the same in either case.

Members who desire to have their suits made to measure by their home tailor can be supplied with the cloth at $2.25 per yard on application to B. K. & Co.

Messrs. Browning, King & Co. through previous experience in making the League Uniform, and also through the fact of having the largest and best equipped establishment in the United States, are in position to give us satisfaction in any particular, and as the matter has not been handled to the satisfaction of the members of the League or the committee in the past two seasons, we considered a change necessary and in fact imperative.

The above mentioned firms will mail each member of the League a sample of the L. A. W. Uniform cloth. Also an illustrated descriptive circular of all the different articles with full directions as to ordering, measurements, etc.

This change will take place January 15th.
GEO. R. BIDWELL,
Chairman Uniform Committee.

New Jersey Road Book.

It has been a great source of annoyance and regret to the officers of the New Jersey Division that the promised road book has been so long delayed, but the delay has been no fault of theirs.

We were promised the book should be ready at the beginning of the riding season last year, but after some considerable delay the publishing house failed and nothing was done upon the road book for a number of months. Then Mr. Wells, who had it in charge went to Europe thus causing another delay. Now we are assured that it will be ready for delivery to the members before the first of May. J. H. COOLEY,
Chief Consul.

Tennessee Appointment.

Mr. Frank R. Birdsall has been appointed Local Consul for Nashville, in place of Mr. Ed. D. Fisher who was recently elected Vice Consul of the Division.
Fraternally, JOS. R. WILSON, JR.
Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

LIST 180—Total 25—12,150.

BOSTON, March 1, 1889.

CALIFORNIA DIVISION—1—420.

Oak Leaf Wheelmen.

21414 Lillie, Harry, Lodi
21415 Bartholomew, G. E., 200 Main st., Stockton
21416 Southworth, Ernest L., 200 Main st., "

San Francisco Bi. Club.

21417 Gibson, Fred W., 102 Hyde st., San Francisco

ILLINOIS DIVISION—2—772.

Streator Wheelmen.

21418 Huggins, Wm., 10 Lundy st., Streator

Unattached.

21419 Henderson, Chas. T., Toulon

KANSAS DIVISION—3—108.

Unattached.

21420 Amsden, L. A., Wellington
21421 Richardson, John, "
21422 Thompson, John, "

MARYLAND DIVISION—1—470.

Unattached.

21423 Healy, Jno. Stonewall J., South and Pratt sts., Baltimore

MICHIGAN DIVISION—1—357.

Unattached.

21424 *Conover, Mrs. C. A.,* Coldwater

NEBRASKA DIVISION—2—67.

Lincoln Wheel Club.

21425 Van Horn, M. F., cor. Holmes and 19th sts., Lincoln

Unattached.

21426 Platt, Ralph, 307 L. 2d st., Grand Island

NEW YORK DIVISION—6—2513.

Syracuse Cy. Club.

21427 Gleason, Wm., Liverpool

Unattached.

21428 Orrow, Edwin K., 202 Court st., Brooklyn
21429 Robinson, Lyman B., Corning
21430 Palmenberg, E. T., 167 W. 57th st., New York
21431 Brewster, E. S., Unadilla
21432 Brewster, Z. C., "

PENNSYLVANIA DIVISION—2—1570.

Juniata Wheelmen.

21406 Kennedy, W. O., Huntingdon

Unattached.

21420 Bostwick, C. W., La Jose

RHODE ISLAND DIVISION—3—270.

Bristol Bi. Club.

21411 Edwards, Al, Bristol

21412 Trotter, W. R., "

Unattached.

21407 Manchester, W. L., Box 179, Bristol

TEXAS DIVISION—1—30.

Unattached.

21419 Benedict Leopold, Burnet

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York.

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER,
301 Olive Street, St. Louis, Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Mobrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2508, San Francisco.

COLORADO—Chief Consul, Horace Reddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 380 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 620 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1300 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 330 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1111 North Fourth Street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, R. L. Thompson, Muscatine Secretary-Treasurer, H. B. Cropper, Cedar Falls.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, E. H. Croninger, 110 East Ninth street, Covington. Secretary-Treasurer, Al M. Watcher, Martin and Greenup streets, Covington.

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MARYLAND—Chief Consul, Albert Mott, 1734 St. Paul street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 673, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 1277 Tremont street, Boston. Secretary-Treasurer, Sanford Lawton, Springfield.

MICHIGAN—Chief Consul, A. B. Richmond, 311 So. Ionia street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

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MISSOURI—Chief Consul, W. M. Brewster, 301 Olive street, St. Louis. Secretary-Treasurer, J. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George F. Hill, Great Falls.

NEBRASKA—Not elected.

NEW JERSEY—Chief Consul, Dr. J. H. Cooley, Plainfield. Secretary-Treasurer, Robinson Pound Plainfield.

NEW YORK—George R. Bidwell, 313 West 55th street, New York City. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, T. J. Kirkpatrick, Springfield. Secretary-Treasurer, J. W. Spahr, Springfield.

PENNSYLVANIA—Chief Consul, George A. Jessup, Scranton. Secretary-Treasurer, J. G. Carpenter, Wilkes Barre.

RHODE ISLAND—Chief Consul, C. S. Davol, Warren. Secretary-Treasurer, N. H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, J. R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Hugh J. Blakeney, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier. Secretary-Treasurer, F. E. Dubois, West Randolph.

VIRGINIA—Chief Consul, J. C. Carroll, 107 Main street, Norfolk. Secretary-Treasurer, A. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, H. P. Wilkinson, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary Treasurer, I. H. Bloedel, Sheboygan.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

References: *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $9.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.

The Springfield Roadster Bicycles

Hold the World's Records.

No. 1	Wheel, plain and cone-bearing, 50-inch.	$75
No. 2	" ball-bearing, 50-inch.	100
No. 3	" plain and cone-bearing, 46-inch.	75
No. 4	" ball-bearing, 46-inch.	100
No. 5	" ball-bearing, 50-inch.	110
	This wheel has tangent spokes and hollow rim.	
No. 6	Wheel, ball-bearing, 46-inch.	110
	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing.	115

SPEED,
SAFETY,
BEAUTY,
DURABILITY

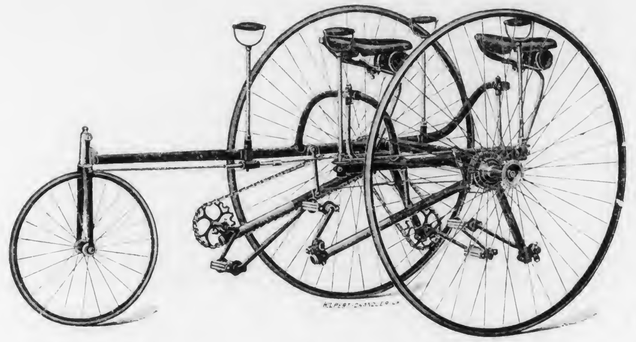
1889
Catalogue Now Ready.
Sent Free.

SPRINGFIELD BICYCLE MFG. CO.,
178 Columbus Avenue, BOSTON, MASS.

Headers Impossible. **Best Hill-Climbers.**

THE AMERICAN CHALLENGE TANDEM.

The only Tandem Tricycle on the market that is practical on all sorts of American Roads.



Thoroughly high grade, with ball bearings to wheels and cranks.

Price, Standard Finish, - $180.
Price, Full Nickelled, - - $210.

We furnish a child's seat with this machine when desired at $5 extra.

Our 80 page Catalog, now ready for mailing, is sent free, and described therein is the largest line of Cycles and Sundries ever offered the cycle buying public.

GORMULLY & JEFFERY MFG. CO., - - - - - Chicago, Ill.

JOHN HARRIOTT,
MANUFACTURER OF
Bicycle and Athletic Medals,
CLUB PINS & BADGES.
DESIGNS ON APPLICATION.
3 Winter Street, Boston, Mass.

S. L. HOUSE & CO.

BICYCLES

Psycho or Singer Safety	145
Tandem Bicycle, 50-50	145
Ladies' Psycho,	140
Gents' Psycho,	145
Royal Singer,	145
Gents' Singer,	125
Ladies' Singer,	120
Apollo Safety,	75
Courier Safety,	55
Courier Tricycle,	85
Wanderer Safety,	35
Little Jewel, $14 to 25	

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

PUNNETT, Merchant Tailor & Athletic Outfitter,
98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

The "STEADY STAND" for Safeties.

It is about as big as your hand, weighs only three pounds, and sells for 60 cents.

The best Stand for dealers' and clubs' use. Send for a sample.

KIRK BROWN,
No. 18 So. Broad St., - - - - Philadelphia



New "ACME" Rubber Tires. **BICYCLES**

	Factory Price.	Our Price
52 in....	$80 00.....	$36 00
50 in....	55 00.....	33 00
48 in....	50 00.....	30 00
46 in....	45 00.....	27 00
44 in....	40 00.....	24 00
42 in....	35 00.....	21 00

All Wheels furnished with Pedal Rubbers and Tools.

SAFETY BICYCLES

SEND FOR CATALOGUE.

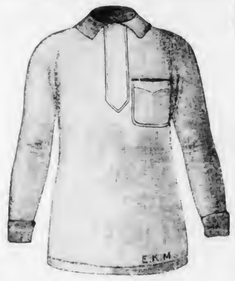
Small Boys' 20 in wheels, with parallel bearings..	$16 00
Large Boys' 24 in., with brake and mud guards....	28 00
Ladies' or Men's 28 in., ball bearing to both wheels,	60 00
Ladies' or Men's 29 in., ball bearings ALL OVER..	75 00

ST. LOUIS, MO. **E. C. McFACHAM ARMS CO.**



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

BUFFALO, N. Y., Jan. 26th, 1888.

Frank Fairbairn. Dear Sir—Your knit goods have given me the most satisfaction of any bicycle clothing I have tried, the elastic fit giving such freedom to the limbs, and the durable qualities they have shown, make them most desirable. I could not go back to cloth goods, after these, with any comfort. I shall wear them the coming summer, for business and pleasure, and wife says the old pair of breeches she cut down for my boy are the best wearing goods he has had yet; outlasted three pair of cloth ones already, and still going. I wore them two years myself. Yours, E. N. BOWEN.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 142 Fulton street, Brooklyn, New York, or 1 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.

THE NEWEST STYLES OF THE BEST WHEELS ON THE MARKET

99
Star
Singer
Coventry
New Rapid
Machines
all on
hand
99



He Rode Against Time.

99
Star
Singer
Coventry
New Rapid
Machines
all on
hand
99

The only Riding School in Chicago.

Western Arms & Cartridge Co., 49 State Street, Chicago.

NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

THE CLARK CYCLE COMPANY,

340 N. Charles Street,

BALTIMORE.

Testimonials.

OWOSSO, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,
FRANK J. WOODARD.

WESTERLY, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.
Very cordially yours,
DR. J. HOWARD MORGAN.

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE CO.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.
Yours respectfully,
SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sir—I can say in regard to the wheel (Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,
J. E. MERANDA.

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. CO.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the Chester *Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,
T. W. ENTWISLE.



THE NEW STAR, 39x24

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - Smithville, N. J.

Crozer Theological Seminary,
Chester, Pa.

Feb. 11, '89.

To the POPE MFG. CO.,

Gentlemen:

I enclose my check for the amount of your bill. I tried the Columbia Light Roadster Safety to-day, and was delighted. I call it a poem. It is a sonnet, it has such unity and finish. Or it is a tune on a hand-organ, it runs along so steadily and merrily. Sometimes I took it for a mesmerized mechanism, for it seemed to know my thoughts without telling, and that is more than most mesmerized subjects can do.

Yours very truly,

E. H. Johnson.

The Famous Rudge Cycles.

A FULL LINE OF RUDGE PARTS ALWAYS IN STOCK.

RUDGE REPAIRING A SPECIALTY.

(Under direction of the Foreman for many years in charge of the Rudge Agency Repair Shop.)

Catalogues Free.

POPE MANUFACTURING CO., Boston, New York, Chicago.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

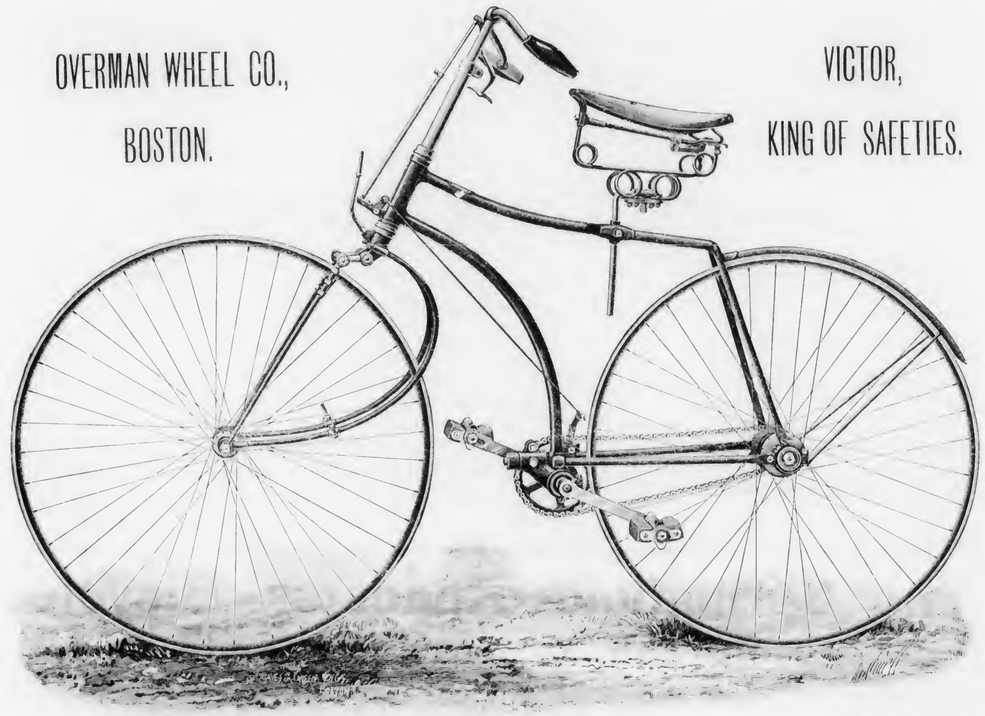
$1.00 a Year. 5 cents a copy

BOSTON, 8 MARCH, 1889.

Volume XVIII. Number 19.

OVERMAN WHEEL CO., BOSTON.

VICTOR, KING OF SAFETIES.



The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

OVERMAN WHEEL CO., Makers, - - - BOSTON.

THE POPULAR PREMIER SAFETY

Has been happily named; it has sprung at once into the front rank of popular favor, and orders are coming in for it from all quarters. Many orders? well, we thought we had booked enough Populars to last us some time, will admit, in fact, that we felt a little dubious about its reception. But we underrated your good judgment and beg your pardon for our error. We have quintupled that first order, and now expect to double that, shortly. Perhaps you would like to know why our Popular Premier Safety is so popular. First, because it is good, and second, because it is low-priced. How can it be both good and low-priced? We'll tell you that. Good because the workmanship is honest and material of the best; low-priced because Mr. Hillman's ingenuity has devised a frame which is just as strong and durable as weldless tubing, but is not nearly so expensive. It is heavier than our Special; lightness and strength are the costliest attributes to build into a wheel—together. But it is no heavier than many of the high-priced Safeties, and we guarantee it to be as staunch, durable and easy-running as the best of them. Steel throughout—forged, rolled, cold-drawn. No castings. Diamond frame; hollow curved forks; weldless steel tube handle-bar and steering-rod; adjustable ball bearings throughout; seven-eighths rubbers and butt-ended spokes; handsomely finished in Harrington's Enamel and Nickel. Price, including ball pedals, bag, tools and oiler, $105. That is why it is popular, both with riders and dealers.

LLEWELLYN H. JOHNSON,

401 and 403 Main Street, - - - - ORANGE, N. J.

THE BICYCLING WORLD CO.:

Dear Sirs—As an evidence of the value of the BICYCLING WORLD as an advertising medium, we should like to state that we have received nearly one thousand inquiries about the PREMIER SAFETIES from the four insertions of our advertisement in the WORLD, during February. These inquiries have resulted in an unusually large proportion of orders, and we hand you herewith our cheque in settlement of your monthly statement, well convinced that we have invested in the biggest dividend-paying stock in the market. Yours truly,

Orange, N. J., March 2, 1889. LLEWELLYN H. JOHNSON.

The Springfield Roadster Bicycles

Hold the World's Records.

No. 1	Wheel, plain and cone-bearing, 50-inch,	$75
No. 2	" ball-bearing, 50-inch, - - -	100
No. 3	" plain and cone-bearing, 46-inch,	75
No. 4	" ball-bearing, 46-inch, - - -	100
No. 5	" ball-bearing, 50-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 6	Wheel, ball-bearing, 46-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - -	115

SPEED, SAFETY, BEAUTY, DURABILITY

1889 Catalogue Now Ready. Sent Free.

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, BOSTON, MASS.

Headers Impossible. **Best Hill-Climbers.**

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

ZOOK, Lititz, Pa.,

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts.

WANTED — Bicycles, Rear Driving Safeties, Single and Double Tricycles. Wheels bought for cash, sold on commission, and taken in exchange for new mounts. Will sell 54-inch Am. Star, $20.00; 50-inch Standard Columbia, $25.00; 52-inch Standard Columbia, balls, cow horn bars, $20.00; 54-inch full nickeled Expert, balls all over, $50.00; Springfield Roadsters, $50.00 and $75.00. Send description of what you want to the WHITE CYCLE CO., Trenton, N. J.

FOR SALE—ONE HUNDRED BICYCLES, to make room, must go. Call or send for list. HOWARD A. SMITH & CO., Newark, N. J.

WHEELS—Pat. Suspension Steel Wheels from 12-inch to 42 inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities; combining strength, durability and cheapness. L. A. WESTON & CO., Jamesville, N. Y.

EUREKA HOME TRAINER and Bicycle Stand. Write for particulars. M. A. WOODBURY, Bradford, Pa.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Pallardi's, 980 Broadway; G. R. Bidwell's, 314 West 55th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Browning, King & Co.



406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

BICYCLE DEALERS,

Send to HOWARD A. SMITH & CO., Newark, N. J., for '89 catalog and discount sheet. Old list cancelled.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

50-INCH Springfield Roadster; balls and spades; lamp and bell. $75. 45 Saunders av., W. Phila.

QUADRANT TANDEM; Special Luggage Carrier; unsurpassed for tourists or photographers; excellent order; half price. BRADFORD, 308 Madison st., Brooklyn, N. Y.

NEW RAPID SAFETY; nine condition; will sell for $85. J. T. WILLIAMS, Catasauqua, Pa.

APOLLO LIGHT ROADSTER, 52-inch, with cyclometer, cost $140, nine condition; price $100. Springfield Roadster, ball bearings all around; good condition; price $60; owner going abroad. Will exchange Springfield Roadster for Rover Safety. H. C. SPALDING, Jr., Elmira, N. Y.

FOR SALE—Rudge Crescent Tricycle; good as new; great bargain. F. A. WALTER, 17 Boylston pl., Boston.

VICTOR SAFETY BICYCLE—Perfect order; new last June. W. M. W., No. 10 Halsey st., Brooklyn, N. Y.

WANTED—A Victor Safety Bicycle, '88 pattern. Must be in first class condition and sold cheap. Address P. O. Box 191, Watertown, N. Y.

FOR SALE—Columbia Light Roadster, 54 inch, in good condition. Apollo safety, also in good condition. Kodak Photograph Camera, new and unused. Will sell above cheap. J. ALCOTT PRATT, Box 539, Boston.

A **50-INCH** Rudge Light Roadster; balls all round, and in A1 condition; ridden less than 100 miles. Price $95. Also 50-inch Rudge Roadster; balls all round; in perfect condition; $75. HUGH OWENS, Quincy, Mass.

BICYCLE FOR SALE—Victor, 54-inch; in nine condition; ridden only 400 miles by rider of 8 years' experience. Address F. K. WILKINSON, Syracuse, N. Y.

FOR SALE—55-inch New Mail, with Butcher's Ultra Cyclometer; all in perfect order. Price $160. GEORGE E. BRAYTON, Jr., 515 Shawmut ave., Boston.

FOR SALE—56-inch Royal Mail; in good condition. Butcher Cyclom. Address A. G. COLLINS, 3 Winter st., Boston.

FOR SALE CHEAP—A Quadrant Tandem; cyclometer, lamp and chime bells; nearly new and in perfect condition, at a bargain if bought now. For particulars address Box 1350, New Haven, Conn.

FOR SALE—Quadrant Tandem Tricycle. D. M. FULTON, 350 W. German st., Baltimore, Md.

WANTED TO PURCHASE—A Columbia Tandem. Must be in perfect order and a bargain. Would prefer to give a large musical box in part payment. Address W. H., 1780 Broadway, N. Y.

FOR SALE—Two Experts, in first-class condition; 56-inch, $70; 54-inch, $75. BROWN & GREENLEAF, 70 Brattle st., Cambridge, Mass., Agents for Columbia Cycles.

52-INCH VICTOR; run 500 miles; in perfect condition; for sale cheap. A. C. BURNHAM, 1 Plainfield st., Olneyville, R. I.

FOR SALE—World Type-Writer. Address FRANK DAMPMAN, Honey Brook, Chester County, Pa.

I WILL positively accept the highest bid on a Columbia Light Roadster; Lamp and Bundle Carrier. List price $148.25. Warranted A1 condition. Big opportunity. WM. HORCHELER, Rochester, N. Y.

$100 WILL BUY a 58-inch American Light Champion; nickeled except wheels, and only ridden 50 miles. Perfect condition. Address A. D. BOWLBY, care Trumbull Bros., Detroit, Mich.

FOR SALE—A SPRINGFIELD TANDEM, in first class condition, with exception of tires, which are somewhat cut, but are good for another season. Lady can ride on either seat. Price $100. E. B. COLE MAN, 1 Liberty sq., Boston; 11 Wendell st., Cambridge.

FOR SALE—One 52-inch Victor Bicycle; nearly new; only run a few miles. Price $80. Address 25 Park st., Newton, Mass.

FOR SALE—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. McGARRETT, Box 124, Springfield, Mass.

FOR SALE—A Columbia Tandem and Light Roadster Tricycle; also Velocee Columbia (Safety); all in A1 condition. G. J. McARTHUR, 23 Union st., Boston.

WANTED—A Victor Safety, '88 style, in good order and condition. Address H. H. BROWN, Wappingers Falls, N. Y.

BARGAIN—52-inch ball bearing Standard Columbia, in good order, for $45. BICYCLE, Lock Box 50, Wappingers Falls, N. Y.

HUMBER TANDEM FOR SALE, in good order. Low. JOHN F. SIMONS, 611 Sansom st., Philadelphia.

FOR SALE CHEAP—Rudge Bicyclette; only run a few times. Call or address "BICYCLE," 20 Forest st., Roxbury, Mass.

TWO BARGAINS. A Traveller Humber Tandem, full ball bearings, made by Singer & Co.; late pattern; in perfect order, save that nickel on hubs is a little rusted and tires cut from use on Cape Ann last season. Price, crated, $130. Also, a 52-inch Columbia Light Roadster Bicycle; good condition; new hollow cranks and Kirkpatrick Saddle. Price, crated, $55. Address C. R. D., Box 1392, Boston, Mass.

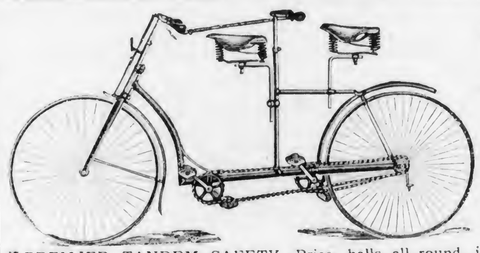
A BARGAIN FOR $105. 52-inch New Rapid Roadster; new, never ridden. Write for particulars to E. E. HARRIS, Perrysville, Ind.

FOR SALE—My 56-inch Rudge Light Roadster; balls all round; A1 condition; price, $90. Can be seen at 6 Berkeley St., Boston, J. W. BADGER.

150 TICKETS, at $1 each, for a special built Humber Tandem, nearly new; wight 70 lbs.; hollow rims. To be drawn March 15th, 1889. E. S. DAYTON, 120 Quinnipiac st., Fair Haven, Conn.

FOR SALE—54 and 56-inch Experts, '88 pattern; full nickeled; balls all around; only ridden about 100 miles, and guaranteed first-class. Price $100 and $105. Address M. M. HEAD, Jefferson, Iowa.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.



THE

Premier Cycles,

Made by Hillman, Herbert & Cooper, Coventry, England.

Need no recommendation, See them and you will be satisfied.

Send 3 stamps for Photo. and specifications of Tandem Safety, and Special Safety, suitable for Lady or Gent to ride.

PREMIER TANDEM SAFETY—Price, balls all round, including Pedals, $200; with cone Pedals, $190. Suitable for Lady and Gent, or two Gents.

W. J. NEWMAN, Harvard Sqr., Cambridge, Mass.

SOLE AGENT FOR BOSTON AND VICINITY.

Also the NEW MAIL CYCLES. Open Evenings.



INCER CYCLES

VALUABLE NOVELTIES FOR 1889.

LARGEST MAKERS

✻ IN THE WORLD ✻

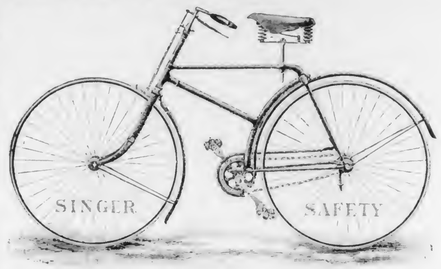
WITHOUT EXCEPTION.

The "Singer" Safety made during 1888 gave entire satisfaction to the thousands who used it.

To our new pattern several valuable improvements have been added, the frame being of improved shape and great strength, and our perfect ball-steering included. Also a direct plunger brake of increased power.

We can most strongly and confidently recommend this cycle.

Specification.—30 in. wheels speeded to 57 in. (or 54 in.), patent spring-wired tires (⅞ in. to back wheel, ⅝ in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, &c., &c. Enameled, and with parts plated.



Price $135.00.

Catalogues will be ready in a few days.

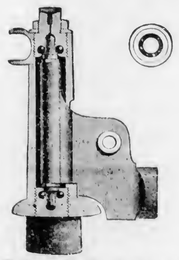
SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

DON'T FAIL to send for Catalogue of

NEW MAIL CYCLES,

describing fully their specialties.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and Uniformity of Steering. Greatest Improvement. Obviates Sensitiveness in Steering. Specially adapted to a Safety.

No other has the Trigwell.



Lapped Inside

No Seam Outside. Thickened Metal at Bottom.

GREAT STRENGTH.



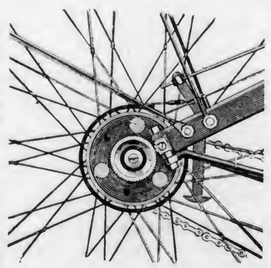
Spring Fork—a direct vertical spring. **No yielding** of spring *sideways*, for such throws the rider one side, and causes front wheel to swerve. **Excessive** spring also is a disadvantage—ours does not interfere with full power for propulsion, as in hill work. *Address*



An American made Safety. All Steel Forgings and Interchangeable.

PERFECTLY STRAIGHT FORK.

Best shape to avoid sensitiveness of steering. Front wheel less liable to a sudden turn or swerve.



Rear Axle Band Brake.

The place for a Brake—out of the mud and Noiseless.

WM. READ & SONS, - - 107 Washington Street, BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 8 MARCH, 1889.

READ that splendid testimonial, on page 306, of Mr. L. H. Johnson, addressed to the WORLD. Those figures talk.

THE colored supplements, which we send out this week will speak for themselves. This is the first time, we believe, that the editors of this paper have ever sent out portraits of themselves. We think the likenesses good, so it will be the means of giving our large constituency an idea of what manner of men we are. To those who have never seen us, we would state that Mr. Fourdrinier has control of the steering, while Mr. Dean is shown on the rear seat. As to the likeness of Mr. Garden we think all will admit that it is excellent. As to the mechanical excellence of these dainty water color reproductions, we will allow that to speak for itself.

WE have been advised that the author of that remarkable article printed in the *Spectator*, and which we reprinted in our last issue, is none other than our old friend Page. We do not vouch for the truth of the statement, but it certainly had a Pagerian flavor about it. Who ever the author may be, the article in the *Spectator* just to hand shows how that astute scribe can turn a double flip-flap and come up standing and smiling, pat the backs of the same fellows whom he has castigated, and smooth down the fur that he has ruffled with his rod of wrath.

Mr. Page, or who ever he may be, has a queer notion of what constitutes a panacea for insult offered. His notion may be that you can revile a man one week, and the next week jocosely pass it off as being nothing particularly offensive in his peculiar methods.

The time, however, may come when the "Pagerian" editor will awaken to the fact that the outraged man possesses a heavy hand and a boot of large proportions, well directed.

HEAR what the Providence (R. I.) *Telegram* saith: "The report that a Pawtucket bicyclist ran over three Pawtucket Aldermen is likely to prove damaging to the reputation of wheelmen for good judgment. It is beyond the general knowledge how a bicyclist of good sense could waste his time running over aldermen when the Rhode Island Legislature is in session."

THE SCRANTON BICYCLE CLUB RECEPTION.



THE splendid new headquarters of the Scranton Bicycle Club were the scene of great festivities on the evening of Feb. 25. Chief Consul Jessup is the President of this club. This paper has, on a former occasion, printed a description and cut of this club house, but a short *resume* may not be out of place.

The basement, which is entered from Olive street, contains a large room for the reception of wheels; a room for the lockers; toilet rooms; a shower bath; furnace room; janitor's cellar, etc.

The first story is divided into a large hall, parlor, reception room and dining room. By the arrangement of the neatly constructed doors the whole floor can be thrown into one room when desirable. The finishing of the building is in light wood, and the handsome mantel that adorns the main parlor is a gift from Architect Duckworth, who designed the club house. In the parlor and other rooms about the house the skill of Draper Hart, of Hull & Co.'s establishment, is manifested in the handsome portieres and other hangings that have been placed in position in a manner to produce the best artistic effects.

Ascending the staircase that leads to the main hallway on the second floor, two cozy card rooms greet the eye at the left. At the end of the hall in the tower over the main entrance, is situated the President's room. This room has been handsomely furnished by Mr. Jessup, the President, who takes a lively interest in the welfare of the club upon all occasions, and has labored hard with the rest of the members to achieve the results. The reading room, with its comfortable leather chairs, adjoins the President's room, and beyond this is the billiard room, which contains two tables. This floor also contains bath and toilet rooms.

Upon the third floor is situated the kitchen, china closet, and a number of bed rooms. The rooms last evening were used in serving refreshments.

Elegant stained glass windows soften the rays of the orb of day in the hallways, and at night the place can be made brilliant from numerous incandescent lights or gas burners upon the beautiful chandeliers about the building.

President Jessup and Dr. Frey, together with the patronesses, Mrs. G. A. Jessup, Mrs. Frey, Mrs. S. P. Hull, and Mrs. J. A. Scranton, received the guests.

After the first hours of the evening had been passed in viewing the beauties of the elegant structure, and after congratulations, the floors of the dining room and parlors were cleared, and those who desired indulged in dancing to the merry music from Bauer's orchestra, which also rendered selections at intervals during the reception.

Guests were present from Boston, New York, Washington, Pittsburg, Wilkesbarre, Rochester (N. Y.) and other cities.

The officers and members of the bicycle club are as follows: Geo. A. Jessup, President; John J. Van Nort, Vice President; J. A. Spencer, Secretary pro tem.; F. D. Watts, Treasurer; H. C. Wallace, Captain.

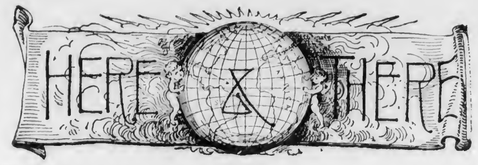
STREET IMPROVEMENTS IN NEW YORK CITY.

THE New York Bicycle Club have sent out already over 3000 of the following circulars to prominent citizens and cyclists of New York State, asking for the signature and that same be returned as per an addressed and stamped envelope enclosed. In the matter of postage alone this has already cost the New York Bicycle Club over $60. *Vive la* New York Bi. Club, *vive la* Shriver!!

Hon. Ernest H. Crosby, Chairman Committee on Cities, Assembly of the State of New York:

The undersigned gives his hearty endorsement, as a citizen of New York, to Mr. Connelly's Bill for the repaving of the Grand Boulevard with Asphalt, and urges that your committee will give it such favorable consideration as will ensure its passage by the Legislature.

THE report that Sam Sterling, the celebrated hill climber, was burned in the Hartford, Conn., Hotel, was not correct. Mr. Sterling is alive and happily, unburnt. He will be in Boston this Spring and will beat his own record for climbing Corey.



CHICAGO.

THE "STROLLER."

MR. GARDEN'S annual dinner to talk over the Pullman road race, is a thing of the past. The following wheelmen were fortunate enough to receive the coveted invitations: Miles, of the *Referee*, formerly known to wheelmen as "the Looker-on," and generally believed to be the "Stroller;" W. C. Thorne, the "author;" Van Sicklen, the old war horse; Sieg, the truthful; Davis, Skinkle, Randall and Street, schemers and politicians; Hosford, the cycling capitalist; Ingalls, the festive; and Roberts, Harris, Irwin, Mason and Frost; and it is needless to say that at the roll call all were present. These dinners have become famous, owing to the entertaining powers of Mr. Garden and his better half, and if you have attended one or heard your fellow cyclist describe one, you need no urging to accept an invitation, provided you get one. The "Stroller" would have liked nothing better than to have been present, but, alas, the invitation that he longed for never came. By a little judicious pumping of some of the fortunate I have succeeded in getting the following account of the occasion: Before the edibles had been disposed of almost two hours had elapsed. The last toast had been proposed and responded to, chairs were pushed back, cigars were lighted, the identity of the "Stroller" was discussed, and finally a ballot taken resulting as follows: Garden 13, Thorne 1, Hosford 1, Miles 1. Garden immediately collapsed, and after recovery especially requested not to publish the same, as he would not have St. Louis know it for anything. A shade of relief passed over Skinkle's classic countenance, while Sieg smiled sorrowfully, and Davis and Street nudged each other significantly. A game of billiards between representatives of the Lincolns, Illinois and Chicagos resulted in a victory for the Lincoln man. Then music and smoke mingled in delicious harmony, as it were, until the hour grew late, when the third annual Pullman road race was discussed in an informal way, until train put an end to everything. A unanimous expression of thanks having been given to host and hostess, the annual dinner was over.

LUMSDEN has been on the sick list for a week or so, but is one more able to attend to business. e

THE Lincolns' raffle netted the club some four hundred dollars. Fairclough won the New Mail bicycle.

CONKLING and Garden seem to be unusually sarcastic about each other. Would you know the reason? Ask Riggs.

ABOUT a hundred couples attended the masquerade ball of the Æolus Club. All the other clubs were well represented.

IN the social line the Chicagos, Lincolns, Illinois, and in fact all the clubs have kept up a continuous round of social events.

I UNDERSTAND Miller is experiencing a little difficulty in getting the Exposition Building for his tournament, and that he may have to secure other quarters. I hope not, for the Exposition Building is the only desirable place.

A CORRESPONDENT, called "Observer," tells me that Temple *never* was a member of the Chicagos, honorary or otherwise. If memory fails me not Temple was made an honorary member of the old Owl Club, afterwards the Fort Dearborns, who consolidated with the Chicago Bicycle Club, forming the Chicago Cycling Club, thus making Temple an honorary member of the Chicagos to-day, unless some action was taken by the club in regard to the same. What say you now, "Observer?"

THE Chicagos now have a smoker every Saturday night, with a light lunch. They also had what they were pleased to term a New England dinner Thursday evening, followed by dancing, etc. Pumpkin pie, baked beans, brown bread and doughnuts were there in plenty, and other representative dishes of New England. The ladies were dressed in Martha Washington costume. And say, did you notice Randall at the supper table? He was not alone, either, "but for goodness don't say I told you."

WHAT does the Illinois Club think of "Observer" and his description of Sauer? Thus spaketh Miles: "Nobody has yet replied satisfactorily to the *Referee's* offer to send the paper for one year to anyone who would reveal and prove the Stroller's identity. Meanwhile the rascal continues to make faces at us all, and to prove himself the best correspondent Chicago has yet had. By the way, an attache of this paper has been accused a dozen times recently of being the guilty one. We take this opportunity of assuring all interested that he is not." Thanks for the compliment, friend Miles. But are you sure that an attache of your paper is not "the Stroller."

PORKOPOLIS NOTES.

"STAR."

IN the column and a half which "Hawkshaw" takes to tear to pieces a so-called surgical report in the Cincinnati *Enquirer*, he speaks, among other things, of his "profound regret at having, through force of circumstances, been temporarily forced to poach on the sacred precincts of Porkopolis." The article in question was so full of misstatements, whose inaccuracy was patent to even the non-medical mind, that your correspondent did not believe they would have any effect on League members, and so did not dignify it by mentioning it in his notes: but, lest it might have some effect on the non-cycling mind, he wrote a criticism on it which he gave to the wheel editor of the Cincinnati *Commercial Gazette*, but which was cut out by the city editor, whether on account of deficiency in style or to make room for advertisements, your correspondent knows not.

QUITE a number of ladies in Cumminsville have the bicycle fever. Some seven or eight machines have been ordered. That number will no doubt be considerably increased before the season's close, and a ladies' bicycle club be among the probabilities.

A NEW cycling firm is in the field. It is composed of Billy Miles, the "Mascot," and Bert Kitchell. They will handle the "Warwick" machines, and expect to make 'steen thousand dollars before the season closes. If there is anything in a name the "Mascot" ought certainly to bring good luck to the firm.

THE Young Men's Gymnastic Association is to give an entertainment on the 16th inst. to raise funds to fit up the grounds they intend to secure. The track they intend to build will soon be a certainty. We will then be able to have a series of races every season, which, with our present facilities, we have not been able to do.

THE six weeks of bad weather we are having, because the ground hog was said to have seen his shadow, will soon be past and the riding season of 1889 will be on. In anticipation of its advent the boys are beginning to oil up their cyclometers, clean the dust and cobwebs out of their "ka-meer-as" and hunt up their luggage carriers.

THE *Wheelmen's Gazette* seems to be edited by a pair of shears. The editor, however, does not have the courtesy to give the proper credit for his clippings. Perhaps it is due to ignorance, or perhaps it is through fear that such a course would reveal the woeful paucity of original matter in his paper. He has foraged on Porkopolis notes several times and has never given due credit.

NEW YORK.

"HAWKSHAW."

PRESIDENT SHRIVER, of the New Yorks, has got himself placed in rather an embarrassing position, through having protested, in the name of his club, against the improper macadamizing of 72d street. Now be it known that Mr. Shriver is like most all wheelmen, an enthusiastic road improver, and like all the balance of the confraternity, is an excellent discourser and essayist upon the proper theoretical way to construct roadways. Now his practical experience as an actual builder or supervisor of road making, is in an inverse ratio to his theoretical knowledge, and he finds himself placed between the "devil and the deep sea," through having been invited by the President of the Park Board to supervise the new macadamizing of 72d street. He can't decline the offer after all the learned objections he has raised against the contractor's method of building the part already laid, neither can he confess that he has not the practical knowledge necessary to supervise its building by anyone else. Now here is a splendid chance for that great slumbering infant, "the Roads Improvement Association." Why don't they furnish an expert engineer, who, in the name of the R. I. Association, could see that this macadamizing is properly done? Here's a chance for something practical. Let's see if they will take advantage of their opportunity.

I SAW Frank White, of Spalding's, the other day, and he laid before me a plan of an athletic and wheeling conquest of the globe that fairly took my breath away. He is planning taking a party of American racing men and athletes around the world, following somewhat in the footsteps of the recent base ball party. At convenient, and, I dare say, some inconvent points, too, athletic games and cycling races will be held. Time limits for each event will be set, and all capable of performances inside of them will become eligible to membership in the party, with the understanding, however, that when San Francisco shall have been reached only such members shall proceed further as have demonstrated in the games that will have been played in every city, between Boston and the Golden Gate, that they are competent to repeat under any circumstances the performances that first brought them into the team. From the time a racing man or other athlete becomes a member of White's party, until he has been round the world and is once more landed in his home, not one cent of expense will he be called upon to pay, training, hotel, travelling and sight seeing expenses all being defrayed by Mr. White. When one hears Frank, with his brilliant word painting, discourse upon this trip it just acts upon an impressionable old man like I am very much as a dose of hashesh is credited with doing upon the brain of one of its Eastern devotees. But anyway its a great scheme, this painting of a strip of American athleticism around the world, and I know no artist capable of undertaking so large a contract except this same Frank White. I forgot to say I am going into training to get a position on that team, and if friendly scorers and proper clocks will get me there, you can count on having a correspondent along with the aggregation, who will keep you posted from the inside.

WELL, the grand and lofty tumbling that they call racing was a sight to see at the games of the N. A. A. A. A. on Saturday evening, in Madison Square Garden. Out of fifty-eight candidates for coroners' and surgeons' attention, forty-one faced the starter, and fallen wheelmen were strewn around the track "thicker than leaves in Valambrosia." After the exhibition of falling off and getting on again had been continued for some time, to the great edification of the audience, it was announced that the Kings County Wheelmen, with fifteene entries, had succeeded in winning the mile and a half race, with R. W. Stevens, from 110-yard mark, in 5m. 37s.; J. W. Shoefer, Brooklyn Club, 65 yards, second; and E. A. Powers, Harlem Wheelmen, 95 yards, third.

LOS ANGELES.

"VINDEX."

IT is midwinter, according to the almanac, but it requires a most violent stretch of the imagination to fancy that it is not rather midsummer, in this glorious country of Southern California. Before your correspondent lies an Eastern paper, containing dire accounts of blizzards and snow storms, with the suffering unavoidably incident to such things. As I read of trains snowed in, of men freezing to death, of children starving, the wonder grows that any one with a few dollars, or even a person able to walk, should remain long in such a region, when but a few days' journey to the West is a country where the breezes are balmy, where flowers and trees are a-bloom, where the earth is covered with her lovely dress of green and gold, and where suffering from heat or cold is practically unknown. This is a midwinter day. Come, you fugitive wheelmen from the frozen East, and take a spin on your faithful steed with me into the country, to Pasadena, the crown of the far-famed and beautiful San Gabriel Valley, or to Santa Monica, the seaside resort of the Pacific coast. The morning air is clear and balmy; the odor of millions of flowers is wafted to the nostrils; on every hand the lusty growth of grain and grass testifies to the entire absence of any such thing as winter, viewed from an Eastern standpoint. The rose, the camellia, the geranium, the heliotrope are in bloom, and the perfume rivals that of Araby the blest, or the spicy breezes that are supposed to "blow soft o'er Ceylon's isle." If this is not Paradise, there is not such a place, and the word is a misnomer. What think you, Eastern wheelmen? Where is the jibe and covert sneer at the "glorious climate?" That may be a hackneyed phrase, but "it goes, it permeates," as Louis Harrison says in "The Pearl of Pekin," or what other words could express the truth? Glorious! Aye, thrice glorious is the climate of the Golden State, and at no time are its glories so manifest as at the season when the rest of the country is bound in icy fetters.

LOS ANGELES indeed is an ideal place for the wheelman. In no place in this grand country can he mount his wheel as many days in the year as he can here. Then, besides, the roads, as a general rule, are fine, and make excellent wheeling. The scenery is especially fine among the canons of the Sierra Madre mountains, or in the valleys. The grand boulevard to Santa Monica, the seaside resort, is to be constructed, which will be one hundred feet in width, passing through the grounds of the Soldiers' Home, now in process of construction. The improvement of the highways is being agitated by people and press. The sentiment is good roads, and this is extremely gratifying to the wheelmen here. Los Angeles will soon become a well-paved city, the principal thoroughfares now being paved with asphaltum, as well as the residence streets.

THE number of wheelmen in this city is extremely hard to name, not even the various agencies knowing the approximate number of the riders of the wheel. It is safe to say there are not less than 1000 here. Notwithstanding this great number the club (the Los Angeles Wheelmen) is few in numbers, and very much handicapped by small and incommodious quarters. There is no plausible reason why the club should not be located in large, handsome and attractive quarters, which can be obtained on residence streets, and quite near the business centre of the city. There is ample material for a good, strong and progressive club here in this city, and is a "consummation to be devoutly wished for" by the many devotees of the wheel here. True, these innovations cannot be gotten for the mere asking, and there is a large class of wheelmen who would be found willing to "pungle up" the necessary filthy lucre for increased comforts and conveniences. (*Ah!*—Mr. Editor: "Pungle up" is a California word, meaning to bring to the surface. Sabe?) It is to be hoped wheelmen will take some action in the matter.

THERE are quite a number of ladies in this city who ride tricycles, and in a future letter I will write of them in extenso. A number of ladies' bicycles and tandem bicycles will, no doubt, be brought here to meet the demand for this type of machine.

BEAVER.

"OCCASIONAL."

WILBUR F. KNAPP, after an absence of two years, is again at home. Knapp is still the same old, comical, good-natured boy he always was. He greets his old acquaintances in a manner that puts to flight their fears—that success had turned his head.

WILL SPERRY, of Campaign, Ill., is now a resident of Denver. Mr. Sperry, since seeing our roads, said: "I don't blame Mr. Hopkins (the who rode from here to Ohio) for calling our Illinois roads bad. You have, without a doubt, the finest natural roads in the country.

"BOURBON" (Kentucky) will be pleased to hear of the addition of H. K. Lamb and Prince Wells to our ranks, from those of Louisville Old Rye (beg pardon, I meant Bourbon); may be interested in the fact that Chief Consul Beddo rides a safety now, and therefore attempts no stand still story on us. As for J. L. Gard, if we should catch him, at some unguarded moment, trying to trick us in the manner mentioned, his name would be "Mud," a regular mud Guiguard, in fact.

THE first annual ball of the Social Wheel Club took place at the Chamber of Commerce on the evening of Feb. 20th. The hall was prettily decorated with wheels and streamers of the club's colors. The majority of the ladies present wore the red, black and old gold (club colors), while each member of the club wore a rosette of the same. Two hundred and fifty couples danced to the splendid music of Denver's best orchestra until 3 A. M. Financially it was a great success; socially, the event of the season.

AMERICUS—a merry cuss, indeed! It pains me deeply to have to raise objections to the utterings of such a jolly individual, but right is right. The above named gentleman would have the readers of the BI. WORLD inter that the feeling between the Ramblers and the Social Wheel Club is very bitter, whereas, the only bitterness between them is the difference of opinion as to their relative riding abilities, a subject that should not, nor do I think it does, affect their sociability. At any rate I think that the time is not very far distant when the difference of opinion mentioned will be settled on the road (not on paper). Once more and I am done. Americus is no doubt a new arrival (I won't say tenderfoot) from the East. If he were not, he would know better than to put Denver in the cowboy district. If he were not, he would have omitted all reference to the "wild, windy and whooper-up, woolly West." I have noticed that the majority of Eastern writers—excuse me, journalists—never fail to mention the West in words to the effect of those quoted.

NEW HAVEN.

"ELM CITY."

THE first club run of the New Haven Bicycle Club of the season was called by Captain W. F. Perkins on February 22, 1889, "Washington's Birthday," to ride out to Lake Whitney, about two and one half miles from the city. With skates, eighteen of the members of the club showed up, with club suits and wheels, and as the roads and skating were good a fine afternoon was enjoyed.

THE season opens very encouragingly for cycling here; new mounts are being ordered already. We have two concerns here in the bicycle business, E. C. Bennett and the Wm. M. Frisbie Co., and both report a good business and prospect of good trade in 1889 wheels. A great many wheelmen have ridden all winter, as we have had no snow, and others are fast getting out their wheels this spring weather.

TWENTY of the members of the N. H. Bi. Club composed a theatre party that visited the New Haven Opera House, to see "The Cosair," which was well put on by one of Rice and Dixey's Companies. The scenery was very fine, especially the court yard scene in the second act. The boys were all captivated by the pretty faces and forms of the girls in the company.

A VERY enjoyable Smoker was held in the club rooms Thursday evening, Feb. 28th. There was an attendance of members and friends of eighty, and the following very taking programme was given: Selection by Mowers' Orchestra, which gave several others during the evening; tumbling, by Morgan brothers; clog dancing, by Bowman; a very interesting exhibition of mesmerism, by Prof. L. J. Parsons; sparring, by Hayes and Comers; cornet solo, by John Moxley; comic song, by C. E. Larom. There was plenty of refreshment for the inner man, and the punch looked tired when it was time to go home. We intend to hold these smokers during the coming season, and the New Haven Bi. Club will be a good place for any fellow that wants to enjoy himself with a crowd of nice companions.

ST. LOUIS.

"LINNEUS."

REPRESENTATIVE WARNER'S anti-cycling bill has been the chief topic of conversation at the clubs the past week. E. N. Sanders tells a story which I think has a bearing on this bill. He says that when he and two other companions were coming in from Ballwin last May, they encountered a loaded hay wagon, going in the same direction, the driver of which was asleep and was sitting on the double tree of the vehicle. Two of the men passed him all right, but when the third man came up the mules shied and ran off of the road into a telegraph pole. The shock threw the driver off the team, and he was dragged some distance before the cyclists stopped the team. On examination it was found that the driver was slightly hurt, and, at the request of Sanders, went to a doctor near by, who pronounced the injury not serious. The teamster then remounted his wagon, and thanking the cyclists for $1 paid him for hay lost drove off. While all this was going on a loud-mouthed politician (whom S. afterwards was told was Warner) drove up and denounced the wheelmen in unmeasured terms. He cursed them roundly, and finally wound up by threatening to have them all arrested, etc., but seeing the farmer remount his wagon he contented himself with taking their names. He afterwards made political capital out of the story to catch votes at last fall's election.

SECRETARY BASSETT made a good point when he stated that the League hotel privileges should be extended to League members only, and not to every Tom, Dick and Harry. This hotel privilege is a big argument in getting new members, and the lines cannot be drawn too tightly on this account.

I WAS sorry to hear that Mr. Walter Williams has laid down the editorial pen and accepted a more lucrative position at the Jefferson City "pen," as bookkeeper. The *Advertiser*, under his management, has done more than all the country newspapers combined to convince people of the great need of road improvement.

A COPY of the anti-bicycling bill was obtained through Senator McGuinness, and is now in the hands of C. C. Brewster, who has taken strong steps to head the bill off, and who will go to the capital with others to protest against it. Senator McGuiness says: "I don't think it will pass. I certainly shall *not* vote for it, nor consent to its passage by my silence." Hurrah for McGuiness.

HERE are some gems from the pen of Editor Williams, of the Booneville *Advertiser*: "God made the country, man made the town," but the devil made the Cooper County roads. The kind of a road law that Missouri wants, needs and must have, in order to make highways out of hog-wallows, is a law that will provide for "cash taxes, skilled labor, intelligent and scientific supervisions."

THE prizes, offered by the Missouri Bi. Club, to the value of $10 to first and $5 for second, to be given the members bringing in the greatest number of members, have stimulated recruiting to some extent, and at the next meeting some six applications for active membership will be acted upon. The Cycle Club will also act upon a number of applications at its next meeting, and will fire a lot of delinquents unless they pay up in the meantime.

THE Missouri's committee, consisting of Messrs. Andrew, Stone and Brown, who were appointed to look around for grounds suitable for a cycling track has acted promptly, and I hear that through Geo. Andrews they have made an arrangement with the St. Louis Gun Club to construct a three and one half or four lap track on their grounds. The matter will be brought before the club at Tuesday's meeting, and I hope will be favorably acted upon, as a series of cycle race meets will be sure to boom cycling in this town.

THE Board of Officers at their recent meeting levied an assessment of fifteen cents per member. This is certainly all right as the League must have funds to carry on its good work, but, in 1887, when the League was better off financially than now, the Missouri Division donated half of the balance remaining of the League meet fund to the National Treasury. Last year a certain division had double that sum left. Did they come to the aid of the national organization and donate half of it? Not much. Well, we can't expect all divisions to be like Missouri.

BUFFALO.

"MERCURY."

Last evening (Feb. 27) the Ramblers Bicycle Club numbering between 30 and 40 attended the Star Theatre to honor Miss Marie Jansen as "Nadjy" in the opera of that name. The boys attracted no little attention as they sat in the first rows attired in full dress with a neat bow of the club colors [blue and white] upon their manly bosoms. The colors were worn by all members of the company; when cute Marie appeared she was greeted with tremendous applause: she was also presented with an elegant basket of flowers, also bearing the club's colors, acknowledging the same with a pretty bow and irresistible smile that made the boys' hearts thump with unusual rapidity, each claiming the smile was meant for him. In answer to my query she said: "I am no bicyclist from lack of time and opportunity, not desire.

WELL, Wirtner and Hughson have bid us good-bye, and are now on their way to the far, far West. The club's best wishes go with them. "Chonny" will keep the boys posted, with a monthly letter, as regards cycling out that way.

"ANDY" PRENTISS, our mechanical genius, is constructing a tandem for himself, which, he claims, will be a "hummer" hard to beat. Andy rode a wheel of his own make all last season, and he didn't take a back seat for anybody.

THE Ramblers are thinking of renting the upper floor of the building they are now in, for a gymnasium.

MR. BOWEN rides his safety, rain or shine, hail or snow: his wheel knows no vacation.

SYRACUSE.

"SALINA."

LONG trips will be the rule with the Syracuse cyclers this summer. Already a party of four are planning to ride from Albany to Boston. The ride from here to Albany is dreary and tiresome, as was experienced by two of our men last summer. However, club runs will be held every week, or oftener if practical, and Camillus, Liverpool, Fayetteville and other suburban towns will be imposed upon.

CAPTAIN WOOD, of Albany, and Mr. Putnam, of Rome, spent last Friday evening with us.

HOWARD AVERY says: "It's just like dis wid us! see? Dere was tree of us! see? An' we slid on de 'Renwick' bobs and took de tird prize! see?"

A BENEFIT concert will be held in Music Hall on or about March 20 by the Cycling boys. The club will be assisted by our best local talent, which insures all attending a pleasant evening.

OUR billiard room will soon be graced with a new Benedict "Central City" combination table. The sharks will then have an excellent opportunity to show their skill, and will arrange for a tournament to be held at no distant date.

AT a dinner party recently we heard Charlie Wood explaining to a lady the advantages of cycling, and lauding our club in royal style. He is very much in love with wheeling and has several dates for rides with numerous lady friend, on his Columbia tandem.

CAPTAIN CHAPIN proposes to make our club rides and drills things of beauty and joys forever. The honest Captain is very much infatuated with "order," and is doing his prettiest to enthuse the boys with his pet thought. Lead on, Winnie! and, like "Rats," in "A Tin Soldier," "you'll get there."

NEWS AND COMMENT.

WE are in receipt of two most valuable little pamphlets for cyclists' use. One is the *Sporting Life* Companion, the cycle record department being compiled by Mr. H. H. Griffin, official handicapper. Another book, the Cycle Record, is a record of cycling celebrities, clubs and general information. This is also edited by Mr. H. H. Griffin. Both books are a valuable addition to our library.

OUR special edition will be issued on the 29th of March.

"TRUTH:" We never notice anonymous charges or communications.

THE EAGLE BICYCLE.

THE WHEEL OF '89.



A Practical Rear-Driven Safety, without Sprocket Chains, Levers, Clutches, or extra friction of any kind.

AS LIGHT AS THE "ORDINARY."

BALL BEARINGS EVERYWHERE.

SIMPLE DIRECT CRANK MOTION.

No Complicated Mechanism to get out of order.

The "Eagle" is a wheel of the highest grade, both in quality of material and finish. It is built entirely of steel, either forged or drawn. **We Guarantee every machine,** and will replace without charge any part returned to us within a year which shows signs of imperfection in material or workmanship.

All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated.

Agencies for the EAGLE are now being established with the leading dealers in many of the principal cities and towns, and machines will soon be on exhibition and sale at their places of business. Also a full line may be seen at all times at our central office at Stamford.

LARGE ILLUSTRATED CATALOGUE FREE.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - - CONNECTICUT.

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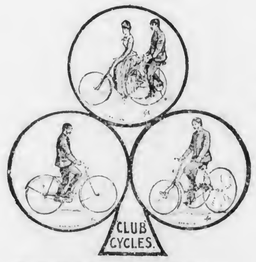
Our 1889 Catalogue

will be issued on March 1st, and will include all the latest Novelties for the coming season.

Send your name and address and a copy will be mailed free.

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,

239 COLUMBUS AVENUE.



THE · COVENTRY · MACHINISTS' · CO., · Ld.,

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BOSTON, MASS.

NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

THE CLARK CYCLE COMPANY,

340 N. CHARLES STREET.

BALTIMORE.

ADVERTISERS, take notice; send in copy and contracts for our big edition of March 29th.

BIDDEFORD, Me., will be the place of meeting for the Maine Division on the 30th of May.

STILLMAN G. WHITTAKER has arrived in this country. On landing, he at once left for Chicago.

PAGE, of St. Louis is a veritable Don Quixote. In place of the "windmills" put "rings," and the simile is complete.

W. A. ROWE has settled down into the prosaic life of a grocer. We hope he will make a "record" in his new business.

WELL done, New Jersey! A road bill on approved lines is almost an assured fact. The bill passed the Senate having only three dissenting votes.

OMAHA, Neb., will have a cowboy, cyclist contest for six days commencing April 1st. Two cowboys, 20 horses vs. three cyclists and cycles *ad lib*.

THE Manchester, N. H. Bicycle Club and the Nashua Bicycle Club fraternize very agreeably. They exchange courtesies and entertain each other by turns.

A RUBBLE pavement is to be put down on the Moorestown, N. J., Pike from Camden nearly all the way to Merchantville, and the wheelmen are much disgusted.

A. W. Stevens, the brother of Thomas Stevens takes rather a pessimistic view of the great travellers chances of ever getting out of Africa alive. Let us hope that his fears will prove unfounded.

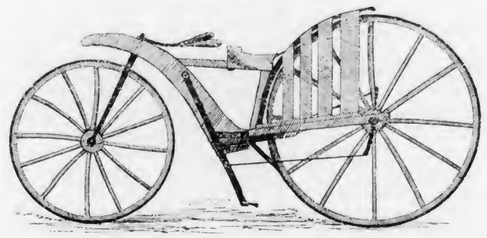
THE fifth annual dinner of the Citizens' Bicycle Club, of New York, was held at Clark's Twenty-third-street restaurant last evening. Guests were present from Boston, Philadelphia Washington and other cities.

THE thieving of bicycles has become such a grave question in England that it has been a strong factor in bringing into existence the Cycle Agents' Protective Association. This association has already been instrumental in the discovery of fifteen stolen machines and the capture and conviction of two habitual cycle thieves.

STRANGERS visiting Troy, N. Y., are struck most unpleasantly with the fact that street signs are apparently unknown. A stranger visiting Collar and Cuff town the other day nearly got lost because of this deficiency and parsimony of the city authorities. Troy is usually looked on as a "lively, wide awake town," but this does not indicate it.

THE roads question is being vigorously discussed in New Orleans, and the *Picayune* and *Democrat* both are training their heaviest guns in favor of some concerted action and legislation. We are pleased to be able to trace to the wheelmen of the L. A. W. a large share of influence which has brought this question up so prominently before the people of Louisiana.

A BROOKLYN, N. Y., paper prints the following: "A New York wheelman is having a rear-driving safety built to his own specifications, the feature of which will be an attempt to avoid steering sensitiveness. This he expects to accomplish by having the front forks curve upward or outward instead of downward and, running out beyond the centre of the hub of the front wheel, connect with it so that the wheel will drag instead of being pushed. He claims that this will secure to the bicycle a castor principle and that his object will be accomplished. We believe this plan has been tried years ago, but a patent has been applied for.



"THE ORIGINAL BICYCLE."

WE have referred before to a machine made in about the year 1845, by Galvin Dalzell, a Scotchman. The above cut shows the machine and is a reproduction from the *Scottish Cyclist*. The driver is 40 inches and the steerer 30, both iron shod. The general delicacy of the mud guard and frame work will be appreciated. It, however, is a most interesting relic.

RACING AT OMAHA.

IN the 100-mile race last Saturday at Omaha, between Ashinger and Reading, the latter won in 6h. 30m. 30s. Ashinger claimed a "misunderstanding" (what ever that may mean), but Reading was given the race.

A woman's six-day race will commence March 11. Cowboys vs. cyclists six-day race will commence March 18th. J.

BELOW we give the final score of the contestants in the six days race at Philadelphia. Lottie Stanley, the heretofore unbeatable, did not start; Jessie Woods, 337 miles 6 laps; Hattie Lewis, 327 miles 6 laps; Helen Baldwin, 297 miles 4 laps; Kittie Brown, 286 miles 5 laps.

OUR SHENANDOAH VALLEY TOUR.

(By "Tourist.")

CONCLUDED.

The road lies directly over the Massanuttin Mountain, and the distance is eighteen miles from New Market. We walked up and rode down the mountain. The road is pretty fair, but your brake hands get very tired before the bottom is reached, notwithstanding all the back pedalling you can do, and it would never do to let your wheel get away with you. I never fail to note with satisfaction in touring how much easier it is to keep my little wheel on the ground on steep hills with that four or five pounds of luggage strapped to the backbone.

We reached Luray a couple of hours ahead of the regular daily excursion, and had the caverns nearly to ourselves during that time. They are larger than the New Market caverns, lighted with electricity, and the formations are quite as wonderful, but man had hewn so many artificial passages, and had done so much to aid (?) nature that for us, who had just come from one of her favorite haunts, these caverns did not have the same charm. The Laurance, at Luray, is a good hotel, and the League rate is $2 a day.

We returned over the mountain to New Market in the afternoon, and the following day rode to Winchester. The mountain scenery on both sides of the valley has new interest every day. We pass through places made famous by the war.

At Strasburg we took dinner at the Chalybeate Springs Hotel, and afterwards enjoyed a rest in the hammocks in the shady side yard. The lines of "Sheridan's Ride" occurred to us, as some one spoke of "Winchester, twenty miles away." What a nice thing it would have been to carry dispatches up and down that valley during the war, if the couriers could have been mounted on modern light roadster bicycles! At Winchester we were informed that several hundred wheelmen pass through there on their way up the valley every year.

On Friday we rode to Martinsburg, thence to Falling Water, where we ferried across the Potomac, and then followed the tow path of the Chesapeake and Ohio Canal to Williamsport. This route has no particular advantage over the regular pike between Martinsburg and Williamsport, except variety. We continued on to Hagerstown early in the afternoon, where there is a grand League hotel and a live bicycle club. Their club rooms are cozy and the boys are very hospitable. We passed a pleasant evening with them.

Saturday morning we rode to Pen-Mar, on the dividing line between Pennsylvania and Maryland, where we spent a large portion of the day. The view is grand, but the climb is a long one, and you can believe we took the bus up to High Rock and Mt. Quirack. In the afternoon we took the train down to Mechanicsville, wheeled to Cohacton Furnace over three miles of very bad road, and there struck the finest pike we had seen during our whole journey, leading into Frederick, twelve miles distant.

It was on this part of the road that we did our first scorching, and this is how it happened. We had been enjoying the company of three Baltimore wheelmen during the day, and when we left Cohacton Furnace my two companions were riding ahead with one of the Baltimore wheelmen, while I was lagging behind with the other two. The pace was lively, and the riders I was with, didn't appear to care about keeping up, so I left them and drew near the front. The Baltimore man dropped out, as he probably didn't care to run away from his companions, and I slipped up in his place without my friends noticing the change. Then the fun began. Not a word was spoken, but every now and then they would see the rim of a big wheel pushing up between them, and would put on another spurt. They wouldn't have looked around for the world. We kept this up for several miles, when I asked, "what is the hurry, Mac?" The look of surprise that came over their faces, as they turned around at sound of my voice, was confirmed by the answer, "I thought it was that durned Baltimore fellow that was pushing us so hard."

At the City Hotel, Frederick, League headquarters, we had good accommodations, and on the following day rode to Washington

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

fifty miles distant, over roads that seemed worse than usual after our delightful experience of limestone pikes.

The following table will indicate the distance between points, League hotels and rates in the Shenandoah Valley, and around through West Virginia and Maryland to Hagerstown:

	MILES.	HOTELS.	RATES.
Natural Bridge,		Forest Inn,	$2.00
Lexington,	18	Irvin's,	2.00
Staunton,	36	Hale,	1.50
Harrisonburg,	26	Revere,	1.50
New Market,	18	Central,	1.50
Woodstock,	19	Shenandoah,	1.50
Strasburg,	12	Chalybeate,	1.50
Winchester,	18	Taylor's,	1.50
Martinsburg,	23	St. Clair,	1.50
Hagerstown,	20	Hamilton,	1.50

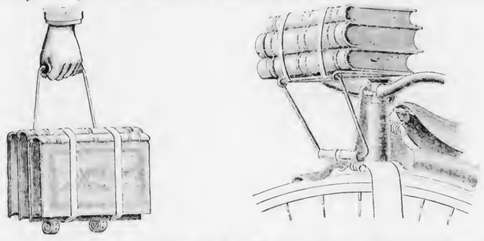
REMOVAL.

Holmes & Co. have removed from their old quarters, 17 Kingston street, to 109 Kingston. Our readers are urged to take *careful notice* of the removal to new and larger quarters.

Holmes & Co. have issued their catalogue of 1889, and it is a marvel of typography and complete in detail. Send to Holmes & Co., 109 Kingston street, for this catalogue, or call and get one.

NOVELTIES.

One of the neatest luggage carriers it has ever been our lot to see is the "Handy Carrier," made and exclusively controlled by the Overman Wheel Co. The cuts will aid our readers in getting an idea of what the "Handy" is like. It weighs but six ounces, and is very strong. The manner of attaching to bicycle and detaching is



instantaneous, and can be done with one hand. The bundle can be made up in the house, carried out as shown, and attached. It is without doubt an ideal carrier, and we predict big sales for it. The Overman Company will supply the trade. The retail price of this carrier is only $1.

WHITE CYCLE COMPANY.

Some two months ago it was our pleasant duty to publish an article in this paper, descriptive of what the White Cycle Co., of Westboro', Mass., intended to do, and at that time we promised our readers that, as soon as the proposed work was far enough along, we would continue the story.

A week ago we took a train for Westboro', and shortly after our arrival at that lively little town we put ourselves in personal communication with Mr. Frank E. Peck, the Secretary, and one of the Directors of the company. We were sorry that we missed seeing Mr. Frederick White, the President of the company, who was then absent in Springfield.

In company with Mr. Peck we paid a visit to the factory of the company, which now consists of a machine shop, 152 by 50, and a blacksmiths' shop, 30 by 50. It is without exception the most desirable, well lighted, well warmed, well ventilated, and conveniently appointed establishment for its size, of any we have visited. The walls, from a point about three feet above the floor line to the edge of the eaves, are all glass windows. During the winter time these windows are double, and warmth is secured by means of fine steam radiators. Ventilation is secured by means of several large domes built on the apex of the roof. The floor is laid on concrete, while the floor itself is formed of two and one half inch planking. It will be seen by this, that the desideratum of a perfect light perfect ventilation and comfort is secured to those whose pleasant duty it will be to work in this factory.

In the matter of machinery, we have to record our opinion that as a collection it is, without doubt, the finest for the purpose we have ever seen. Every machine is of the latest and most expensive pattern that the firms of Pratt & Whitney Co. and the Brown & Sharp Mfg. Co. can turn out. It is not extravagant in us to say that some of the machinery was exquisite, and if the White Cycle Co. are unable to turn out good machines it will not be because of the lack of fine machinery to do it.

All told, we counted some fifty odd machines on the floor, and we understood that there were several yet to come to complete the equipment.

The capacity of the shop will be about 2500 machines a year, and so enthusiastic are the officers of the White Cycle Co. in regard to the expected demand for their machines that they anticipate that this capacity will not be sufficient to supply the demands in the course of a year or two.

The blacksmiths' shop is fitted up with power hammers, and all the necessary appurtenancies for the blacksmiths' work. The ground owned by the company is about three acres in extent, so that it will be seen that when the demand comes, which we trust it will, they will have ample space on which to build and meet a growing business.

The company are putting up another building a few feet west of the main building, in which the nickeling plant and enameling furnaces will be placed.

We complimented Mr. Peck on the perfection of the factory and the plant therein contained. Mr. Peck replied: "Our standard has always been high. Our directors insisted that in going into the business, we would go into it with a factory and equipments each, in excellence and completeness, to be the best that could be procured. Whether we have carried our point, we leave you and those who inspect our factory to judge."

The company is hard at work in manufacturing tools to produce the parts of their special machine, and it is the hope of the company that before the season is far along they will be in a position to deliver their first machines.

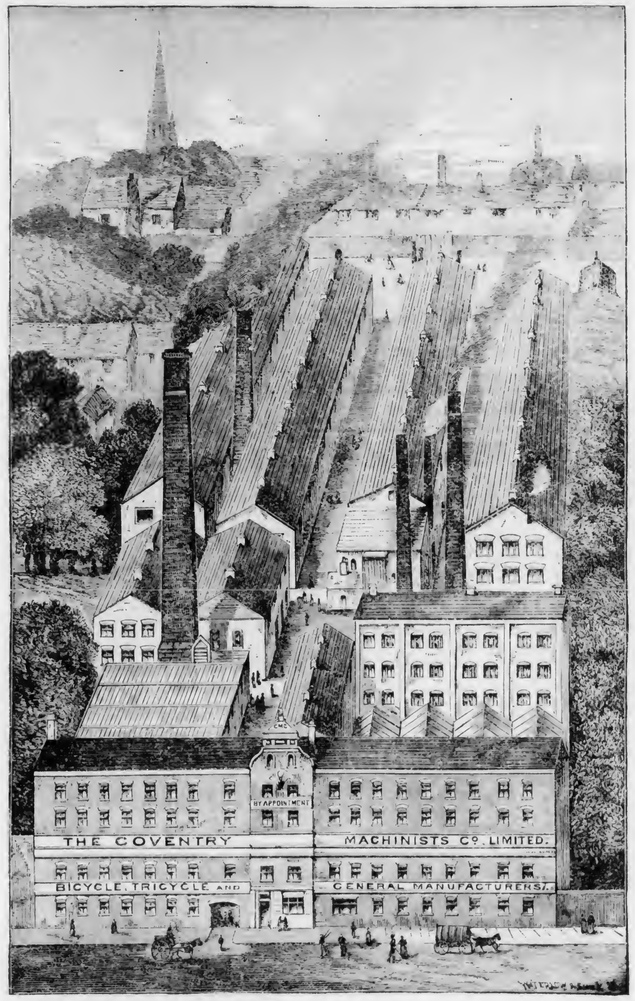
It is not the purport of this article to deal in the specialties of the bicycle (which will take the form of a rear driving safety and tricycle) which this firm proposes to present to the American riding public. But we hope at a very early date to be placed in possession of the cuts and descriptions, which will show our readers what the White Flyer people propose to put upon the market. Mr. Peck told us that they were at that time in the course of preparing their catalogue and description, together with the cuts, and that at as early a date as possible they will have their catalogues out. Those of our readers who are interested, it would be well for them to send in their names to the White Cycle Co., of Westboro', Mass., so that these catalogues, as soon as out, can be forwarded to their address.

In the meantime we will keep our readers well posted, and as soon as the White Cycle Co. can give us the necessary data and cuts we will let them know all about it. There is one feature in the manufacture of this machine which Mr. Peck claimed (and we think his claim is correct) was something that no other bicycle manufacturer could say. He tells us that in certain parts of the metal used in the machine aluminium is used as an alloy. It is a well known fact that an infinitesimal portion of aluminium, if properly amalgamated with steel or iron, will enhance its wearing and tensile strength to a most marvellous extent. They, therefore, intend to introduce to us this alloyed metal in certain parts of their cycles.

REMOVAL.

The Butcher Cyclometer Co. has removed its office from the corner of Berkeley and Tremont streets to No. 338 Washington street, in the same place they used to be before moving up into the Berkeley street quarters.

In these days of road riding the cyclometer has become to be one of the necessities of cycling, and no well equipped rider is without one of these distance measurers attached to his wheel. We have had occasion to refer to the excellence of the Butcher cyclometer as known from personal use and experience, and riders can do no better than by procuring one of the Butcher instruments. We again call attention to the fact that the Butcher Co. will be found hereafter at No. 338 Washington street, Boston, to which address the rider without a cyclometer should at once proceed in person, or write for further particulars.



THE COVENTRY MACHINIST'S CO'S FACTORY.

In 1863 the ribbon manufacturing interest of Coventry, England, received a death blow. Up to this time Coventry was the chief ribbon manufacturing town of England but through circumstances, now a matter of history, hundreds were thrown out of employment. It was at this time that the Coventry Machinist's Co. was organized for the benevolent purpose of giving employment to the ousted ribbon operatives. The original idea was to make sewing machines and so this branch of manufacturing was taken up by the Coventry people, until a year or two later, seeing the future of the cycle business, the company turned its attention and energies in that direction and have followed it up until the present colossal cycle business is the outcome, and the sewing machine business is abandoned. The capital was originally £5000, but now it is £100,000, quite an increase, but a good index as to the increase of the business. Up to within a short time the capacity of the works was 700 men, but finding the demand still growing, great additions were lately added and now the Coventry Machinist Co. have 1000 hands, all busily engaged in turning out cycles of all descriptions. Every part of the machine whether bicycle, tricycle, tandem or carrier, is manufactured on the premises. The huge shops are full of machinery, and some of the processes are as remarkable as they are interesting. The works are well appointed, the utmost care is exercised by the management in matters of detail, and the operations which follow one another in rapid sequence from the time the raw material is first dealt with till the perfect cycle is produced are most conscientiously performed.

The accompanying engraving will show more plainly than any words, the size and possible capacity of the Coventry Machinist's Co.'s factory must be.

Mr. Geo. Hendee is permanently located at Stall's headquarters on Tremont street. Mr. Hendee brought a Psycho tandem over with him. It is the identical one that was shown at the Stanley. It is worth a trip to Stall's to see it.

Mr. Ross of Singer & Co. has placed at our disposal for a thorough trial, a Royal Safety. It will give us pleasure to test the machine under as many conditions as possible and we shall be pleased to give the results of our experience.

The Victor catalogue is now out and as usual is a beautiful specimen of typography as well as being a valuable hand book of the Victor specialties and a complete price list cyclist sundries.

The Warwick Cycle Company are more than pleased at the way the orders are coming in for their machines. The company is prepared to meet the great demand even to the extent that is expected by them.

In order to supply the demand for ladies' safeties, the Overman Wheel Co. will import several of the best English machines of this type and will sell them direct and through their many agents for $115 each. It was stated in these columns last week that these wheels would be ready for delivery April 1. We are now informed that this was an error, as they are now ready for delivery. We also stated that the importations would be confined to the Rover, this also was an error as they will import several of the best makes.

On Saturday, the 2, inst. at Madison Sq. Garden, in the mile and a half race, not only the first and second prizes, but also the third were taken by Columbias.

The first lot of New Mail Safeties has come out of factory this week and are elegant machines certainly. Wheelmen who have examined them are loud in their praise—an unusually handsome wheel and with the good points described in the New Mail catalogue. It is a high grade safety sure, and very heavy orders are reported for it.

THE OLD BOSTON BICYCLE CLUB.

Editor Bicycling World: In your last issue, speaking of the Town Club, you say "with which the old Boston Club is now amalgamated." This, while not positively untrue, may convey to some of your readers an incorrect impression. Permit me, therefore, to explain, that the Boston Bicycle Club has not amalgamated with any pre-existing organization, but that its associate and active members have combined in the organizing of an entirely new corporation, known as "the Town Club of Boston, Mass.;" a purely social and literary organization, with "the encouragement of ath-

letic exercises" tacked on to its charter. Membership in the "Town Club" is controlled in the same manner as in similar organizations elsewhere, but active membership in the Boston Bicycle Club is only open to members of the "Town Club." As a result, the dues of the old Boston Club are now merely nominal, their social facilities—as members of the "Town Club"—are greatly enhanced, and their cycle enjoyments and privileges are increased rather than diminished.

As a member of the old Boston Club I am anxious that wheelmen everywhere should understand that it still retains the place at the head of the list of active wheeling organizations, which it has occupied since that memorable day when, in 1878, it started the wheel a-rolling in this country. That it will ever relinquish this proud position, I cannot think there is any great danger. Certainly there is not the slightest intention on the part of its present members that it should do so, whether by "amalgamation" or any other process.

FRANK W. WESTON,
Secretary the Town Club.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.

Good Live Agents Wanted

In every town where these wheels are not already represented. Correspondence solicited

GORMULLY & JEFFERY'S

American Champion Bicycle, American Light Champion Bicycle.
American Rambler Safety, for either Lady or Gentleman.
American Challenge Bicycle. American Ideal Bicycle.
American Ideal Rambler Safety, for either Girl or Boy.
American Ideal Tricycle. American Challenge Tricycle,
AND SUNDRIES.

MERWIN, HURLBERT & CO.,
GENERAL AGENTS,
26 West 23rd Street, - - - - NEW YORK.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

The "STEADY STAND" for Safeties.

It is about as big as your hand, weighs only three pounds, and sells for 60 cents. The best Stand for dealers' and clubs' use. Send for a sample.

KIRK BROWN,
No. 18 So. Broad St., - - - - Philadelphia

PUNNETT, Merchant Tailor & Athletic Outfitter,
98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.



Every Club House should have an Automatic Box. 3776

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.



REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*

Correspondence solicited.

HARRIS & HABERER.
Successors to
E. N. Bowen's Bicycle Repair Business,
585 Main Street, - - Buffalo, N. Y.

Howard A. Smith & Co.

Immense Bargains in Second-hand machines for the next few weeks to make room for new goods.

Bicycles, 42 in to 56-in. in size, ranging in price from $20.00 to $95.00

Tricycles, side-steering and Crippers, price from $50.00 to $90 00.

Tandems—Humbers, $100; Marlboro's, $100

☞ *Send for Second-hand List.* ☜

ORATON HALL, NEWARK, N. J.

S. L. HOUSE & CO.

BICYCLES

Psycho or Singer Safety,	$ 50
Tandem Bicycle, 2 to 3,	125
Ladies' Psycho,	115
Gents' Psycho,	115
Royal Singer,	110
Singer Safety,	135
Apollo Tricycle,	150
Apollo Safety,	130
Courier Safety,	90
Courier Tricycle,	100
Gypsy Safety,	85
Gypsy Tricycle,	$ 95
Little Jewel,	35

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

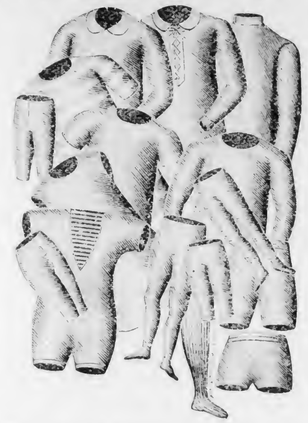
PATENTS procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,830.)

Bells, Enamel, Locks, Lanterns, Spokes, Spoke Grips, Whistles, Etc., Etc.

Dealers will find it to their advantage to send for net price list.

WHITTEN, GODDING & CO.,
PROVIDENCE, R. I.

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey-Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Rathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



5—5. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,
109 Kingston Street, Boston, Mass.

JOHN HARRIOTT,
MANUFACTURER OF
Bicycle and Athletic Medals,
CLUB PINS & BADGES,
DESIGNS ON APPLICATION.
3 Winter Street, Boston, Mass.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

LOUISIANA Wheelmen have taken hold of the road improvement question with enthusiasm, and through the press they are creating public opinion in favor of better roads.

MISSOURI Wheelmen promise to fight to the death the obnoxious bicycle bill introduced in the Legislature. A vigorous fight will be entered on and no pains or money will be spared to defeat the measure. If the bill cannot be killed while in the hands of the committee it will be fought at every stage, and, if finally passed, a test case will be made and the matter will be carried to the court of appeals if necessary.

THE New Jersey Road Bill has passed the Senate with only three opposing votes. No opposition has developed in the House, as yet, and that the bill will become a law is no longer a matter of doubt.

THERE is no good reason why any wheelman need withhold the credit which is justly due for the benefits conferred by the League's action in fighting unjust legislation, nor is it a good reason why the cost of this work should be borne exclusively by the wheelmen who compose the League. Gentlemen cyclists, whether you choose to join the League or not, don't forget to put up your cash contributions. Self-respect alone should make you ashamed to ride on a road which is kept open for you by the CHARITY OF OTHER WHEELMEN—*Spectator.*

WE second the motion made by Mr. Joshua Reynolds in the *Wheel.* The ladies of the League have the right to some recognition, and they should be made to feel that they are not simply "hangers-on." Our lady contingent is now of a most respectable size, and they should have entertainment within our lines that will make the League attractive to them, and lead to an increase in their number. We believe that the participation of the ladies in our favorite sport will not only dignify it but give a permanence that nothing else will. When the ladies are with us hoodlumism hides its head and men do not forget, as they sometimes do when they are with only those of their own sex, that they are or should be gentlemen. The Cottage City meets of the Massachusetts Division are, more than any other meets that we know of, graced by the presence of the ladies as active participants, and that they are the most enjoyable of all such gatherings is the unanimous verdict of all who have attended them. We vote with both hands for any measure that will keep those ladies in the League who are now with us and bring others within the fold.

Connecticut.

In consequence of the resignation of Mr. Edward P. Lyon, I do hereby appoint Mr. Arthur A. Dean as local Consul of Danielsonville. C. E. LAROM,
New Haven, Mich. 1, 1889. Chief Consul.

From the Foreign Marshal.

Editor L. A. W. Bulletin:

As Foreign Marshal, L. A. W., I have during the past year received a much larger number of letters from members of the L. A. W. asking for information on the subject of touring in Europe than in any previous year. These I have endeavored to answer to the best of my ability and shall only be too glad to continue to do so.

I look forward this year to a large increase in the number of tourists, for two reasons; first on account of the exhibition in Paris, and secondly if Mr. F. A. Elwell is able to carry out his projected tour, an enormous incentive will I believe be given to European Touring. To individual tourists I would say, join the C. T. C. because any necessarily brief notes will be supplemented by fuller information which will be supplied by the officials of that organization, and also because the C. T. C. Consul for Paris has made arrangments already for regular rates in Paris (whereas during the exhibition the hotel charges will be enormous.)

To those cyclers either of a companionable nature, or ignorant of foreign languages, I believe Mr. Elwell's tour will be most pleasant and the route he has planned is most interesting, while I believe the reception he and his party will receive will be most flattering, and of the greatest possible advantage not only to those who may be fortunate enough to accompany him, but to the interests of cycle touring in general; and the entire cost of this trip is most moderate. I have myself applied to him for permission to join if circumstances permit.

Finally I repeat, I am willing, and it is my duty to aid, either any individuals, or parties of cyclers who propose to visit Europe during the coming season.

JOSEPH PENNELL, Foreign Marshal, L. A. W.
London, Feb. 2 1889.

Supreme Court Decision.

Following is an abstract of a decision made by the Supreme Court of Indiana, February 23, 1889:

13,553. Edward Mercer vs. David Corbin. Miami C. C. Affirmed. Elliott, C. J.

(1) Corbin was standing on a public sidewalk in the town of Rochester, near the outer edge of the pavement, facing the northeast. Mercer, coming from the west, rode a bicycle against him, threw him down and severely injured him. The sidewalk was fourteen feet in width, and there was nothing to obstruct the view or passage of appellant. The appellee's complaint charges that the appellant assaulted, beat and wounded him. The special verdict states that appellant carelessly, recklessly and rudely ran against and upon the appellee. Held: That a case is made for damages as for an assault and battery. Held, also, that under sec. 3,391, Revised Statutes, 1881, sidewalks are for the exclusive use of footmen, and it is therefore unlawful under that section to ride a bicycle along a sidewalk. A bicycle is a vehicle within the meaning of the statute. (2) Where all the evidence is not incorporated in the bill of exceptions, some statement must be made showing that it was excluded because deemed intrinsically incompetent. In many cases where questions arise on instructions or on ruling in admitting or excluding evidence, statements may be embodied in the bill of exceptions which will obviate the necessity of bringing all the evidence into the record.

Connecticut.

I do hereby appoint Mr. Geo. B. Woodruff, Consul of Winsted. C. E. LAROM, C. C.

Burton Hulett Reinstated.

By the unanimous vote of the Racing Board, Burton Hulett of Armada, Michigan, is reinstated as an amateur. Fraternally, CHAS. S. DAVOL,
Chairman.

Kansas Division—League Hotels, Consuls.

The following League Hotels are hereby appointed:

	Regular.	L. A. W.
Burlington, National Hotel.....	$2.00	$1.50
Emporia, Fifth Avenue Hotel.....	2.00	1.50
Olathe, American House.....	2.00	1.50
Paola, Commercial Hotel.....	2.00	2.00
Topeka, Fifth Avenue Hotel.....	2.00	special
Wichita, Occidental Hotel.....	2.00	1.50
Ottawa, Centennial Hotel.....	2.00	1.50

All Kansas Local Consuls will hold office until the expiration of the present League year, May 1st, 1889.

W. C. BRADLEY, Chief Consul.

Massachusett's Consuls.

To Local Consuls:

In order to promote the interests of our Division, I deem it best to cancel the appointments of Local Consuls at present existing because of the imperfect condition of the list.

I desire a live, active corps of Consuls in this State who are willing to attend to the duties and try to place their districts in the front rank as regards League work.

I intend, so far as I am able, to make your office one of consequence, to oblige you to accept its responsibility and to give you credit in every way possible for good work. This will be shown by the increase of League members in proportion to the number of wheelmen in your district.

To accomplish the present aims of our Division in improvement of highways, it is necessary that we have at least three thousand members. This can be easily and quickly done if every present member renews promptly and induces one other wheelman to join.

The duties of Consuls are as follows:

To acquire and give information as to roads, laws, hotels and other matters of interest in their localities to members of the League, calling on them in person or by letter; perform such duties as the Chief Consul may require of them, and generally promote the interests of the League and its members.

Consuls' term of office will expire September 1.

I should be pleased to reappoint all local Consuls.

If any one feels that he cannot give the time and attention to the position, I should be pleased to have him suggest some League member in his place who could.

Certificates will be furnished at once on receipt of application which I have fowarded to each consul. This should be filled out and signed by the member applying for the position, and returned to me at once. Should I not hear from any consul by March 5th, I shall be compelled to tender the position to another wheelman, as the renewal season opens April 1, and it is necessary to act at once. Fraternally yours,

WM. H. EMERY, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 181—Total 13—12,170.

BOSTON, March 5, 1889.

CALIFORNIA DIVISION—2—422.

Bay City Wheelmen.

21425 Brenner, Fleming, 50 Nevada Block, San Francisco

Unattached.

21426 Perkins, Philip J., cor. 24th and Guerrero sts., San Francisco

ILLINOIS DIVISION—1—773.

Quincy Bi. Club.

21430 Levy, David W., Quincy

MAINE DIVISION—1—149.

Portland Wheel Club.

21421 Scott, Geo. T., 65 Elm st., Portland

MARYLAND DIVISION—1—472.

Unattached.

21422 Taylor, Merritt E., 1032 N. Eutaw st., Baltimore

MISSOURI DIVISION—2—365.

Unattached.

21431 Meyer, F. C., Sidena and Pestalozzi sts., St. Louis

21427 Page, Elliott B., Commercial Bldg, "

NEBRASKA DIVISION—1—98.

Lincoln Bi. Club.

21433 Drain, J. A. Capital National Bank, Lincoln

NEW YORK DIVISION—2—2515.

Waterloo Bi. Club.

21423 Reamer, John, Waterloo

Unattached.

21434 Knight, Wm. H., 131 East 127 st., New York

OHIO DIVISION—3—691.

Unattached.

21428 Hammeral, Nick B., Scott

21429 Ferguson, Chas. E., Van Wert

21432 Parks, M. C., 310 E. High st., Warren

PENNSYLVANIA DIVISION—1—1501.

Century Wheelmen.

21424 Heller, A. W., 405 Arch st., Philadelphia

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
289 Broadway, New York.

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER,
309 Olive Street, St. Louis. Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Mobrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2508, San Francisco.

COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 606 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1260 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

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KENTUCKY—Chief Consul, E. H. Croninger, 110 East Ninth street, Covington. Secretary-Treasurer, Al M. Watcher, Martin and Greenup streets, Covington.

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MARYLAND—Chief Consul, Albert Mott, 1734 St. Paul street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 675, Baltimore.

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MICHIGAN—Chief Consul, A. B. Richmond, 411 So. Ionia street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, W. M. Brewster, 309 Olive street, St. Louis. Secretary-Treasurer, J. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George F. Hill, Great Falls.

NEBRASKA—Not elected.

NEW JERSEY—Chief Consul, Dr. J. H. Cooley, Plainfield. Secretary Treasurer, Robinson Pound Plainfield.

NEW YORK—George R. Bidwell, 313 West 58th street, New York City. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, T. J. Kirkpatrick, Springfield. Secretary-Treasurer, J. W. Spahr, Springfield.

PENNSYLVANIA—Chief Consul, George A. Jessup, Scranton. Secretary-Treasurer, J. G. Carpenter, Wilkes-Barre.

RHODE ISLAND—Chief Consul, C. S. Dayol, Warren. Secretary-Treasurer, N. H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, J. R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Hugh J. Blakeney, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier. Secretary-Treasurer, F. E. Dubois, West Randolph.

VIRGINIA—Chief Consul, J. C. Carroll, 107 Main street, Norfolk. Secretary-Treasurer, A. K. Schaap, 917 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, H. P. Wilkinson, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club. *P. O. Address.*

References: *City*

State.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

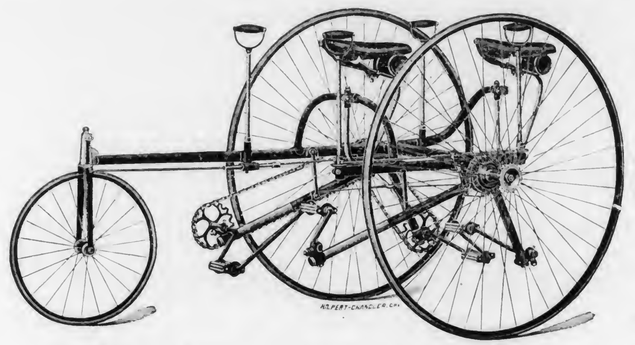
MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

THE AMERICAN CHALLENGE TANDEM.

The only Tandem Tricycle on the market that is practical on all sorts of American Roads.



Thoroughly high grade, with ball bearings to wheels and cranks.

Price, Standard Finish, - $180.
Price, Full Nickelled, - - $210.

We furnish a child's seat with this machine when desired at $5 extra.

Our 80 page Catalog, now ready for mailing, is sent free, and described therein is the largest line o Cycles and Sundries ever offered the cycle buying public.

GORMULLY & JEFFERY MFG. CO., - - - - - Chicago, Ill.



The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

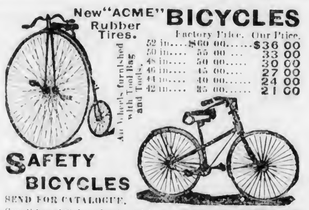
Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

BUFFALO, N. Y., Jan. 26th, 1889.

Frank Fairbairn: Dear Sir—Your knit goods have given me the most satisfaction of any bicycle clothing I have tried, the elastic fit giving such freedom to the limbs, and the durable qualities they have shown, make them most desirable. I could not go back to cloth goods, after these, with any comfort. I shall wear them the coming summer, for business and pleasure, and wife says the old pair of breeches she cut down for my boy are the best wearing goods he has had yet; outlasted three pair of cloth ones already, and still going. I wore them two years myself. Yours, E. N. BOWEN.



BICYCLES

	Factory Price.	Our Price.
52 in.....	$60 00.....	$36 00
50 in.....	55 00.....	33 00
48 in.....	50 00.....	30 00
46 in.....	45 00.....	27 00
44 in.....	40 00.....	24 00
42 in.....	35 00.....	21 00

SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings..$25.00
Large Boys' 24 in., with brake and mud guards... 25.00
Ladies or Men's 30 in., ball bearings to the wheels, 75.00
Ladies' or Men's 30 in., ball bearings ALL OVER. 90.00

ST. LOUIS, MO. **E. C. MEACHAM ARMS CO.**



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.

THE NEWEST STYLES OF THE BEST WHEELS ON THE MARKET

99
Star
Singer
Coventry
New Rapid
Machines
all on
hand
99



He Rode Against Time.

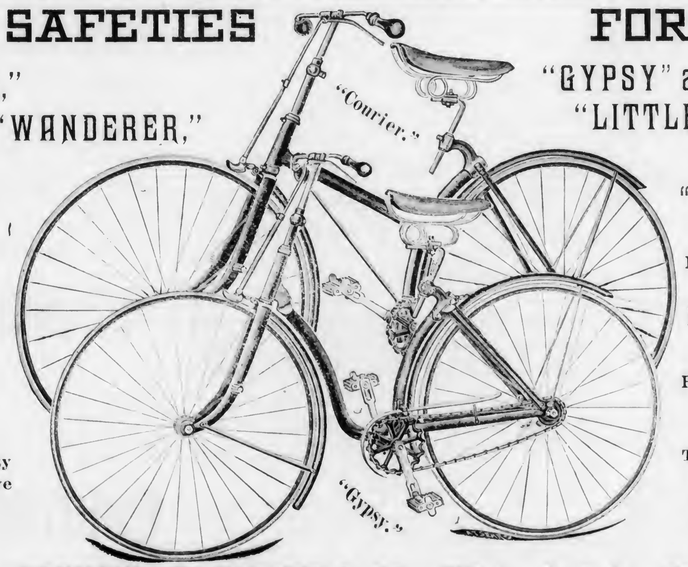
99
Star
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New Rapid
Machines
all on
hand
99

The only Riding School in Chicago.

Western Arms & Cartridge Co., 49 State Street, Chicago.

NEW SAFETIES FOR 1889.

"COURIER,"
"WANDERER,"
"GYPSY" and
"LITTLE JEWEL."



"COURIER,"
$75.00.
FOR MEN.

"Gypsy,"
$60.00.
For Ladies.

—o—

Don't buy a Safety until you have seen ours.

"WANDERER,"
$35.00.
FOR YOUTHS.

Little Jewel,"
$25.00.
For Boys & Girls.

—o—

They have all the latest improvements, and are unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.
SEND FOR FEBRUARY CATALOGUE.

Testimonials.

OWOSSO, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,
FRANK J. WOODARD.

WESTERLY, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.
Very cordially yours,
DR. J. HOWARD MORGAN.

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE CO.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.
Yours respectfully,
SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sir—I can say in regard to the wheel (Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,
J. E. MERANDA.

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. CO.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the Chester *Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,
T. W. ENTWISLE.



THE NEW STAR, 39x24

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - Smithville, N. J.

THE SOLID VOTE OF MAJORITY.

An even dozen of seasons. The path, the road, the hill, have proven the mettle of the Columbia metal. The American cycler knows the Columbia and rides it. "The best in the World!" Really we are beginning to think so, we are told so so often, and always get an emphatic majority vote when question is called. When over half the wheelmen, and about all the mechanical experts inspect Columbias, talk Columbias, and ride Columbias, it means something. Those who ought to know, and who are disinterested, say that it means that Columbias, all things considered, are the best wheels for all uses. The Columbia majority continues solid. Perhaps the fact that we have the largest plant, the most skilful workmen, and a world-wide reputation for the best mechanical workmanship has something to do with making people think that the Columbias have been and are superior to all other cycles. Have you read the Columbia Catalogue? It was sent to every League member. Perhaps you would like another copy for a friend. It is free to you and to everybody. Pope Mfg. Co., Boston, New York, and Chicago.

FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

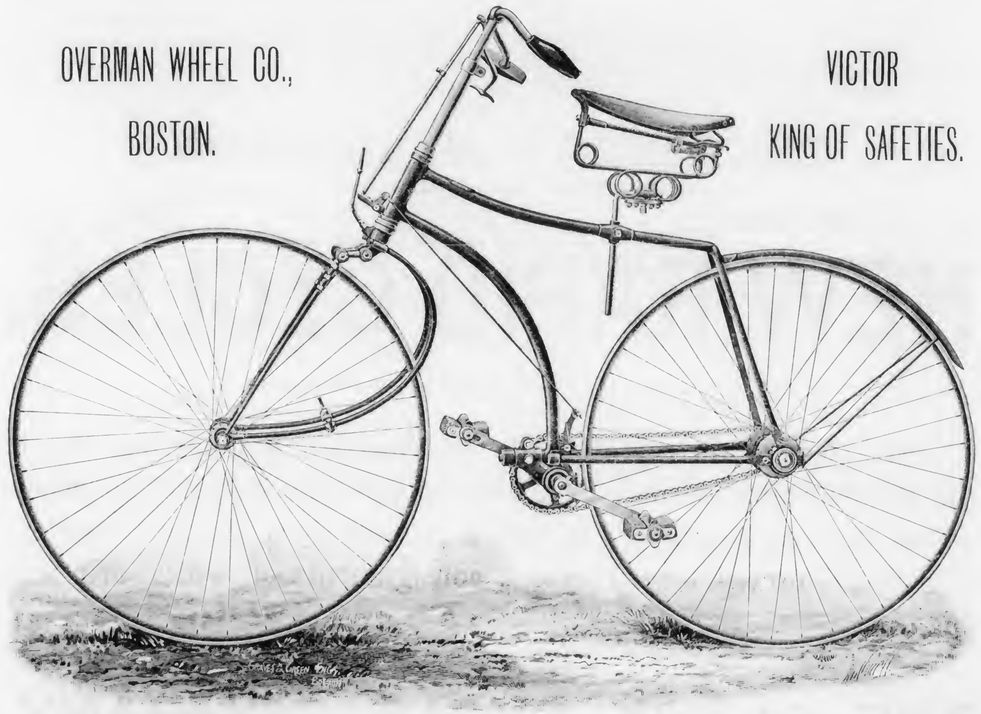
$1.00 a Year. 5 cents a copy.

BOSTON, 15 MARCH, 1889.

Volume XVIII. Number 20.

OVERMAN WHEEL CO., BOSTON.

VICTOR KING OF SAFETIES.



The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

OVERMAN WHEEL CO., Makers, - - - BOSTON.

What Do You Think of It?



This is our Special Premier Safety for Riders of Either Sex. It is Graceful in Appearance, Scientifically constructed of the Best Materials Only, and is Fully Warranted in Every Particular. It is the Ladies' Machine, par excellence. It is a Genuine Light Roadster for Gentlemen's Use. It weighs 46 lbs., with Saddle and Pedals. We are now filling orders as fast as possible from weekly arrivals, and should be pleased to hear from you if you contrmplate purchasing a Safety for your own or your wife's use, or are looking for a Light Machine of the Highest Grade to complete the Line of Cycles which you Handle.

LLEWELLYN H. JOHNSON,

MANUFACTURING IMPORTER,

401 and 403 Main Street, - - - - ORANGE, N. J.

NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

THE CLARK CYCLE COMPANY,

340 N. CHARLES STREET.

BALTIMORE.

COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford,

GENERAL AGENTS FOR CONNECTICUT. AGENTS WANTED IN UNOCCUPIED TERRITORY.

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RHODE ISLAND—Chief Consul, C. S. Dayol, Warren. Secretary-Treasurer, N. H. Gibbs, 218 Westminster street, Providence.

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TEXAS—Chief Consul, Hugh J. Blakeney, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier. Secretary-Treasurer, F. E. Dubois, West Randolph.

VIRGINIA—Chief Consul, J. C. Carroll, 107 Main street, Norfolk. Secretary-Treasurer, A. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, H. P. Wilkinson, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Blodd, Sheboygan.

Number Holder Letter No.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary:—*Enclosed you will find $..... for initiation fee and dues in the League of American Wheelmen to April 30, 188 . I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name.....

Club..... *St. and Number, or Box.....*

References:..... *City.....*

State.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd..... *Folio.....* *Holder.....* *Letter No.....*

(SECRETARY WILL FILL ABOVE BLANKS.)

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date..... 1889.*

Enclosed find $1 in..... for dues to April 30, 1890.

1888 Number,..... *Name.....*

Original Number,..... *Street and No.....*

Club,..... *City,..... State,.....*

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

Continued from Page 339.

the Division, and at the same time by arousing and enlisting their attention and support, we believe it will tend to draw the members more closely together, and by its far reaching influence extend and continue through the future the state of harmony and unity that has characterized our body in the past.

E. A. DE BLOIS, Sec.-Treas.

Missouri.

Following is a copy of the objectionable bill that has been introduced in the Missouri Assembly. Wheelmen of the State are asked to cooperate with the League Officials in remonstrating against it.

Be it enacted by the general assembly of the State of Missouri as follows:

Section 1. It shall hereafter be unlawful for any person or persons to run or engage in any race, mounted on any vehicle usually called Velocipede or Bicycle, on any highway or public road, in any of the counties, outside of any city limits in the State, and all persons traveling by the use of such vehicle upon any such highways or roads, on meeting any person or persons, on horses or mules, or it any vehicle of any kind drawn by such animals, to come to a halt at a distance of one hundred yards from the place or such highway or road, where said person or persons on horses or mules, or in vehicles drawn by horses or mules are met, and to dismount from the velocipede or bicycle and remain so until said persons on horses or mules, or in vehicles drawn by such animals, have passed a distance of twenty-five yards.

Section 2. Any person or persons violating the preceding section shall be guilty of a misdemeanor, and shall, upon conviction thereof, be fined in any sum not less than TEN nor more than one hundred dollars, and shall moreover be liable to other persons who may have sustained damages by reason of the frightening or running away of horses or mules, to be recovered by civil action in any court having competent jurisdiction.

Introduced by IRA B. WARNER of St. Louis County.

California Division L. A. W.

General Membership Meeting, Tuesday, 19th Feb, at the rooms of the San Francisco Bicycle Club.

The Chief Consul having called the meeting to order the minutes of the previous meeting were read and approved.

The Secretary Treasurer presented his report showing a balance on hand of $752.75 and the membership of the Division as 407.

Chairman Smythe of the Division Racing Board read his report reciting the business of the Board for the year, the State championships run, the records broken, etc., also that time medals would hereafter be given in championship events to prevent loafing.

The Secretary read a circular asking for assistance for the National Organization.

It was decided that, the Division could not spare any money from its treasury for that purpose, but that a subscription list should be opened and circulated throughout the State calling for contributions for the assistance of the National Organization.

The invitation of the Los Angeles Wheelmen to hold the Annual Race Meet thereon 9th May, was accepted as was also their proposition to pay the Division $100 for the privilege of having full control of the meet.

Mr. Moore of Stockton gave a brief history of an affair in which a Mr. Wright, a bicycle rider, had scared a horse and caused some slight damage.

The owner of the horse had threatened suit and had got up a petition to suppress bicycle riding on the road on which the accident occurred.

The Division Board of Officers at their meeting on the 18th inst. had decided to stand by Mr. Wright in any suit that might be brought against him and also if the petition were successful to make a test case and fight it to the end.

This action of the Board of Officers was unanimously endorsed and after a vote of thanks having been tendered the San Francisco Bicycle Club for the use of their rooms the meeting adjourned.

ALEX S. IRELAND,
Secretary-Treasurer California Division.

Massachusetts.

To the members of the Massachusetts Division:

I desire to call your attention to the necessity of promptly renewing your membership and to the equal necessity of your recruiting a few members for the League.

All the energies and resources of our organization in this Division are being devoted to securing legislative action in the appointment of a Commissioner of Roads, this being the beginning of our plans for an improvement in our highways. To accomplish this we need 3000 members in our Division that we may use the force of a large organization.

We have today nearly 1500 members, and if *every member renews promptly and will bring in one or two members by May 1st*, we can easily reach the desired number in time to secure valuable results. There are 19000 Wheelmen in Massachusetts and there can be no failure if members give this matter a little personal attention. For the first time members of this Division are directly appealed to for personal effort and given a chance to do something for the League, *I ask you as Wheelmen to give the Division your support and assist in making the effort for an improvement of roads successful.*

If you have not a blank application with you, accept the two dollars and send it with correct name and address of applicant to Abbot Bassett, 12 Pearl street, Boston, Box 5295, simply endorsing it with the word "I recommend him," and signing your name and League number, thus securing a member.

Send your own renewal in April as the League year begins May 1.

There are remaining postpaid books and the first new members coming in will each receive one. If we succeed in this effort to increase our membership we shall have ample funds to purchase more, so that every new member this year can have one.

The benefits from League membership may briefly be stated to be: 1, Road Book; 2, Weekly Paper; 3, Reduced rates at League Hotels; 4, Available information from Consuls; 5, Membership ticket equal to an introduction to members everywhere; 6, Right to take part in League tours and meets; 7, Security of rights on the Road; Durable uniform at low cost; and thus by organization the League returns more in dollars and secures to members privileges worth many times the cost.

Our present aims are to secure improvement of highways, free transportation of wheels on railroads and promote the general interest of cycling.

During the last two years in this Division, we have obtained a law compelling towns to erect guide posts at intersection of roads leading to adjoining towns and cities. Any failure on part of towns to comply with this law should be reported to the Chief Consul at once as these guideposts save much trouble and many dismounts for Wheelmen.

For those joining before November 1 next the fee is two dollars ($2.00), after November 1 to May 1 next year, one dollar and fifty cents ($1.50).

Send the name and address of any wheelman in the State who is not a member of the League to the Chief Consul and he will send a recruiting circular urging the Wheelman to join.

Some of these circulars will be mailed you it requested.

I desire a Local Consul in every town in the State where there is a League member. If you are willing to do a little work for cycling, a blank application will be mailed at your request, and the district placed in your charge.

Trusting in your patriotism and pride in the good name of Massachusetts among cyclists and your loyalty as Wheelmen to the cause, I anticipate through your efforts a rapid increase in our membership.

Fraternally yours,
WM. H. EMERY,
Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

Last 182—Total 21—12,191.

BOSTON, March 15, 1889.

CALIFORNIA DIVISION—1—423.

Unattached.

21451 Oldham, Walter T., 310 Hunter st., Stockton

COLORADO DIVISION—2—67.

Unattached.

21435 Cecil, Will W., Box 724, Leadville
21439 White, A. F., Box 279, "

CONNECTICUT DIVISION—2—479.

Unattached.

21444 Parkington, Geo. H., Box 1337, New Haven
21445 Scott, G. A., Pequabuck

ILLINOIS DIVISION—3—770.

Acolus C. C.

21432 Lawson G. E., 59 E. Lake st., Chicago
Joliet C. C.
21440 Doolittle, J. A., Joliet
21437 Keith, Frank H., cor. Van Buren and Ottawa Joliet

KANSAS DIVISION—1—100.

Unattached.

21449 Moody, R. W., Mound City

LOUISIANA DIVISION—1—57.

Louisiana Cy. Club.

21453 Brown, E. B., Box 260, New Orleans

MAINE DIVISION—1—150.

Unattached.

21458 Stevens, W. R., 102 Pine st., Lewiston

MASSACHUSETTS DIVISION—2—1250.

Newton Outing Club.

21447 Strout, Geo. A., Newtonville
Unattached.
21457 Smith, Ernest B., Charlton City

NEW JERSEY DIVISION—3—753.

Hudson Co. Wheelmen.

21448 Robertson, J. L. jr. 20 ave. D., Bayonne City
21454 Earl, Geo. H., 19 Crescent ave., Jersey City
Unattached.
21443 Challer, C. J., Box 59, Passaic

NEW YORK DIVISION—4—2519.

Binghamton Wheel Club.

21446 Brewster, W. D., 50 North st., Binghamton
Dunkirk Bi. Club.
21455 Gifford, Fred B., 225 Central ave., Dunkirk
Syracuse C. C.
21431 Lancaster, E. L., U. S. Freight Office, Syracuse
Unattached.
21440 Taylor, G. M., 147 W. 94th st. New York City

OHIO DIVISION—3—691.

Cincinnati Bi. Club.

21456 Buckles, Harry C., 491 Eastern ave., Cincinnati
Unattached.
21430 Huxley, J. C., Salem
21442 Yeagling, Albert C., 315 Ellsworth st., "

PENNSYLVANIA DIVISION—1—1502.

Unattached.

21450 Baker, Wallace D., Selinsgrove

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York.

FIRST VICE PRESIDENT,
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TREASURER,
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SECRETARY,
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12 Pearl Street, Boston, Mass

State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

SPECIAL.

All Advertisements in this Department 20 cents a line.
☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

TANDEM TRICYCLES FOR SALE—Three highest grade Tandems, last year's make, at $125 each. Bicycles, Tricycles and Safeties at very low prices. W. J. NEWMAN, Harvard Sq., Cambridge, Mass.

M. A. WOODBURY, Bradford, Pa., Mfr. Ereka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

WANTED — Bicycles, Rear Driving Safeties, Single and Double Tricycles. Wheels bought for cash, sold on commission, and taken in exchange for new mounts. Will sell 54-inch Am. Star, $20.00; 50-inch Standard Columbia, $25.00; 52-inch Standard Columbia, balls, cow horn bars, $40.00; 54-inch full nickeled Expert, balls all over, $80.00; Springfield Roadsters, $50.00 and $75.00. Send description of what you want to the WHITE CYCLE CO., Trenton, N. J.

WHEELS—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. I. A. WESTON & CO., Jamesville, N. Y.



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For **Gold Pins** of the Official Design, send direct to

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

JOHN HARRIOTT,

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In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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STANDARD COLUMBIA BICYCLE, 54 inch; ball bearings for drive wheel; in good condition. For sale at $30; cost $120. W. GODDARD, Jr., 113 Atlantic st., Providence, R. I.

FOR SALE—Columbia Tandem, almost as good as new. Price, $150, or will make a reasonable exchange on a Lady's Bicycle. F. W. JAY, 157 S. Market st., Canton, O.

48-INCH '88 Special Star; two thirds nickeled; good as new. Price $100. C. H. SIMONDS, Sandia st., Portland, Me.

52-INCH Rudge Light Roadster, in good condition, with lamp, $80; also a "Caligraph" Type Writer, good as new, $50. WM. M. ALLEN, 18 Cortlandt st., N. Y.

STAR FOR SALE—Nearly new, 54-inch, full ball bearing; 1889 pattern; ridden less than 200 miles. Cost $135; will sell for $100 cash. A. W. TAWSLEY, Room 1, Union Depot, Chicago.

NEW SPRINGFIELD; never uncrated, to exchange for Victor Safety, in A No. 1 shape. Lock Box 11, Bainbridge, N. Y.

46-INCH Rudge Roadster; balls all around; King of the Road Lamp; Bell, Spoke Cyclometer and Stand; machine good as new. $80 takes the lot. Big bargain. C. F. POPPER, 275 Canal st., New York.

VERY CHEAP—A 60-inch Expert; wheels enameled, rest nickeled; ball bearings all around; condition is first class, except that nickel is slightly rusted. Must not me $50. A. P. COBB, 52 Wall st., New York.

FOR SALE—One 50-inch Expert and one 55-inch Light Roadster Columbia; best possible condition. Both 1888 pattern. Two bargains. Address Drawer 77, Muscatine, Iowa.

BARGAIN—50-inch Yale; ball bearing; in good condition; cheap. D. F. BERGQUIST, 31 Milk street, Room 30, Boston, Mass.

FOR SALE—Victor Safety; new last August. Address J. D. BUNCE, Jr., 230 East 27th st., New York City.

FOR SALE—A British Extraordinary; nickel plated, with ball bearings; in good condition. $75. Address GEORGE R. HOWELL, State Library, Albany, N. Y.

FOR SALE—A Veloce Columbia; A1 condition; Price $115. Address C. H. BOOTH, Great Barrington, Mass.

FOR SALE—A Convertible Sociable Tricycle. Cost $300. Will sell for $75. Address P. O. Box 1810, Philipsburg, Centre Co., Pa.

56-INCH New Mail; fine order; balls to wheels, pedals and head; $90. Also 54-inch English Bicycle; very light; balls to wheels and pedals; C. D. Bars and lamp; $65. FRANK WARE, 2517 Turner st., Philadelphia, Pa.

WANTED—A 54 inch ball bearing wheel at once; will pay cash, but wheel must be cheap and in good condition. Address C. W. WILCOX, Three Rivers, Mich.

FOR SALE—Rudge Safety, 1888 pattern. Sold cheap. H. L. GREW, 57 Kilby st., Boston.

WANTED—Good 54 inch or Safety. Will pay cash for a bargain. E. BUSH, Baldwin Loco. Works, Philadelphia.

FOR SALE—50 and 52-inch Expert Columbia; guaranteed first-class. E. A. CATCHPOLE, Geneva, N. Y.

NEW RAPID SAFETY—In good condition; will sell cheap. Call or address, M. R. CONNELL, Grand Central Depot, Room No. 42, New York.

BARGAIN—Victor L. R., 50-inch, '88 pattern; new and perfect. Best offer over $100 takes it. Address F. W. PARSONS, Whitney's Point, N. Y.

FOR SALE—48-inch Special Star, '88 pattern; ball, hollow handle bars and spade handles. $75. A. B. SCHNEIDER, 54 West 4th st., Canton, O.

QUADRANT TANDEM TRICYCLE — Little used. In thoroughly good condition. Cyclometer and Luggage Carrier. H. L. DADDOW, St. Clair, Pa.

$75 BUYS a Pony Star; cost $125; or 54-inch 1888 Champion; both warranted perfect. W. D. CLOYES, Cortland, N. Y.

FOR SALE—Quadrant Tandem Tricycle; 1888 pattern; in perfect condition. A bargain. Address C. A. ROBERTS, 14 N. 5th st., Philadelphia, Pa.

FOR SALE—45-inch Star; new last August; never ridden 200 miles; Kirkpatrick saddle; perfect condition. Cash $110. B. A. CASE, Toledo, Ohio.

I WILL positively accept the highest bid on a Columbia Light Roadster; Lamp and Bundle Carrier. List price $148.25. Warranted A1 condition. Big opportunity. WM. HORCHELER, Rochester, N. Y.

FOR SALE—Marlboro' Club Tandem Tricycle; in A fine condition, and will sell at a bargain. Apply at once to A. O. McGARRETT, Box 124, Springfield, Mass.

BARGAIN—52-inch ball bearing Standard Columbia, in good order, for $45. BICYCLE, Lock Box 30, Wappingers Falls, N. Y.

HUMBER TANDEM FOR SALE, in good order, low. JOHN F. SIMONS, 611 Sansom st., Philadelphia.

TWO BARGAINS. A Traveller Humber Tandem, full ball bearings, made by Singer & Co.; late pattern; in perfect order, save that nickel on hubs is a little rusted and tires cut from use on Cape Ann last season. Price, crated, $140. Also, a 52-inch Columbia Light Roadster Bicycle; good condition; new long cranks and Kirkpatrick Saddle. Price, crated, $65. Address C. R. D., Box 1302, Boston, Mass.

A BARGAIN FOR $105. 52-inch New Rapid Roadster; new, never ridden. Write for particulars to E. E. HARRIS, Perrysville, Ind.

FOR SALE—My 50-inch Rudge Light Roadster; ball all round; A1 condition; price, $80. Can be seen at 6 Berkeley St., Boston, J. W. BADGER.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

QUADRANT TANDEM; Special Luggage Carrier; unsurpassed for tourists or photographers; excellent order; half price. BRADFORD, 398 Madison st., Brooklyn, N. Y.

VICTOR SAFETY BICYCLE—Perfect order; new last June. W. M. W., No. 19 Halsey st., Brooklyn, N. Y.

FOR SALE—Columbia Light Roadster, 53 inch, in good condition. Apollo Safety, also in good condition. Will sell above cheap. F. ALCOTT PRATT, Box 339, Boston.

BICYCLE FOR SALE—Victor, 54-inch; in fine condition; ridden only 150 miles by rider of 8 years' experience. Address F. K. WILKINSON, Syracuse, N. Y.

FOR SALE—50-inch Royal Mail; in good condition. Butcher Cyclom. Address A. G. COLLINS, 3 Winter st., Boston.

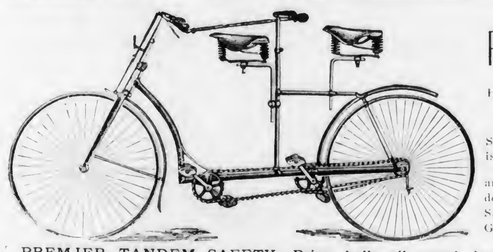
FOR SALE CHEAP—A Quadrant Tandem; cyclometer, lamp and chime bells; nearly new and in perfect condition, at a bargain if bought now. For particulars address Box 1369, New Haven, Conn.

FOR SALE—Quadrant Tandem Tricycle. D. M. FULTON, 309 W. German st., Baltimore, Md.

WANTED TO PURCHASE—A Columbia Tandem. Must be in perfect order and a bargain. Would prefer to give a large musical box in part payment. Address W. H., 680 Broadway, N. Y.

FOR SALE—Two Experts, in first-class condition; 56-inch, $70; 54-inch, $55. BROWN & GREENLEAF, 96 Brattle st., Cambridge, Mass., Agents for Columbia Cycles.

FOR SALE—Two 54-inch Expert Columbias, $80 each. One 56-inch A Challenge, $50. One 55-inch '88 Columbia L. Roadster, $110. 56-inch A. Rudge Lt. Roadster, $75. 50-inch A. Premier, $60. Write for particulars. ALBERT C. PHILLIPS, Wilmington, Dela.



THE

Premier Cycles.

Made by
Hillman, Herbert & Cooper,
Coventry, England.

Need no recommendation, See them and you will be satisfied.

Send 3 stamps for Photo. and specifications of Tandem Safety, and Special Safety, suitable for Lady or Gent to ride.

PREMIER TANDEM SAFETY—Price, balls all round, including Pedals, $200; with cone Pedals, $190. Suitable for Lady and Gent, or two Gents.

W. J. NEWMAN, Harvard Sqr., Cambridge, Mass.

SOLE AGENT FOR BOSTON AND VICINITY.

Also the NEW MAIL CYCLES. Open Evenings.

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VALUABLE NOVELTIES FOR 1889.

LARGEST MAKERS

* IN THE WORLD *

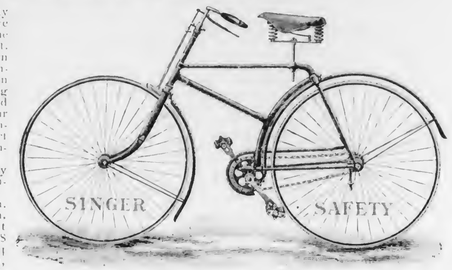
WITHOUT EXCEPTION.

The "Singer" Safety made during 1888 gave entire satisfaction to the thousands who used it.

To our new pattern several valuable improvements have been added, the frame being of improved shape and great strength, and our perfect ball steering included. Also a direct plunger brake of increased power.

We can most strongly and confidently recommend this cycle.

Specification.—30 in. wheels speeded to 57 in. (or 54 in.), patent spring-wired tires (7-8 in. to back wheel, 3-4 in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp holder, best combined saddle and spring, spanner, "Singer" ball pedals, &c., &c. Enameled, and with parts plated.



Price $135.00.

Catalogues will be ready in a few days.

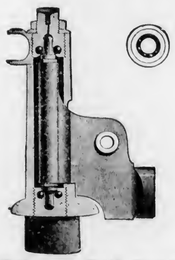
SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

DON'T FAIL to send for Catalogue of

NEW MAIL CYCLES,

describing fully their specialties.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and Uniformity of Steering. Greatest Improvement. Obviates Sensitiveness in Steering. Specially adapted to a Safety.

No other has the Trigwell.



Lapped Inside

No Seam Outside. Thickened Metal at Bottom.

GREAT STRENGTH.



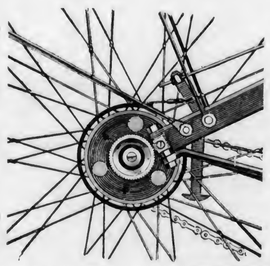
Spring Fork—a direct vertical spring. **No yielding** of spring *sideways*, for such throws the rider one side, and causes front wheel to swerve. **Excessive** spring also is a disadvantage—ours does not interfere with full power for propulsion, as in hill work. *Address*



An American made Safety.—All Steel Forgings and Interchangeable.

PERFECTLY STRAIGHT FORK.

Best shape to avoid sensitiveness of steering. Front wheel less liable to a sudden turn or swerve.



Rear Axle Band Brake.

The place for a Brake—out of the mud and Noiseless.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 101 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 15 MARCH, 1889.

JOE PENNELL, whose experience in cycling touring, if not so varied as that of Thomas Stevens, is of a more practical nature, contributes a very instructive article in the last *Outing*. We can, from our own experience, heartily endorse most of his remarks about cycle touring in England. We cannot quite agree with him as to the advisability of carrying all one's luggage for a six weeks' tour on one's wheel; we have found it quite convenient and pleasant to have one's town togs available occasionally. The English parcel post system is so reliable and cheap, that when one's destination a few days or a week hence is known, it is an easy matter to send all extra changes on ahead.

WITH us in Boston, it is no longer cycles that frighten horses, but electric cars that startle those sensitive quadrupeds. It is not for long, however, as, though horses are nervous creatures, they soon become accustomed to unusual sights and sounds.

WITH the great public interest in the development of electricity, we hear much discussion as to the appliances for electric propulsion. It is generally predicted that the day is not far distant when storage batteries will be made light enough to be used in many cases where they are not now available. We sincerely hope so, and devoutly wish that some useful road carriage propelled by a storage battery will be invented ere long. Nothing will more promote the cause of road building than the more general use of our highways.

AT a recent meeting of the Society of Cyclists, Dr. Benjamin Ward Richardson read a paper on vibration in cycling, wherein he discourses on the merits of devices to lessen what he considers a drawback to healthful and enjoyable cycling. It is a pity that the custom of the Society forbids the mention by name of the particular devices, as Dr. Richardson might, we think, furnish us some very useful information on this most important matter.

WHILE we think this learned gentleman has very much exaggerated the amount of vibration in riding the well-constructed wheels of to-day, he points out that vibration, if it does exist, is likely to be dangerous.

He says: "I am of the opinion from all that I have seen since I became practically acquainted with the art of cycling, and with those who practice it, either for competition, pleasure or business, that nothing produces so much injurious fatigue, or so much of bad effect on the health in cycling, as vibration. I speak only from personal experience on the matter. I was once more wearied by a short ride to Hammersmith on a tricycle that vibrated intensely than by any other ride I ever took on a machine at any other time, short or long. Moreover, the effect, which lasted several days, was something more than mere fatigue. It was like a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, was very inconvenient, and which in a feeble person might be attended with actual risk."

AFTER Herbert Hayes' brilliant departure for Brazil it is too bad that the failure of the firm employing him necessitates his return to a more prosaic existence than that which characterized his life immediately preceding his migration. We deeply sympathize with the ex-Chief Consul, who returns shorn of some of his glory and prestige.

FROM what little we know of the Society of Cyclists it is one of the most sensible cycling organizations in existence. Its object seems to be the intellectual entertainment of its members. At the meeting alluded to, besides the paper by Dr. Richardson on "Vibration," G. D. Ingell read a very interesting article upon "Military Cycles," and at other meetings such gentlemen as Joe Pennell and Col. Saville have contributed to the entertainment of its members. Those who think the only enjoyment in cycling is scorching, running up a record, or racing, may scoff at such a cycling association, but we think that the intelligent discussion of topics akin to cycling would be a great relief. We have wheelmen whose experience and education enables them to do any subject justice, and it would be a pleasure to listen to them expound on any matter of cycling moment.

NO legislation necessary, was reported by the Committee on Road and Bridges, on so much of the Governor's address as relates to the appointment of an officer for the oversight of the roads and bridges in the Commonwealth of Massachusetts.

May be not necessary, but some legislation that will improve our highways is essentially desirable.

AN invitation has been extended to the League of American Wheelmen asking them to participate officially in welcoming home the All America and the Chicago base ball teams. The teams are expected in New York during the first week in April. We do not know what action the Executive Committee will take in the matter, but it seems to us clear that the League should not officially join in the proposed ceremonies.

We have no doubt but that every member of the base ball teams is worthy of the most hearty consideration, but it must be borne in mind that these gentlemen have really done nothing worthy of national recognition. They have not circled the globe to meet ball players in any way their equal, but they have had a very pleasant tour and given exhibition games only.

Had it been an open question as to the superiority of certain foreign players over the All Americas or Chicagos, and had the

Americans gone abroad for the purpose of settling the question and come home victors, then the matter would assume a different aspect, and even then we would question the policy of an amateur organization officially recognizing the prowess of a professionals'. As it is, however, the All America and the Chicago base ball teams have accomplished nothing, except to travel round the globe and give most interesting exhibition games, the gate to which presumably paid all their expenses.

THE question of the use of the cycle for scouting purposes is engaging the minds of some of the more progressive officers of the National Guard in New York State. Mr. Luscomb is an enthusiastic member of the Citizen Soldiery, and is Captain of the "Talmage Company" of Brooklyn. Captain Luscomb proposes to make some trials this coming summer, as to the advisability of introducing the safety for use in scouting manœuvres. Mr. C. E. Pratt, who has just returned from England, stated that in conversation with some of the officers and also privates of the English volunteer force, he was advised that the safety would, to a certain extent, be used by the scouts and skirmishers. He further noticed that, as a rule, the views of the officer compared with those of the private differed somewhat as to the permanent adoption as a branch of the army. The officer saw the satisfactory results only, while the poor scout had in memory the tremendous strain physically he had to undergo to bring about those results.

The English experiments included a good deal of "cross country" work, and we agree with the private in thinking that if the safety is expected to be the means of transporting scouts safely and swiftly over the usual obstacles to be met with in a cross country run, the expectation will exceed the realization.

Stick to the roads, and the ordinary and safeties can, to a limited extent, be used to great advantage, but when it comes to climbing fences, fording streams and moving over a rough country, the results achieved will not warrant the physical force expended.

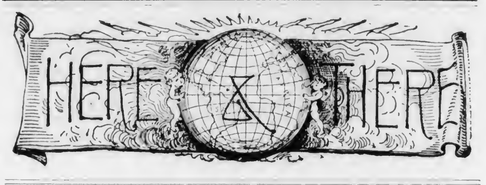
WHEN a writer so far loses his temper and becomes so utterly lost to all sense of decency as to politely request those who differ with him to go to H——, we draw off, we retire, and acknowledge that we have no answering argument. It is, no doubt, a "vigorous" style, but we hope it will not be largely copied. Had this remarkable suggestion emanated from the brain or pen of the editor of the *Bloody Gulch Bowie* we should have readily imagined that it was in line with the general tastes of his readers, but when the editor is supposed to cater to an educated and refined constituency, we marvel much that Temper should so get away with Judgment as to produce and print such a delicate and refined request.

AN esteemed contemporary seems surprised that we accept the "record" of 2.18 1-5, claimed to be made by Whittaker, Lee and Oxborrow on a Triplet. A more careful perusal of our article will show our usually careful brother editor, that we do not accept the performance as a *record*. We call it "a wonderful road *performance*," not a *record*, by any means, except so far as it is recorded the best of a special kind of a ride. The start was flying, and we cannot accept any claim for record unless the start is from a stand still. Barring yacht races and horse races, we believe *all* records must be made from a stand still.

That the 2.18 1-5 was done under special conditions not admissable in cycle record breaking is plain, and so we put it down as "a wonderful road *performance*," not a *record* in the strict and technical application of the word as applied to cycle records.

THERE is no writer more welcome to space in our columns than "Jack" (J. Purvis-Bruce). He has always something to say of interest, or some news to impart that is of general importance. His sketch of "Men I Have Met" will be read with interest by all, as he describes men of international reputation. Mr. Purvis Bruce is now in this country, and we hope to hear of his identifying himself with some cycle manufacturer before many moons have passed.

WHEN an editor criticizes, there should be a basis of fact for such criticism. When, therefore, a certain editor takes the position that the League has not been prominent and a leader in the matter of road improvement, he shows a woeful lack of knowledge on the subject. But then, he is so "well informed you know."



"JONAH'S" JOTTINGS.

THE Jersey bill, giving the control of the roads into the hands of the Boards of Freeholders, after a hopefully smooth course, has, I am sorry to say, struck a snag. "The bill went through the Senate without a hitch," said Assemblyman Voorhees to me the other day. "I got it out of my committee inside of fifteen minutes reported favorably. When it reached the Assembly, to our surprise, an opposition was developed on the part of the hayseeds, who feared to trust their freeholders with so much power; but I think we can pull it through all right yet." After all the good missionary work that has been done, it is hard luck that it should be in danger from the very class that it will benefit most.

IN the bowling tournament the Atalantic Wheelmen, of Newark, beat the Hudson County men the other night, leaving the two teams tied for first place, with six games won and two lost, each.

SAICH, the veteran bicycle maker of Newark, has given birth to another new cycling creation. This time it is a — I don't know what you call it. It is a rig for speeding a horse. Two large bicycle wheels, with ball bearings, rubber tires, etc., are rigged side by side, and between them, raised on high, is a framework to support the saddle of the rider or driver. Under this framework, and between the wheels, the horse is hitched, the driver sitting on the saddle in the framework above the horse. Saich claims that with this arrangement the horse can be trotted with practically no resistance.

I WAS out on the road the other afternoon and saw several horses frightened by that abomination, a full nickeled bicycle. Jersey riders have so generally discarded the nickeled wheels that the latter now frighten horses by their very strangeness. A half a dozen or more enamelled wheels passed the same animals without even attracting their attention. The age of dudeism in wheeling is gone and these nickeled nuisances are the last vestiges that remain. May they soon vanish.

AN account appeared in the New York papers the other day, of an accident on the Newark boulevard, to Mr. Ward, of Elizabeth, through his horse being frightened by a bicycle. Mr. Ward has been seen by Dr. Brown, and completely exonerates the wheelman from all blame. The bicycler was riding against a gale and in a cloud of dust, and did not see the horse until right on him.

PENNSYLVANIA.

"ARIEL."

THE Century Club rejoices in having escaped, scot-free, from what might have been a serious loss. Owing to the inadequate space in the club house, proper, they have been storing the tricycles and tandems belonging to the members in an annex to the Columbus avenue market house, a block above, and last Monday night the entire market house was destroyed by fire, which started, some time during the night, in a cigar store in the building. In an incredibly short space of time the entire building was in flames, and the efforts of the firemen were directed to the saving of the property and the adjacent buildings. All of the Club's machines were gotten safely out, the only damage done being a broken handle-grip or two; but Wall and Boyer, who occupied one of the stores on the Columbia avenue side, doing a trade in the repair and hiring of bicycles, etc., lost heavily, having had but a few of their machines saved, and most unfortunately having no insurance on their stock. Singular, isn't it, that business men should neglect this most important precaution?

I HAVE a phenomenon, here, in the shape of my oldest hopeful, who, never having ridden a bicycle before, this morning mounted and rode, at the first attempt on a safety. I put him on in front of the house and within the first hundred yards he was riding when I took my hands off the wheel, and we turned around at the end of the square and came up, he was able to ride the greater part of the way by himself. When the boy realized that he was actually going alone, I thought he would have a fit right there on the street. He is just thirteen, but already can stretch a 52-inch, and the fellows at the club advise me to put a brick on his head to stop his elongation.

MR. S. LEVY, of the Pennsylvania Bicycle Club, has offered a stop watch as a prize either for the largest mileage, or for the greatest number of club runs, the decision being left to Captain Supplee's judgment. If "Pennsy" does not take record for the year, in the season, in the shape of mileage, I shall be very much mistaken.

THE social season is going to have a handsome wind-up. All the clubs are down for full-dress balls, that of South End coming off April 25th, at St. George's Hall. The Philadelphias will give one more informal sociable, next month, with a ball in May, while Pennsylvania's next affair will be their ball. Their last Smoker is down for Friday, 15th, inst., and as engraved invitations have been issued for it, I judge it to be quite an affair. Shall be on hand to size it up for the WORLD. Century will also have one more Smoker, and after that comes the House-warming in their new home.

SPEAKING of the new house of the Centurions, reminds me that they are going to have one of the finest and most conveniently arranged houses in the city, after they get things in shape. The contract has already been awarded for the erection of a one-story wheel house, to be built on Carlisle street, which will be the full width of the lot—26 feet —65 in length, affording ample space for the purpose. Later on, it is their intention to add a second story, which will be fully equipped as a gymnasium. A revision of the by-laws is also under way, so as to allow the admission of lady members—a most excellent move, and one that is mainly due to the efforts of Mr. Collins and one or two others of the far-sighted members.

MR. PAUL E. SLIPP, a former Philadelphian, now a resident of Aden, writes, under date of February 6th, that Mr. Stevens had just visited Aden. He was in good health and spirits and had been the recipient of a dinner from the English and American residents.

AS a weekly the *American Athlete* will now come to its subscribers, it having been decided to change it from a semi-monthly. May its shadow never grow less.

MR. CHAS. H. SIEG, of Chicago, was here yesterday and Friday, visiting relatives. Mr. Sieg is a Philadelphian by birth, but swears by the home of his adoption. It was greatly regretted that his stay was so short, as we should like to have made things pleasant for him.

THE South End Wheelmen have hitherto been the only one of our city clubs to enjoy an immunity from the Safety craze, but at their last meeting the spell was broken, and the incorrigible goat crept in.

THROUGH the efforts of a number of the Wilmington Wheel Club, the Pennsylvania Railroad Company have at last consented to carry bicycles free, when accompanied by the owner, between this city and Wilmington. Not much of a concession to be sure, but it is the entering wedge, let us hope.

CHICAGO.

THE "STROLLER."

THERE is a scheme being concocted in the Chicagos to bring that club back into the League as a League club again. Conkling, Ayres, Thorne and Ellis are said to be at the bottom of it, and the first card was played when the club's own definition of an amateur was changed, at the last special meeting, to conform to the rules adopted by the League, and it is expected that the April meeting will be the time chosen to spring a resolution that will once more make the Chicagos a League club. In the meantime a great deal of lobbying is being done by parties interested to win over a majority in favor of the scheme. I am rather in hopes this will succeed, but—????

BERNSTEIN started to attend the inaugural ball at Washington, having had a full dress suit made that was a dazzling display of triumph for the skill of tailor and jeweler. I have not heard of his success there, but if any of the Washington cyclists saw a suit of the kind described, covered with diamonds, etc., they may know it was "our Sam."

I SEE that our Chief Consul has appointed Lumsden as Local Consul for the South Division, and Arthur is busily engaged in getting recruits for the League. Whether this is part of the scheme of Ayres, Conkling & Co., is an open question.

THE Douglas Cycling Club, following in the lead of the others, has become a corporation, with all the power appertaining to the same.

BY the way, I see Skinkle has joined the League again. How is this, William? Have you changed your mind in regard to that organization, or, as President, do you think it a duty you owe the club to be a member once more?

JOHN CORY thinks a good deal of his moustache, but owing to an accident he had to part with the same. If you would smoke a good cigar, just go around and ask John to explain the accident, and see how quickly he will offer you a cigar to say nothing.

THEY long talked of pool tournament has finally taken shape, and the first games will be played at the Chicagos' club rooms Wednesday, March 13th, between a team from the Lincolns and one from the Chicagos. It is even money at the present, on the result.

CAPTAIN ROE had thirty men in line for a run through the Parks. A pretty good showing for this time of the year. And how the safeties did loom up; more safeties than ordinaries. The safety craze has struck this burg hard.

IT is extremely doubtful whether Van Sicklen will enter the Pullman road race, or do any racing at all this year, his better half being most emphatically opposed to it, owing to his severe accident at Buffalo last fall.

OAK PARK now has a cycling club, with K. S. Doan as President, and the speedy Maas as Captain, and a membership of seventeen as a starter.

GARDEN is still worrying as to the disposition of the Challenge Cup he has given to be contested for: but whether it shall be by individuals or by teams is the sticker. The Chicagos and Illinois are in favor of team races, while the other clubs say no. And Bob is in a quandary, therefore.

BALTIMORE.

"NORVAL."

A SPECIAL meeting of officers to examine the work already completed on Mr. Kirkwood's road-book was held at the Maryland Club on Thurday night, March the seventh. It was thought that a copy of the Pennsylvania, Maryland and New Jersey book which is being prepared by the Pennsylvania Division could be obtained by that time so that the two could be compared. This proved impossible as that work is still in the hands of the compiler. A mass of manuscript and sample pages was submitted by Mr. Kirkwood. The work was much thought of by the Board of Officers and Mr. John D. Lord Jr., Chairman of the Rights and Privilege Committee was instructed to draw up a contract with Mr. Kirkwood. This road-book should draw many new members in the League as the cost of the volum same would come to nearly as much as the expenses of joining The book will be gratuitously distributed to every member of th Division.

THE Maryland Division went solid for Jessup at the late election. He has acknowledged the favor by writing the Chief Consul and thanking the Division most heartily.

THE Crescent Club have purchased the new house on the corner of Boundary avenue and Barclay street which they will handsomely fit up for a club house. The club now has eighteen riding members besides a number of honory members. Eight new members recently joined and it is in a flourishing condition. The club will be incorporated this week.

THE annual meeting of the stockholders of the Maryland Club was held Saturday, March 9th, at their club house on Mt. Royal avenue. About sixty members were present. The report of the trustees was read, showing the club's financial condition to be satisfactory to the members and stockholders. The revenue for the past year was over $1800 in excess of all actual expenses during the same period. So satisfactory was this showing considered that the 530 shares of stock remaining in the treasury unsold were eagerly subscribed for, thus completing the entire capital's stock of 2000 shares. The old Board of Trustees consisting of Moses Morris, Yates Penniman, James D. Mason, E. F. Le Cato, S. T. Clark, H. E. Brown were unanimously re-elected.

BUFFALO.

"ALI BABA."

THE theatre party which was to be given by the Buffalo Bicycle Club, in honor to Miss Pauline Hall, didn't materialize. Yes, the fellows were all going, but they couldn't just for once (including your humble servant) bear the thought of going without being individually accompanied by some one of the gentler sex, so it was that each went with himself and another. It is safe to say

that less than a dozen of our club men failed to witness Miss Hall's brilliant and charming performance. If we did fail to keep our promise we hope that we are forgiven, and we wish to assure Miss H. that she occupies a very warm place in our hearts. [Whew! she *did* strike hard.—Ed.]

The final reception of the Buffalo Bicycle Club, for the season, was held last Friday evening. There were guests present from New York, Rochester and Erie. These receptions are exclusively club affairs, and have been the source of much enjoyment. We hope there will be just one diversion from this exclusive rule next season. I must not say more for fear of disclosing an important secret.

Miss Ida Bender addressed the Women's Wheel Club last Monday evening, in the reception rooms of the Buffalo Bicycle Club house. The parlors were well filled. Miss Bender spoke on the subject, "Woman."

The question of another hundred-mile run, on Decoration Day, is receiving some attention, and possibly will soon take definite shape.

There will be a large demand for safeties this season, and from reports, it will not be a novelty next fall to see the ladies riding the safety bicycle. Mr. C. N. Bowen will have a department, in charge of Miss Chase, to sell and to teach the ladies how to ride the lady's bicycle.

The Zigzag Bicycle Club is still (according to latest report) looking for a larger and finer house. I would suggest that they rent a house somewhere near the front. I believe that the membership could and would be doubled before another twelve month. Look well on the question of good surroundings, and it will pay in the end.

The speech in answer to the toast—The Ladies—rendered by Mr. Jenkins, on the occasion of the late banquet, was a most able effort most ably delivered. It was a speech that stirred the feelings of all who heard it; and Mr. Jenkins is a benedict, too!

POKKOPOLIS NOTES.

"STAR."

In a testimonial in a recent number of the World, the writer speaks of his new machine as a "poem," a "sonnet," a "tune on a hand organ," etc. The aptness of the metaphors is, at first, not apparent, but what is a poem without "feet," or a cycle without (cyclo)"meter?" Both must be well handled. The admirers of each rave over the beauty of the "lines." The originators of each are apt to grow rich. The beginner at each generally finds that it is up-hill work, though that depends on who "sonnet." The public may "tire" of their praises for they are often manipulated by "cranks." They may be light, heavy or very ordinary. They may be "ode" for. There's the poetry of motion. The "figures" of the riders, as well as those of the writers, are often criticized, but it is perhaps unnecessary to pursue the subject farther, as every one will no doubt see the bearing of these remarks.

The *Enquirer* man speaks of a road race that is soon to be held on the Harrison Pike. Why, there isn't a level place on the road long enough to be measured! Think of a road race on a course made up of steep hills, some of them over two miles long! Nixey! The race may be held—in the editor's mind—but the fool-killer would make sad havoc among the contestants.

The hill-climbing contest on Sycamore Hill, for which Mr. Bennett is to offer three prizes, will take place on the morning of the last Sunday in March. A committee of prominent wheelmen will have charge of the event. Entries may be made with Mr. A. A. Bennett, 6 East Fourth street. The contest will be open to any amateur wheelman, no matter what kind of a wheel he may ride.

There is some talk of a combined run to the "Zoo" next month. If it is intended to make it a combined run, in fact as well as in name, it should not be attempted unless the officers of the different local clubs pledge themselves to see that the members of their clubs do attend, otherwise it will be what is commonly called a fizzle.

NEWS AND COMMENT.

We can scarcely say "the riding season will soon be here," because during the winter of 1888-89 the riding season has scarcely ever been closed. But we do notice a change in the song of the paragraphist, who finds less and less in the social phase of the dormant cyclist to discuss, and more and more in the normal out-door road life of the rider. We are glad of it; the dormant, inactive phase is a necessity, but it is none the less galling to the ardent cyclist.

On March 29th look out for our big edition.

Mr. A. E. Schaaf and Mr. C. Seig, both of Chicago, called in to see us last week. Seig says that the Chicago men are backing Lumsden. In the meantime all Chicago wheelmen are hunting for "the Stroller."

The Arnold medal, given for best mileage for 1888 of the Binghamton, N. Y., Wheel Club, was won by the feather weight member, H. Y. Bresee, the "old man" of the club. His mileage was 2500.

At the annual town meeting at Bridgewater, Mass., March 4, it was voted to purchase a stone crusher, for which $3000 was raised. Would that all towns would go and do likewise.

It is said that the three bills now before the Pennsylvania Legislature are defective and so the Engineer's Society of Western Pennsylvania is formulating a bill which it claims will be nearer covering the ground in a satisfactory manner. One of the provisions will call for the creation of the office of Road Supervisor in each county, who shall be elected or appointed for a term of not less than four years, and who shall have general charge of the construction of all roads outside of the cities. It is the intention to provide also that all roads hereafter constructed throughout the State shall come up to a certain standard, which will equal in point of excellence any to be found throughout the country, such as are to be met with in Ohio and Kentucky especially. There will also be some provision made for the collection of the road tax and its use in employing competent men to do the work, instead of as now, allowing farmers to "work out" their tax in a slip-shod way.

"One of the" 1000—or less. At the office of the *Squeal* there was received an electrotype from a dealer, which was carefully wrapped in a late copy of the *Wheel*. Will the editor of the *Squeal* please make a note of that?

It has been rumored that the Albany Wheelmen and the Albany Bicycle Club will join forces and become one. Perhaps??

The rumor of the disbandment of the Cambridge, Mass., Bicycle Club is without foundation. Mr. John Read has lately joined the club.

"Vernon" writes us: "The Minneapolis, Minn., Bicycle Club folded its tent and quietly stole away from its old quarters, and moved up to a fine suite of rooms over the Citizens' Bank. By the next meeting the rooms will be provided with a billiard table, velvet carpets, upholstered chairs, etc. Some of the 'hustlers' of the club tendered their services and secured fourteen or fifteen new names, and handed them in at the last meeting. There is no reason now why we will not have a substantial boom. As soon as the rooms are finished the club will have an 'opening,' at which every wheelman and his friends will be cordially invited, and they can be assured of having an elegant time, as the boys will be well fixed for entertaining visitors."

Our big edition will be issued under date of March 29th.

"Senator" Morgan is in Omaha yet, and has captured the town by his "genial and gentlemanly bearing."

The "lady cyclists" will invade Omaha, and so Omaha is blissfully happy.

Verily the Hagerstown men are taking time by the forelock. Although we are writing this item in March, we hear that the Hagerstown, Pa., Club are making vast preparations for a big race meet in their city, to take place July 4th. The intention is to make this a meet of three days' duration. The second and third days will be devoted to runs to the different points of interest, Antietam and the South Mountain battlefields, Fairview and Penmar. The management will send out several thousand invitations.

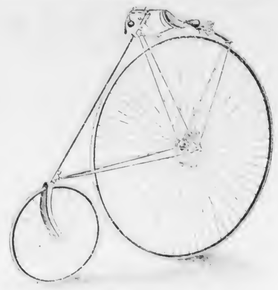
The Executive Committee was taken care of last Sunday, while in Boston, by Dr. Emery, A. Robinson, Abbot Bassett, Jack Seward, Percy Libby and the editor of this paper. We think the Executive Committee, collectively and individually, enjoyed their visit to Boston.

Chief Consul Emery, of Massachusetts, went down to New Bedford last week, and gave the cyclists of that venerable Massachusetts town a forcible argument as to why all wheelmen should be League members. The key note of how to meet the objections that may be advanced by the country members is contained in the following sentence, taken from the doctor's speech: "The only opposition expected is from the country members, who are afraid that their constituents will object if they saddle more taxes upon them, but when the weight of the argument that everybody in the State will be benefitted by better roads is fully appreciated, these members will probably pocket their objections." That is the point tersely put. Improved roads will be a universal and public benefit. Ring the changes on that sentiment, and divest the rural non-cycling mind of all thoughts that the improvement idea is a something to benefit cyclists only.



No Headers.

THE EAGLE.



No Levers.

Yes; The "Eagle" will climb a hill. It can be ridden up any hill that has ever been climbed on a Cycle.

No; It will not tip over backward as soon as you mount it, that is, if you know how to ride it.

Can you mount it? Well, we think you can, unless you have less than the average ability as a rider.

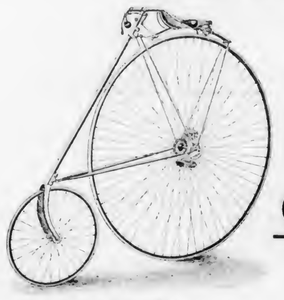
No; The position is not pushing backward; but directly downward, and is almost identical with that of walking; it is easy and natural, and an "Eagle" wheel can be ridden a great distance with very little fatigue. It is well adapted to rough and hilly roads, and can be ridden with ease and safety where it would be impossible to go on an "Ordinary."

These statements we are prepared to practically demonstrate, and are doing so daily, to the complete satisfaction of all who visit us

If there is not already an agent for the "Eagle" in your locality, we should be pleased to hear from you.

THE EAGLE BICYCLE MFG. COMPANY,

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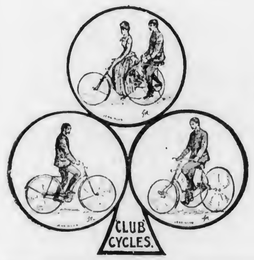
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will be issued on March 1st, and will include all the latest Novelties for the coming season.

Send your name and address and a copy will be mailed free.

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,

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As easy of control as a Tricycle. Weight all on 49 lbs.

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THE PERFECTION OF CYCLE MECHANISM.

Absolutely dust proof adjustable ball bearings to wheels and pedals.

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D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.

A. KENNEDY-CHILD, Supt. Agencies.

THE Pagerian methods of asking a brother scribe to proceed to Hades, when things don't go to suit the aforesaid Pagerian taste, shows a wonderful appreciation of what consists of "a pretty wit."

MR. WARNER, of St. Louis, is probably "Hawkshaw's" missing "Jules Benezac." It is said that Dr. Winthrop removed 841 "polypi," but from the looks of things, he did not succeed in getting them all out.

J. PHIL PERCIVAL, Vice Consul of Los Angeles, Cal., has returned from San Francisco, where he went to induce the California Division, in meeting assembled, to hold the State meet at Los Angeles, on May 30. It was decided to hold the meet there, and the local contingent is jubilant. Work will at once be commenced on the preliminaries of the meet, and the success of the event is a foregone conclusion. Elwell, of 'Frisco, will be on hand, and the coast record (2.48) will have to go. The races will be held at Agricultural Park, the best track in Southern California, and it will be put in prime shape for racing and records. Time medals will be given. In the evening a grand ball at the Pavilion will take place.

A CORRESPONDENT gives us the following good one on Jack Prince: "Last Sunday Prince came into the Omaha Wheel Club room and asked me to go over to Council Bluff with him. He said that he knew an old man there that had a pure English greyhound (Jack's favorite dog) for sale, and he wanted me to go over with him to inspect the purp. We started out, and had to walk about a mile and a half through the mud of Council Bluffs to an old hut. The old man would hardly speak to Jack at first, but finally he brought out his dog, a magnificent blue hound, and after a good deal of talking, closed the bargain at ten dollars. "But," he said, that "before he sold the dog he had to see the ould woman about it," who was lying sick in the house and wasn't expected to live very long. The dog had always been a pet of hers, and the old man couldn't sell him without her consent. He stayed in the house about ten minutes (during which time the dog amused himself by tearing a piece out of my overcoat), and when he came back (the old man, not the dog) he told us that his wife wouldn't part with the brute. But he added, "the dhoctor says that the ould woman can't live another week, an' if yez will come over nixt Sunday, sure she will be dead, bliss her soul, and I will take the tin dollars for th' crayture." If chances are favorable, Jack says, he will have the dog next week.

THE following is taken from an exchange, and will probably be read with interest by wheelmen generally: "Tom Eck is going to settle down, and the cycling racing circuits will know him no more, at least for a time. Eck will go down to history as the cycling Romeo. He is a living example of the proverb which tells us that the river of true love runs riotously in leaps and bounds. He is yet rarer as a man who was compelled to elope with his own wife, the general fashion now-a-days being to elope with some other party's wife. Eck will open a store in Minneapolis."

Do we call ourselves civilized and are we living in an enlightened age? When we read such items as the following we doubt it: "Our roads are in a horrible condition, practically impassable for horse and vehicle. A man in a hurry can save time by going a-foot." No, this is not an uninhabitated section, but right in the old Nutmeg State. Where is your vaunted New England enterprise?

ACCIDENTS will happen, so it seems, and we are sorry to note that a small boy was accidently knocked down by a cyclist in Bridgeport, Conn., and quite seriously hurt. We hope this was not another "sidewalk" outrage.

DEAR FOURDRINIER.

TIMBUCTOO, March, 1889.

Dear Fourdrinier—For a bumptious boasting bounce the *Squeal* carries off the palm, but for a practical wheeling newspaper the BICYCLING WORLD leads. X—Y—Z.

[The above is a specimen of the 9999 letters on this interesting subject which we have received from our readers.—ED.]

EUROPEAN TOUR NOTES.

THE limit having been increased to 30 there are now four vacancies. We trust that if there is any one who wishes to join us he will notify us to that effect at once.

Most cordial letters have been received from Irish and English wheelmen, and it is very evident that we shall not be allowed to get off the right road or feel lonesome while in those countries.

The route through Germany has been changed a little so that it now includes the famous Black Forest.

In Paris arrangements have been perfected to lodge the party at Hotel De La Tamise, Rue et Alyer, a most advantageous location, and a quiet homelike hotel, whose proprietor speaks English.

SOME MEN I HAVE MET ON THE RIPLEY ROAD, AND FAIN WOULD MEET AGAIN—BY "JACK."

IT is a person of diminutive calibre indeed, who does not interest one. Even the prosaic Jones, Brown or Robinson of commerce, the man we meet in every day life, has some besetting sin or virtue, some vagary or eccentricity which makes us remember the man—which either repels or attracts us—which forces us (*nolens volens*) to recollect him even after his face is no longer familiar, or at best a mere "composite photograph" of the race which is said to owe its origin to the Father Adam and the Mother Eve. He may be one of those orninary "Queen's subjects" or "American Citizens" who has little or no physical individuality, who wears orthodox clothes (a thing the writer was never known to do) but there *is something about the man* that stamps him a "character" and one to be remembered. The man who is nothing more or less (as the great Carlyle puts it) than "a forked radish with an artistically carved head," a mere mortal such as one sees derby-hatted and faultlessly attired on the streets of the city every day, has but little charm or attraction for the student of wondrous human nature. Of the man who repels, I have *nothing* to say, as it is a waste of space and an impertinent encroachment upon the filthy ground of libel. Of the man who attracts and interests I have a few words. I deal solely with the man whom I have met and fain would meet again in connection with our sport of cycling.

There are few sports which can show as many intelligent and gentlemanly deciples as cycling, unless perhaps it be the "contemplative man's recreation," the sport which is ever associated with Isaac Walton, the father of anglers. There is generally something very admirable about an enthusiastic fisher. Almost invaribly an admirer of nature and a student of natural history he saunters forth with his airy tackle to the brook that he may there, by means of skilful wrist and light hand induce the "lusty trout" or striped bass or "grayling" to book with longing eye at his fly. The only thing that can be said against the angler is that he is underhand, stragetic and deceptive in his fish luring methods, and imposes upon the credulity of his finny captives. With the cycler there is no fault to find. There is nothing but good will toward man and beast in the heart of the true cycler.

"He liveth best, who loveth best
All things both great and small,
And the same God who loveth us,
He made, and loveth all."

True it is, that wheelmen may be suicidal through enthusiasm in regard to *pace*, but in time he will be careless whether it is 8 or 15 miles an hour he travels, and that cycling to be enjoyable and recreative and beneficial, must be taken, not in excess, but in *moderation*. And what is moderation to a strong deep-chested fellow, may mean ill health to a weaker brother. But I challenge the world to produce a case where proper and moderate indulgence in the sport has ever harmed a man or woman.

But to return to our little subject. Among the men who have, by reason of their personal qualities and magnetic attractions, endeared me for all time to them I must mention, first and foremost, two men who "hold the fort" (excuse the expression which suggests a sacriligous hymn introduced by two religous mountebanks, and which lacks all that is likeable and beautiful to a person with any musical perception) at 152 Fleet street, London (E. C.). Two better hearted, better bred, and more likeable gentlemen than Wm. McCandlish and F. Percy Low, of *Wheeling*, do not exist, in my humble opinion. When I want to find two English gentlemen I know exactly where to go. Wm. McCandlish, or "Mac," as he is known to his friends of the cycle fraternity, is a small boned, refined looking man, who has grown more to mind than to matter, and who can say some awfully irritating things when he has a will to, especially when he smiles that sarcastic smile of his and laughs his carefully-constructed, musical laugh. His "chum," F. Percy, has the name of being a "cynic," but if I mistake not there is more of that same in "Mac" than in F. Percy. A "neat" little man is McCandlish, always irreproachably attired, ever modest, and smiling "a smile that is child-like and bland" when he hears a "fishy" story.

Mr. F. Percy Low is of the thorough English type, and shows good proportions. Quite a comfortable load for a tricycle is Mr. Low; quite a sceptic on the marriage question, and ever posing as a cynic, but in this respect he is an out-and-out fraud, for there is no room under Mr. Low's waistcoat for an unkind thought; generous and good hearted to a fault is this gentleman. There is not a good theatrical plot with which he is not familiar, and he has a great deal of the get-up of a well-to-do gentleman-actor, and indeed his friends in the theatrical profession are very numerous, especially "Professor" Jimmy Nelson, one of the "Old Guard." Some of the kindly expressions of the above gentlemen I never shall forget.

A still more portly personage is Mr. C. W. Nairn, of *Wheeling*, one of the "*Wheeling* crowd," or trio. There are few men in or out of *Wheeling* who have such a decided taste for the fair sex, or such a *penchant* for their company. Early on a summer morning, C. W. may be seen toiling up Esher hill, with a fair young creature on the front seat of the tandem. They are bound to go to Ditton or Ripley, though on a muddy day Cobham or Oakham has been known to receive them joyously on a quiet English Sabbath morn.

But look! half a mile away on the "Fair Mile" is a cloud of chalky dust, the size of a man's hand. The cloud comes nearer, and discloses two stalwart figures on a tandem tricycle. It is Charlie Liles and Harry Swindley, the London representative of the *Cyclist*, both of the Ripley Road Club and good riders. "Hello, Champagne Puvy," squeals Liles, as he lifts his closely cropped head off the front handle-bar. "Going to Ripley," pants Swindley, "come on, as we are not going to lag," and on they go at a 3.30 clip, as Swindley is going to read "the lessons" in the quaint English chapel at Ripley. And they don't lag; Liles is a "corker." A little, very strong and active man is he, very handy with his paws on a "road hog," when occasion demands, and a true artist in optic decoration. Well does he know where to lay on the effective tints. There are too many joints and hinges about Liles for the ordinary man to tackle him, and when he screws his eyes up and buries his neck and head in his broad shoulders there is not much left of his cranium except his hair, which is short as velvet pile.

(To be Continued.)

AN EVENING WITH THE DENVER BI. CLUBS.

The writer made two calls, one evening a few weeks ago, at the rooms of the two local clubs, and was very pleasantly entertained at both, though the manner of entertainment was quite different. In the one case he was shown some of the relics of blood-curdling adventures while on club runs. Here was a two-inch cotton-wood stick, three feet long, which the dauntless Captain had once used for a handle-bar, while caught in very close quarters.

He was leading a run one day through the wildest part of the Rockies to be found in the vicinity of Leadville, when, while going at a three-minite gait down an almost perpendicular hill, a pack of fierce and blood-thirsty wolves were seen only a short distance ahead, intercepting the way.

It was a critical moment, and a time when one must think quick. The gallant Captain was equal to the emergency and he "thunk," and sounded three short, quick notes on his fog horn, which his followers understood to mean, "pump like —." They pumped.

The leader, as he came face to face with the man eaters, gave a mighty pull on the handles and lifted himself, wheel and all, over the backs of the herd; the others followed, and all landed safely on the other side, but, horror of horrors, the awful strain had snapped the Captain's handle-bars in two, and the wolves in hot pursuit.

Again he must act quick. It is needless to say he acted.

Just as he was passing beneath a huge cotton-wood tree, he whipped his pen-knife from his belt, and with one dexterous lung had severed the necessary stick from the mother trunk, and in less time than it took him to tell it, the branch was firmly lashed to his head (of his wheel) with a shoestring, and the entire company wheeled up to their club house without further adventure.

When the Captain had finished this recital, which, by the way, had been heard thirty-seven times by every one present but myself, he drew a long breath, wiped the beads of perspiration from his noble brow, lit a cigar and said no more.

Silence reigned for several minutes, but was finally broken by the soft voice of the Second Lieutenant, who, picking up a pair of small sized boulders from a stand, said: "Do you see those stones?" We acknowledged that we had that pleasure.

"Well," he continued, "you would not think those identical stones had been hurled clear through the brain of a huge mountain lion, would you?" Again we agreed with him.

Shifting his left leg over the right, and drawing a cigarette from his pocket, he said, in scarcely audible tones, "I'll tell you how it happened."

Although he spoke in a whisper, his comrades heard him. He was silent: I looked around me to see why he did not continue, when I discovered that we we alone, he had cleared the room, and I left him, reflecting upon the unkindness of the human race in general and his companions in particular, for he has never yet been able to tell that story in the club rooms.

Sauntering over to the other club house, I had no heart for the amusement that was in progress there. Billiards, cards nor genial conversation had any charms for me, my heart was filled with compassion for that unfortunate individual who had never been given an opportunity to let the world know what a narrow escape he had had from death at the hands of a huge mountain lion.

Americus.

IN MEMORIAM.

At a meeting of the members of the Keystone Bicycle Club, held in Pittsburg, Pa., March 6th, 1889, the following preamble and resolutions were adopted:

Whereas, It has pleased an all-wise Providence to remove from his earthly career our late fellow-member, Frank Magill, be it

Resolved, That, in this sad bereavement, we tender to his family our most respectful feelings of sympathy and regret, and that in his death this club has lost a most useful, attentive and worthy member.

Resolved, That a copy of these proceedings be sent the family of the deceased and placed in the records of the club.

HARVARD NOTES.

At the last meeting of the Harvard Bicycle Club it was definitely decided to hold a race meet during May next. The following committee was appointed to make all arrangements: Baldwin, '81; Davis, '97; Brown, '91; Codman, '91; Greenleaf, '92; Bailey, '91; and McCammon, '88. After the regular meeting of the club was finished the committee held an extemporary meeting. It was decided to have the meet on May 11th if possible. The prizes are to be valuable, and every inducement will be given to suit racers and to make the races interesting to the spectators, by means of handicaps and short-distance races. The track on Holmes's Field is a quarter-mile cinder path, and is kept in the best condition of any track in America. In the short-distance races not more than three men will be run together, and in the long distances not more than six, in order to avoid any chance of an accident.

The H. B. C. also voted to hold a Hare and Hounds' chase during April, and a handicap road race during June. It is probable that the latter will be open to inter-collegiate athletes and Technology men. The following committee was appointed to make arrangements for these: K. Brown, '91; G. H. Merrill, '90; and E. A. Bailey, '91.

It is pretty well known that the Institute of Technology is going to challenge the Harvard Club to a road race this spring. A number of Harvard men have already begun to train for this race and the road race.

DINNER TO THE EXECUTIVE COMMITTEE OF THE L. A. W.

President Luscomb, First Vice President Dunn, Second Vice President Lawton, Secretary Bassett, Chief Consul Emery, Vice Consul Robinson, Mr. C. E. Pratt and C. W. Fourdrinier were dined at the Algonquin Club by Col. A. A. Pope, last Saturday evening. The affair was a most delightful one. The dinner was fully up in excellence and elegance to the usual standard of the Algonquin. After the coffee had been disposed of and the cigars had been smoked, the party, under the guidance of Col. Pope, went over to the Athletic Club and viewed the attractions of that palatial club house. From thence Mr. Pratt took the party under his care, and extended the hospitality of the St. Botolph Club. Taking all in all the guests of Col. Pope and, later on, Mr. Pratt spent a most enjoyable evening, and one which will, no doubt, linger as a pleasant memory in the minds of all who were the fortunate participants.

HOW TO CURE A SPRAINED ANKLE.

John Smith is a well known trainer and he thus describes his *modus operandi* of curing a sprained ankle: "When a person gets a sprained ankle," said "Happy Jack" yesterday, "he goes to a physician, has the leg painted with iodine and stays in the house for a week or ten days. How I cured John L. Sullivan of a sprained ankle will serve to illustrate my system. I found John L. in his saloon in Boston, laid up with a badly swollen limb. He asked me what I could do for him, and I went to work.

"'What's that?' said I, taking his foot and removing a lot of bandages.

"'My doctor has painted my foot and ankle with iodine,' said Sullivan.

"'All right, I will fix you,' said I. I went over to a grocery store and got a pound of common soda. Then I got a pot of boiling water, put it in a tub and put the soda into it. Then I got some woolen rags, dipped them in the solution and wrapped them around the injured member. I wrapped dry cloths around on the outside, so that the steam could do its work thoroughly. I changed the bandages every fifteen minutes and had his nurse do the same when I went home that night. When I called the day Sullivan was all right. It would have taken two weeks for that iodine to have done its work."

ROUTES.

FROM CHAMBERSBURG TO WASHINTON.

Editor Bicycling World: In your issue of March 1st, No. 19,911 wants to know the best route from Chambersburg to Washington, D. C. The following route I have tried and enjoyed—most of it.

Chambersburg to Greencastle 11 miles C. V. Railroad, never good on road.

Greencastle to Williamsport, fine pike: Williamsport to Falling Waters, tow path: Falling Waters to Martinsburg, fine pike: Martinsburg to Winchester, fine pike: Winchester to Berryville, fine pike: Berryville to Charlestown, good pike: Charlestown to Harpers Ferry, good, bad etc.; tow path to Washington which is fine in some places and bad in others. Unless I am very much mistaken it makes the route about 150 to 160 miles. Will be very glad to give any other information as to hotels, consuls, time tables etc. Fraternally yours, W. G. Nixon, No. 19,205.

Chambersburg, Pa.

ANOTHER.

Editor Bicycling World: In answer to the request of "No. 19,911" for routes, I give the following:

Chambersburg to Washington, D. C.—Chambersburg to Greencastle, 12 miles, dirt road: Greencastle to Hagerstown, 12 miles, pike: Hagerstown to Antietam (see Butterfield), 14 miles, pike: Antietam to Potomac river, 3 miles, dirt, bad: tow path along river to Washington, 60 (?) miles, probably more, no good stopping place after passing Harper's Ferry.

Alternate route—Chambersburg to Hagerstown, as above, 24 miles: Hagerstown to Frederick, 26 miles, pike: Frederick by Baltimore pike to Cooksville, 24 miles, pike: Cooksville to Brookville, 10 miles, dirt: Brookville via Norbeck to Washington, 20 miles, pike. This route offers better surface for bicycling, but is quite hilly.

The only route from Washington to Oxford, Pa., is to reverse Routes 49 and 29 (A) of Pennsylvania road book.

Yours very truly, No. 6992.

Baltimore, March 4th, 1889.

PHILADELPHIA TO GETTYSBURG.

Editor Bicycling World: In reply to L. A. W. 19,308, who requests a good route from Philadelphia to Gettysburg, Pa.:

First leave Philadelphia on the famous Paola pike to Paola, continue on through the following towns, as per Route 26, in the Pennsylvania, New Jersey and Maryland Road Book: Downington, Coatsville, Wagon-town, Compassville, White-horse, Intercourse and Bird-in-hand, hence into Lancaster City. From Lancaster you have twelve miles of fine pike to Columbia, on the Susquehanna River: cross the river in a closed railroad bridge, 1 1-8 miles in length (good riding through the bridge), to Wrightsville: climb the famous hill on the main street of this town, then proceed on a rolling, good, limestone pike through Hellam to York; now from York to Gettysburg there is a route given in the road book, as follows: From York to East Berlin, Hunterstown to Gettysburg; also one as follows: From York to Abbottstown, to New Oxford, to Gettysburg. The greater part of both of the above routes the roads are vile, the worst in this part of the country, therefore I advise the tourist to take the following route from York to Gettysburg: Leave York by West Main street on a good stone pike, proceed for 15 miles to Abbottstown (this pike is from fine to medium); the first part out of York for five or six miles is very good: upon arriving in the square in Abbottstown, turn left into the Abbottstown and Hanover turnpike (which is fair riding), continue to Hanover, 6 miles. Between these two towns a series of hills will have to be climbed: they are known as the Pigeon Hills: they are sure to strike terror to a tourist's heart upon seeing them for the first time, but they are not near as bad as they look: can easily be climbed on an ordinary, also coasted, but with care. Upon arriving at Hanover let No. 19308 call upon me at No. 7 Baltimore street, and I will explain it more fully. Now from Hanover to Gettysburg, distance 14 miles: the first 2 1-3 miles is a good limestone pike, and the rest a country clay road, which is good in dry weather but very bad after a heavy rain: it is generally good riding in the months of June, July, August and September. This route continues on to Hagerstown, Md., hence down the Shenandoah Valley to Staunton, Va., which is the finest ride in the East. Hoping the above will meet the approval of No. 19,308, and also that you will kindly publish the above for his benefit and all others wishing to tour through this part of the country, I remain, Yours respectfully,

Edw. W. Bair, L. A. W. No. 17,370,
Local Consul for Hanover.

Hanover, York County, Pa., March 4th, 1889.

ASPHALT BRICKS.

Now that the roads improvement and paving question has become one of national importance, anything appertaining to the question is read with avidity. In Camden, N. J., works have just been completed for manufacturing asphalt bricks, the *modus* of which we give below, taken from an exchange:

"Near the main building a shed, 100 by 40 feet, with a capacity for holding 3000 tons of stone, is used for the storage of the hard blue limestone, which is used in the manufacture of the blocks. About 120 tons of this stone are used per day. The 'crushing room,' where the stone is ground or crushed, is of brick, and all the machinery in this room is automatic, the operator of the 'crusher' being the only person employed in it. The machine used has a capacity of ten tons an hour. The stone, after being prepared, passes through a revolving drum in the heater, which makes one revolution per minute and is six feet in diameter and 30 feet long. The crushed stone passes through the drum in 20 minutes, after which 87 per cent. of it, with 13 per cent. of asphalt, is placed in a 'mixer,' which mixes a charge in three minutes. From this machine it is passed to a 'press' and moulded into bricks 4 by 5 by 12 inches. The press has a capacity for turning out 8000 bricks in 11 hours. The blocks when pressed are 270 degrees Fahrenheit, and are run through a carrier 100 feet long, filled with water, for cooling purposes. The blocks are then placed in the yard under a storage shed.

The works have a capacity for making 3,500,000 blocks per year, and it is stated that 2,000,000 blocks will be made by next June.

CYCLING AND HEALTH.

We take pleasure in printing a portion of the speech delivered by Dr. Danelson, at the banquet of the Buffalo Bicycle Club. Said he: "I am a firm believer in muscle. With good physical development we have good will power. With these qualifications results follow in spite of circumstances; while on the contrary, the feeble-bodied and feeble-minded are controlled entirely by circumstances. As a member of the medical profession, it may be expected that I should say something of the effects of the bicycle upon the rider. Occasionally we see in the public prints a startling statement that the learned Dr. Blank has discovered that bicycle riding causes this or that serious disease. And of course he has had in his private practice not a few of these cases to treat. I am not speaking about accidents, for these are likely to happen in all sports.

Now, how about these "serious diseases?" Let us look the ground over, not as professional experts, but in a common-sense, matter-of-fact manner. It is contended that the exposure in the excessive heat of summer is likely to lead the perspiring wheelman to seek cool retreats and refreshing breezes for his comfort, and that this induces colds and rheumatism. The closest observation does not warrant this conclusion, and we all know that there is no truth in such a statement.

Again, that the exposure to sudden showers in the spring and summer, when the system is fatigued also tends to a rheumatic condition. This looks well in theory, and only as such. I remember very well on one occasion being thoroughly drenched to such an extent that my boots were filled with water. I concluded my ride and in the house, finished the bath begun so unceremoniously out of doors, and when again in dry clothing I felt the better for my experience. As far as my observation goes, there is little rheumatism among wheelmen. I account for it by the fact that the rider of the cycle is an advocate of the bath. Blood diseases are not likely to appear when the skin is kept active. Every one of us knows that wounds and abrasions heal promptly, and we have yet to learn that broken bones do not unite with greater facility among athletes than any other class.

Another group of serious diseases are those that effect the brain. It would seem—that with the thermometer in the nineties—that the bicycler would fall an easy prey to sunstroke. In a vast experience and acquaintance, covering over five years, I have not heard of a single case of sun-stroke. My own experience demonstrates that the steel pill is a good remedy for congestive headache, sleeplessness is dispelled by the same remedy, and the brain worker will find in this course the greatest relief from his fatigue. Often when completely tired out by office work, I have reluctantly mounted the saddle, but a ten-mile spin and a bath have worked a perfect regeneration. Headers are likely to cause concussion of the brain, but it is the exception when wheelmen do not recover from this grave malady.

Diseases of the heart follow over-exertion in every kind of labor, but who can tell of a single instance of this character that has compelled the rider to abandon wheeling. There is one kind of heart disease that sometimes thins our ranks, and that is marriage.

A statement was made in the World a short time ago by a physician that bicycle riding was likely to induce rupture or hernia

[Only when the waist was strapped too tightly.—ED.] I do not believe such a thing possible. There are but few wheels made in which the treadles are exactly under the saddle, and even in these the rider does not sit erect. When putting forth his greatest efforts his body is almost at right angles with his thighs. The strain, therefore, is through his arms, along the back and down the legs. The abdominal walls are relaxed, and on account of the rapid breathing it is almost impossible to hold the diaphragm in place more than a moment at a time, and surely not with that rigidity that will force the bowels downwards toward the inguinal canals. Hernia occurs only when the person is erect and supporting great weight.

Finally we have read that the pounding of the saddle upon the perineum produces impotency. The saddle does not pound the perineum. The curved metal at the back of the saddle gives sufficient breadth and firmness to allow the body to rest upon the pubic bones as it should."

WHAT SHALL WE WEAR?

Editor Bicycling World: The matter of apparel is next in importance after the choice of a wheel, and I think nothing could be of more interest to your readers than a discussion of the matter in these pages. There are, doubtless, many wheelmen who think that they have *the* cycling suit, as regards the best material, cut, color and fit, and one which is the best appearing and most durable. If some of them would send short descriptions of these *ne plus ultra* suits (taking it for granted that they exist), they would greatly oblige the less fortunate riders of the more numerous class, who have failed thus far to get an outfit that was a success. Let us hear from the lucky ones. Yours fraternally, BUCKEYE.

Canton, Ohio.

[The question of dress is as important a one to the cycle rider as ever it was to Flora McFlimsey, but with this difference, that sweet Flora was perplexed because of her supposed lack of dress for adornment's sake, while the cyclist is strictly utilitarian, and desires to know what is the most comfortable and the most healthful. To our correspondent, "Buckeye," we would say that cut and color are undoubtedly desirable, and should engage every well regulated wheelman's attention, but the principal thing is material, and when we write the word WOOL, we express not only our opinion as to the proper material, but the opinion of others who have made a study of the question of dress. For hot or cold weather, wool is the thing, only in thickness to meet the demands of climate, should it vary. Let the pockets, the waistbands and the linings all be of wool. Pressure round the waist should be most carefully avoided, and in place of suspenders (Anglice, *braces*) have a band sewn round the shirt, waist high, with buttons attached all the way round, and then in the band of the breeches have corresponding button holes, and don't be afraid that you can have too many of these buttons.

As to color, why any of the grays or browns will do, tastes differ as to color, only *insist* on wool. As to cut of coat, the present generally accepted style, of a semi-military fatigue jacket, seems to be the best thing, only make it plain—entirely void of braid and other fol-de-rols.

Certain firms, whose advertisements can be found in our columns, make splendid knit jersey suits, which are just the thing for the rough and ready rider. They are cool and warm also, elastic and neat fitting, and for the rider who wants a suit for the road or track alone, they are most excellent.

The rider who avoids cotton or linen as a garment or in lining, and does not strap himself tightly round the waist cannot go far astray in his outfit. Let the clothing be woolen or knit jersey, let it be neat and quiet in color, dispense with all braidings and gold and silver lace. With the above hints a rider will not go amiss. —ED.]

THE PREMIER LADIES' SAFETY.

SPECIAL NOTICE.

We have been informed by some of our agents and others, that they have been offered Premier Ladies' Safeties by outside parties and at a reduction from the regular price. We beg to state that no genuine Premier machines (i. e., those manufactured by Hillman, Herbert & Cooper, limited) can be purchased in this country, except from us or our authorized agents. Our Special Premier Safety is a light machine of the highest quality and finish for either ladies or gentlemen. The price with patent leather guard and ball pedals is $135. This is as low as a forty-six pound safety that carries the guarantee of our Special Premier can be sold. The frame of a ladies' safety, to obtain strength and rigidity, requires the finest steel, the largest weldless tubing, the most skilful workmanship and the greatest care, of any cycle made. We cordially invite comparison of the Premiers with other makes.

LLEWELLYN H. JOHNSON,
Sole U. S. Agent,
Hillman, Herbert & Cooper, Limited.

Orange, N. J., March 11, 1889.

THE Weed Sewing Machine Co., of Hartford, have the General Agency for the "Columbias" for the State of Connecticut.

WE think Mr. Bidwell leads in making the first practical effort to induce ladies to ride the bicycle. This shows special enterprise. Adelphi Hall is situated quite near to Central Park, and is fitted up with nice dressing rooms, toilet rooms and parlors, etc. The greatest care will be taken to make proficient riders of the pupils, and that the ladies of New York have caught on to the idea is proven by the fact that Mr. Bidwell has already a list of some fifty pupils.

THE Columbia Bicycle Club, of North Attleboro', are celebrated for doing things up brown, and the party it gave on the evening of the 11th was fully up to the standard. Over 100 couples were present, and the toilets of the ladies were notable for their elegance. It was acknowledged to be one of the toniest affairs ever held in that town. The Committee of Arrangements were: F. I. Gorton, W. F. Swift and C. Horstmyer. The floor was in charge of President Mills. Nelson H. Gibbs, Secretary-Treasurer Rhode Island Division, was present.

W. J. NEWMAN, 7 Harvard Row, Cambridge, is showing a line of Premier Safeties, including the Special, Popular, Youth's and Safety Tandem, that are well worth inspecting. Mr. Newman has control of these celebrated wheels for Boston and vicinity, and reports a good demand for them already. Ladies should not fail to see the Special before buying a two-wheeler.

MR. JAMES A. LAKIN has made some changes in his cyclometer for the year 1889. The cyclometer for ordinaries will register 10,000 miles. Mr. Lakin is also producing a cyclometer for safeties.

THE Columbia Safety tandem, the first tandem bicycle ever manufactured in America, is now ready for delivery, and can be seen at the Pope Co.'s offices in Boston, New York and Chicago.

ONE of the newest and most novel things out in a stand for Safety Bicycles is the Buffalo Safety Stand. A. G. Spalding & Bros., sole agents. It lists at $1.00, is small, compact and light and will hold a Safety just right. Dealers and riders will find it just the thing.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.

Read & Remember,

That Ladies can learn to ride the Ladies' Safety Bicycle at

ADELPHI HALL,

52d Street and Broadway,

NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private, only two pupils on the floor at one time.

Floor 80 x 100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the safety or regular bicycle.

Classes now forming.

Engagements for *lessons* may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

GEO. R. BIDWELL,

313 W. 58.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

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Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

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BICYCLES

Psycho or Singer Safety	$100
Tandem Bicycle,	200
Ladies' Psycho,	145
Gent's Psycho,	140
Royal Singer,	130
Singer Safety	115
Ladies' Singer,	135
Apollo Safety,	125
Courier Safety,	90
Gypsy Safety,	75
Wanderer Safety,	35
Little Jewel,	$12 to 25

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

Bells, Enamel, Locks, Lanterns, Spokes, Spoke Grips, Whistles, Etc., Etc.

Dealers will find it to their advantage to send for net price list.

WHITTEN, GODDING & CO.,
PROVIDENCE, R. I.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

THE Executive Committee of the League have been in Boston this week inspecting League headquarters and familiarizing themselves with the routine of League work. A great deal of work has been done by day, and, after daylight, Boston Wheelmen have shown hospitalities which have been appreciated by the Committee.

THE books for renewals are now open and fees will be received from this date. We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory than a notice of renewal written on a note or letter sheet. Club secretaries will be supplied with these blanks free of charge on application. Chief Consuls may have renewal blanks in quantities for recruiting purposes on application.

THE books of the League for 1888-9 are now closed, and those for 1889-90 are opened. Applicants may now send $2 and they will be put on the books for the year ending April 30, 1890. No further lists will be published till April 5, and on that date the candidates will be applicants for membership for the year impending.

WE are now sending out the new tickets and shall endeavor to keep up with our work. At present we can quickly respond to every renewal with a ticket, later when the money comes in thick and fast upon us there will be some delay. We have removed our coat for work and we do not expect to put it on again till the renewals are in and the summer election is over.

NEW YORK members will please hold their renewals till after April first. The dues of that Division are now fixed at $1.50, but an amendment to the rules proposing a reduction to $1.00 is now pending and till some decision is arrived at we cannot accept less than $1.50

League Club 214.

The Oakland Wheeling Club, of Chicago, Ill., has qualified as a League Club and is numbered 214. President, A. J. Stevens; Secretary, E. B. Macmillan.

Foreign Marshal.

Mr. Jo Pennell, of London, Eng., is hereby appointed Foreign Marshal of the L. A. W. Members of the League who go abroad will find in Mr. Pennell one who is always ready to advise them as to routes, hotels etc., and to render such assistance as may in reason be demanded. Address him care of J. S. Morgan & Co., 22 Old Broad st., E. C.

CHAS. H. LUSCOMB, President.

Illinois.

J. L. Baldwin is hereby appointed Local Consul of Onarga.

The following gentlemen compose the Racing Board: R. D. Garden, T. L. Sloan, W. C. Thorne.

Yours fraternally, W. A. DAVIS, C. C.
March 9th, 1889.

Massachusetts Division.

The certificates of all Local Consuls in this Division are hereby revoked because of the imperfect condition of the list. The list of newly appointed consuls will be published as soon as completed. Fraternally,

WM. H. EMERY, Chief Consul.

Boston, March 5, 1889.

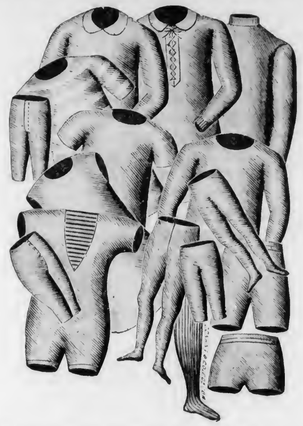
Connecticut Division.

The result of a mail vote taken February 25, 1889, was substantially as follows: The Chief Consul and Secretary-Treasurer of this Division were instructed and authorized to accept the terms obtained by the committee appointed at the last meeting of the Board of Officers, from the proprietors of the "Cycler and Tourist" a monthly publication printed at Stamford, Conn., said paper to be appointed the Official Organ of the Connecticut Division. A copy of this paper will be furnished each member free of charge, and sufficient space reserved for the use of the Division, to enable the printing or all official matter and the publication of correspondence received from members who are at all interested in the promulgation and advancement of the interests of the League at large, or who wish to have their views and opinions disseminated among the riders of the State.

It is confidentially expected that the acquisition of this organ will prove to be of great advantage to the Division in many ways; it will be utilized as a means of keeping the members posted on all matters appertaining to or relating in any manner to the affairs of

Continued in Supplement.

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey-Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

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406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each

REPAIRERS

If you want SPOKES. " " " RIMS " " " TOOLS. " " " PARTS.

Write to **BROWN BROS. MFG. CO., CHICAGO, ILL.**

BICYCLE DEALERS,

Send to HOWARD A. SMITH & CO. Newark, N. J., for '89 catalog and discount sheet. Old list cancelled.

Howard A. Smith & Co.

Immense Bargains in Second-hand machines for the next few weeks to make room for new goods.

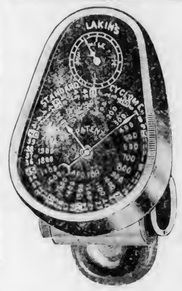
Bicycles, 42-in. to 56-in. in size, ranging in price from $20.00 to $95.00

Tricycles, side-steering and Crippers, price from $50.00 to $90 00.

Tandems—Humbers, $100; Marlboro's, $100

Send for Second-hand List.

ORATON HALL, NEWARK, N. J.



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THE

Standard Cyclometer.

Greatly Improved for 1889.

Simplest and Best Instrument ever Invented.

Registers 2500 Miles.

J. A. Lakin & Co.,

WESTFIELD, MASS.

Send for Circular.



SAVE MONEY. Before YOU BUY

BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

		Factory Price.	Our Price.
NEW	48 in.	$50 00	$27 00
ACME	46 in.	45 00	25 00
BICYCLES.	44 in.	40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Good Live Agents Wanted

In every town where these wheels are not already represented. Correspondence solicited.

GORMULLY & JEFFERY'S

American Champion Bicycle, American Light Champion Bicycle.
American Rambler Safety, for either Lady or Gentleman.
American Challenge Bicycle. American Ideal Bicycle.
American Ideal Rambler Safety, for either Girl or Boy.
American Ideal Tricycle. American Challenge Tricycle.
AND SUNDRIES.

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SENSIBLE LOW-COST HOUSES.—HOW TO BUILD THEM.

Our new ATLAS, entitled, "SENSIBLE LOW-COST HOUSES—HOW TO BUILD THEM," Now ready. This contains plans, illustrations, and complete descriptions of **56 New, Beautiful,** and **Cheap Country Houses,** costing from $800 to $7500. Shows how you can build a **$2000** house for **$1750,** and how to make them **handsome, convenient, healthy, light, cool,** and **airy** in summer, **warm** and **cheaply heated** in winter. Tells intending builders of homes **what to do,** and warns them what **not to do.** Describes houses *adapted to all climates.*) **NATIONAL ARCHITECTS UNION,**
$1.00 by mail.) **927 Chestnut Street, Philadelphia, Pa.**

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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Bicycles on Easy Payments.

Victor, Springfield Roadster, Columbia, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.50 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

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The Springfield Roadster Bicycles

Hold the World's Records.

No. 1	Wheel, plain and cone-bearing, 50-inch,	$75
No. 2	" ball-bearing, 50-inch, - - -	100
No. 3	" plain and cone-bearing, 46-inch,	75
No. 4	" ball-bearing, 46-inch, - - -	100
No. 5	" ball-bearing, 50-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 6	Wheel, ball-bearing, 46-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - - -	115

SPEED,
SAFETY,
BEAUTY,
DURABILITY

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Catalogue Now Ready.
Sent Free.

SPRINGFIELD BICYCLE MFG. CO.,
178 Columbus Avenue, BOSTON, MASS.
Headers Impossible. Best Hill-Climbers.

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.
We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*
Correspondence solicited.

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The "STEADY STAND" for Safeties.

It is about as big as your hand, weighs only three pounds, and sells for 60 cents.
The best Stand for dealers' and clubs' use. Send for a sample.

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procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,830.)

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Vacancies remain for the

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Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

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Large Buttons, 5c. each.
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Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
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No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.



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Send us you name; we wish you to have one, whether you contemplate the purchase of an '89 wheel or not, for your Cycling library will not be complete without it.

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Largest American Manufacturers of Cycles and Sundries.



The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

ST. LOUIS, Mo. January 19, 1889.

Erie Knitting Mill—Frank Fairbairn:

Dear Sir—Having worn my Jersey Bicycle Suit, made by the Erie Knitting Mill, and having satisfied myself that it is the best suit that has ever come to my attention, and the best I have ever worn, I having tried all jersey cloth and knitted jersey. So I have deemed it my duty to recommend it to all wheelmen as the best wearing of any goods I have yet seen. And as a testimonial will suffice to say that after trying your Jersey Bicycle suits for wheeling, it will be found to fill the bill, and no other need apply. I speak from my own experience, and others that have tried the suits will agree with me. Wishing you a prosperous year,

I remain yours, etc., HAL. W. GREENWOOD.



New "ACME" Rubber Tires. BICYCLES

All Wheels furnished with Tool Bag and Pump.

	Factory Price.	Our Price.
52 in....	$60 00.....	$36 00
50 in....	55 00.....	33 00
48 in....	50 00.....	30 00
46 in....	45 00.....	27 00
44 in....	40 00.....	24 00
42 in....	35 00.....	21 00



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SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings..	$25.00
Large Boys' 24 in., with brake and mud guards...	35.00
Ladies' or Men's 30 in., ball bearings to both wheels.	75.00
Ladies' or Men's 30 in., ball bearing ALL OVER.	90.00

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One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

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Cycling Photographic Outfits a Specialty.

Testimonials.

Owosso, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE Co.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,

FRANK J. WOODARD.

WESTERLY, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE Co.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.

Very cordially yours,

DR. J. HOWARD MORGAN.

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE Co.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.

Yours respectfully,

SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE Co.

Dear Sir—I can say in regard to the wheel (Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,

J. E. MERANDA.

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. Co.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the Chester *Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.



THE NEW STAR, 39x24

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,

T. W. ENTWISLE.

1889 Machines Ready for Market.

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A PERFECTLY RIGID FRONT FORK

FOR THOSE WHO WANT IT.



To accommodate those riders who prefer a rigid Front Fork, we announce that we will fit the

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with a perfectly rigid front fork, whenever it is so ordered. We, however, recommend the Spring Fork. It helps the machine and the rider.

IMPORTED LADIES' BICYCLES, ✲ Psycho, $120 Rover, $115 ✲ A REDUCTION OF $25.

RUDGE REDUCTION.

50-inch Rudges at $100. ✲

Other sizes in proportion. An unprecedented opportunity to secure one of these famous bicycles at the minimum price of a second-class machine.

POPE MFG. CO., Boston, New York, Chicago.

THE BICYCLING WORLD & L. A. W. BULLETIN.

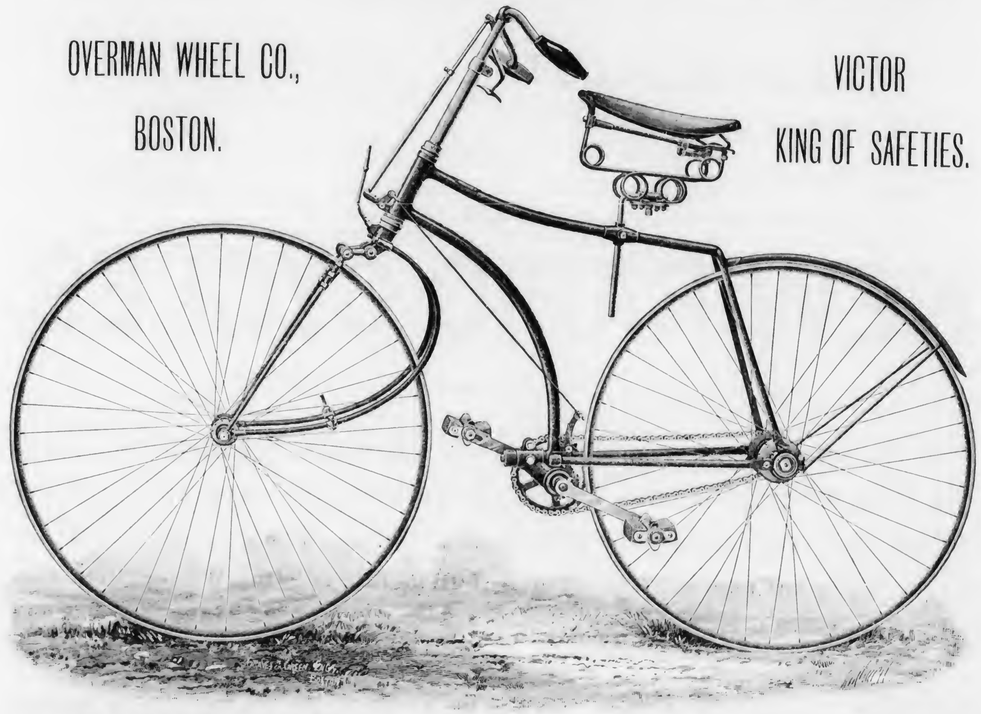
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DEVOTED TO THE INTERESTS OF CYCLING.

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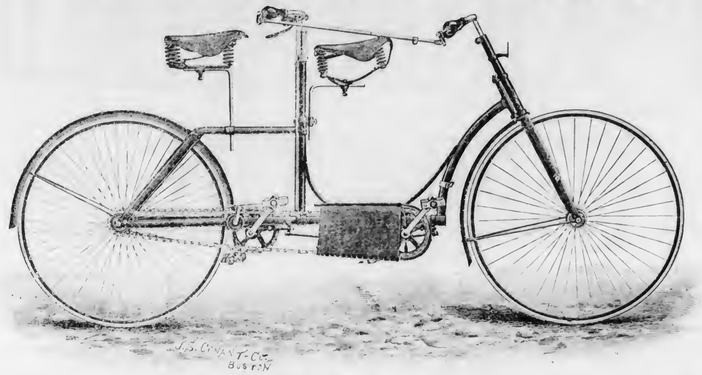
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The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

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"The Best Tandem Safety"



Is undoubtedly the PREMIER. Why? Because it is Built for SERVICE, and has withstood the Severest Tests of American Road Use without a Single Breakage. No Racking of Frame and Bearings from one-sided Driving. No broken or loose Spokes. Hancock Tires; No Side-slip. Powerful Rear Wheel Brake. Everything JUST RIGHT. Immediate Delivery.

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HUMBER & CO., Limited,
SPARKBROOK MANUFACTURING CO., Ltd.

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Agencies in all Cycling Centres. Catalogue free.

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We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

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☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

CYCLES—54-inch New Mail, perfect, $75; 54-inch Apollo, $60; 54-inch Expert, $50; Ivel Safety, $95; New Veloce, $100; Premier, $110; Rudge Crescent tandem, $125; Marlboro' Club tandem, $125; S. S. S. tricycle $70; this is the cheapest yet, we want to sell them. Open evenings. W. J. NEWMAN, Harvard Square, Cambridge, Mass.

FOR SALE—Two Experts: in first-class condition. 50 inch, $70; 54-inch, $75; also 54-inch National; in fine condition, $60. BROWN & GREENLEAF, 90 Brattle st., Cambridge, Mass.

FOR SALE—Two Stars, 48-inch 1887 pattern; ridden one year; $60 each. Columbia Tandem Tricycle; ridden 250 miles; good condition; $150 cash. National Ladies' Safety; perfectly new; warranted sound; ball bearings all over; $60. Write for particulars. WM. C. THORNE, 113 Michigan av., Chicago.

CYCLIST'S RECORD BOOK, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

WHEELS—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. I. A. WESTON & CO., Jamesville, N. Y.



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Patented. Price, $1.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

TICKET NO. 95, held by Mr. Geo. W. Fruttchey, 137 West Broadway, New York City, drew the Humber Tandem at Fair Haven, Conn., March 15th. E. S. DAYTON, Fair Haven, Conn.

TWO BARGAINS. A Traveller Humber Tandem, full ball bearings, made by Singer & Co.; late pattern; in perfect order, save that nickel on hubs is a little rusted and tires cut from use on Cape Ann last season. Price, crated, $130. Also, a 57-inch Columbia Light Roadster Bicycle; good condition; new long cranks and Kirkpatrick Saddle. Price, crated, $55. Address C. R. D., Box 1362, Boston, Mass.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

FOR SALE CHEAP—One 48-inch Special Star; rode one season; it is as good as new. Address STAR, 59 Main st., North Adams, Mass.

$75, Rapid Bicycle, excellent condition. $100 Premier Safety; good as new. $130 Sparkbrook Tandem; fine order. Three bargains. Write for particulars. H. E. BIDWELL, Pittsburg, Pa.

FOR SALE—48-inch American Star; new last season; good condition. Price $50. C. A. CONOVER, Coldwater, Mich.

TWO GENUINE BARGAINS—One Veloce Columbia; good as the day it left the factory, barring tires; $105 cash. One '88 pattern Springfield Roadster; run one week only; spade handles; plain bearings. $55 cash. Write quick. F. C. WESTON, Bangor, Me.

FOR SALE—45-inch Columbia Light Roadster; built to order; only used five times; perfect condition. 527 Franklin st., Baltimore, Md.

FOR SALE—An '87 Victor Safety; A1 condition; $80. Address Lock Box 102, Warren, Pa.

52-INCH New Mail; in good condition; ridden only 400 miles. $85. F. WILLETTS, 25 Lefferts pl., Brooklyn, N. Y.

BEST OFFER will buy a 50-inch Expert Col. Bicycle; full nickel; ridden twice; must be sold by April 1st without fail. F. A. PHILLIPS, 103 W. 124th st., New York City.

FOR SALE Cheap, 53 inch Col. Light Roadster; almost new. F. A. PHILLIPS, 103 W. 124th st., New York City.

FOR SALE—American Rambler Safety; nearly new; ball bearings; only ridden 300 miles; fine condition. $95. J. V. DUNBAR, Parkersburg, W. Va.

FOR SALE—48-inch Semi-Racing Star; in good condition. $70. R. P. LEONARD, White Haven, Pa.

QUADRANT TANDEM, IVEL SAFETY, for sale; both latest pattern and in first class condition; Tandem, $150; Safety, with Kirkpatrick Suspension Saddle, $100. Address W. H. T., P. O. Box 1403, Providence, R. I.

WILL EXCHANGE a fine Howard Watch or Violin and outfit for Safety or Ordinary Bicycle (any size); or exchange both for a Tandem. WM. MATERN, 306 W. Front st., Bloomington, Ill.

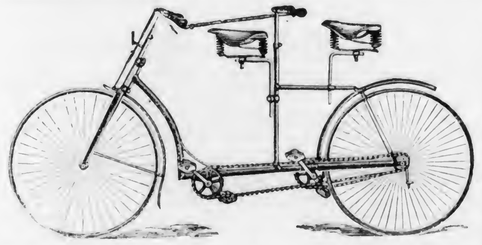
HUMBER TANDEM For Sale—In good order; ball bearings all around, including pedals. Cost $280 in 1886; will sell for $120 cash. FRED A. SPIELMAN, Fairfield, Iowa.

FOR SALE—48-inch Silent Ratchet Star; in first class order, at a great discount for cash. Particulars of C. E. L., Drawer 5277, Boston, Mass.

WANTED—Second-hand Ladies' Safety, under 40 pounds. WM. C. THORNE, 113 Michigan ave., Chicago.

BARGAIN—Victor L. R., 54-inch, '88 pattern; perfect condition. Best offer over $100 takes it. Address EDW. D. PARSONS, Gloucester, Mass.

FOR SALE—Marlboro' Club Tandem Tricycle; A1 condition; latest pattern; cyclometer, lantern, carrier and bell. Call or address R. W. SOUTHWELL, 1 Dexter Row, Main st., Charlestown, Mass.



PREMIER TAMDEM SAFETY,

PRICE $200.

Suitable for Lady and Gentleman. The leading machine in England and the Tandem Safety which has stood the test of American roads, with two heavy men, and come out at the end of the season without costing a cent for repairs. The Special Premier Safety, Suitable for Lady or Gent, is a beauty. Price only $135. Send three 2-cent stamps for handsome photo. with specifications of these machines. Sole Agent for Massachusetts.

W. J. NEWMAN, Harvard Row, Cambridge, Mass.
(HARVARD SQR.)

SAFETY—Highest grade; an A1 '88 machine and bargain. Address W. G. Miles, 244 Clark street, Cincinnati, Ohio.

48-INCH '86 Victor Light Roadster. Price $80, A. S. BROWN, 371 Fourth street, Brooklyn, N. Y.

FOR SALE CHEAP—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., Westfield, Chautauqua Co., N. Y.

WANTED—Pony Star; balls front wheel; hollow framing. Cash price, time used; full particulars. W., No. 10 Halsey st., Brooklyn, N. Y.

FOR SALE—5 inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

FOR SALE—Columbia 2-track Tricycle, only shop worn, $105; cost $165. Victor 1886 Safety, 0220; $120. NILLIS & TABER, Herkimer, N. Y.

FOR SALE—A Springfield Roadster; ball bearings. Cost $100; Victor ball pedals, $10; Excelsior cyclometer, $10; total cost $120; all in first-class order. The best offer over $95 takes the whole. FRANK R. TAYLOR, P. O. Box 401, Mount Vernon, N. Y.

SPECIAL STAR.—48-in model of '88, nearly new. Hollow framing, hollow bars, spade handles, foot and hand brake, standard cyclometer, balls to front wheel. Cost $147.50 last spring. Will sell for $100. S. BLAINE EWING, Canonsburg, Pa.

56-INCH Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow-horn bars. Cost $115; will sell for $65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

FOUR TIMES $15 from your inside pocket will purchase a 52-inch nickel Expert or Star Bi; both in good condition. J. F. IVES, Meriden, Conn.

NEW RAPID SAFETY—In good condition; will sell cheap. Call or address, M. R. CONNELL, Grand Central Depot, Room No. 42, New York.

FOR SALE—48-inch Special Star, '88 pattern; balls, hollow handle-bars and spade handles. $75. A. B. SCHNEIDER, 54 West 9th st., Canton, O.

QUADRANT TANDEM TRICYCLE—Little used. In thoroughly good condition. Cyclometer and Luggage Carrier. H. L. DADDOW, St. Clair, Pa.

FOR SALE—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. MCGARRETT, Box 124, Springfield, Mass.

BARGAIN—52-inch ball bearing Standard Columbia, in good order, for $15. BICYCLE, Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—50-inch New Mail, almost new; ridden about 100 miles. Taken for a debt. Big chance for a man who wants a bargain. Address J. F. C., care Bicycling World office, 12 Pearl street, Boston.

SPECIAL Humber Cripper tricycle, nearly new. An elegant machine at a great bargain. Cost $200. L. H. PORTER, East Orange, N. J.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

FOR SALE—50-inch Royal Mail; in good condition. Butcher Cyclom. Address A. G. COLLINS, 3 Winter st., Boston.

FOR SALE—Two Experts, in first-class condition; 50-inch, $70; 54-inch, $75. BROWN & GREENLEAF, 90 Brattle st., Cambridge, Mass., Agents for Columbia Cycles.

STANDARD COLUMBIA BICYCLE, 54-inch; ball bearings for drive wheel; in good condition. For sale at $40; cost $120. W. GODDARD, Jr., 113 Atlantic st., Providence, R. I.

48-INCH '88 Special Star; two-thirds nickeled; good as new. Price $100. C. H. SIMONDS, 81 India st., Portland, Me.

VERY CHEAP—A 60-inch Expert; wheels enameled, rest nickeled; ball bearings all around; condition is first class, except that nickel is slightly rusted. Must net me $50. A. P. COBB, 52 Wall st., New York.

FOR SALE—One 50-inch Expert and one 55-inch Light Roadster Columbia; best possible condition. Both 1888 pattern. Two bargains. Address Drawer 77, Muscatine, Iowa.

FOR SALE—A British Extraordinary; nickel plated, with ball bearings; in good condition. $75. Address GEORGE R. HOWELL, State Library, Albany, N. Y.

FOR SALE—A Convertible Sociable Tricycle Cost $260. Will sell for $75. Address P. O. Box 1816, Philipsburg, Centre Co., Pa.

56-INCH New Mail; fine order; balls to wheels, pedals and head; $90. Also 54-inch English Bicycle; very light; balls to wheels and pedals; C. H. Bars and lamp; $65. FRANK WARE, 2517 Turner st., Philadelphia, Pa.



INCER CYCLES

OVER 57,000 IN USE.

LARGEST MAKERS

IN THE WORLD

WITHOUT EXCEPTION.

"The time when the world-famous name of Singer was associated with the manufacture of strong but weighty cycles has long since passed away, as far as the latter characteristic of the above firm's excellent manufactures are concerned. Their well-earnt reputation for strength, good wear and stability is still maintained in the highest degree, but for some years past Messrs. Singer & Co. have stood second to none in the matter of lightness and strength combined. A brief inspection of the new pattern for 1889, the 'Singer Safety,' will be alone sufficient to prove this, and to those riders, or intending riders, who now upon the brink of the cycling season proper are taking heed as to what they shall ride therein, we recommend a trial of this gem among safeties. From a constructional point of view, the framing is as near perfection as may be, while the new ball socket head is an absolute luxury as far as steering is concerned."—*Cyclist*.

BUY THE BEST.

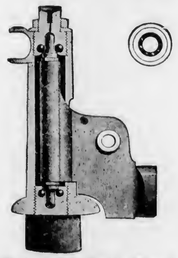
SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

DON'T FAIL to send for Catalogue of

NEW MAIL CYCLES,

describing fully their specialties.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and Uniformity of Steering. Greatest Improvement. Obviates Sensitiveness in Steering. Specially adapted to a Safety.

No other has the Trigwell.



Lapped Inside

No Seam Outside. Thickened Metal at Bottom.

GREAT STRENGTH.



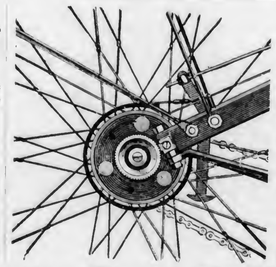
Spring Fork—a direct vertical spring. **No yielding** of spring *sideways*, for such throws the rider one side, and causes front wheel to swerve. **Excessive** spring also is a disadvantage—ours does not interfere with full power for propulsion, as in hill work. *Address*



An American made Safety.—All Steel Forgings and Interchangeable.

PERFECTLY STRAIGHT FORK.

Best shape to avoid sensitiveness of steering. Front wheel less liable to a sudden turn or swerve.



Rear Axle Band Brake.

The place for a Brake—out of the mud and Noiseless.

WM. READ & SONS, - - 107 Washington Street, BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

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Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 109 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 22 MARCH, 1889.

"BY FAR THE BEST"

BOSTON, Mass., March 13, 1889.

Bicycling World Co., 12 Pearl street, City.

Gentlemen—It may be of value for you to know the following facts in regard to your paper as an advertising medium. We have tried two of the leading cycling papers beside your own in advertising second-hand wheels. The replies received from the advertisements in the two papers were exactly one each, while we take pleasure in stating that we can trace directly the sale of over thirty machines to the advertisement which we placed in your valuable medium. You are at liberty to use this as you see fit.

Very truly yours, SINGER & CO.,

Per WM. L. ROSS, Mgr.

[We won't so far abuse confidence as to give the names of the other two papers, but we don't think our advertisers will have to work their imagination very hard to guess correctly.—ED.]

IN a former issue, Mr. Corcoran made the very sensible suggestion to the racing board that it made provision for safety races and not allow the dwarf to compete in ordinary bicycle events. A careful perusal of the rules as adopted does not reveal that the suggestion has fallen on appreciative ears. Perhaps it was an oversight?

ONE word more to Page, of St. Louis, and then we propose to dismiss him and his name from this paper until the next time he perpetrates an impertinence (which time we fear is much nearer than is pleasant to our readers).

Mr. Page claims the right to criticize the League; we deny his right, and consider anything he may have to say on League matters an impertinence. He is not a member of the League, being either too parsimonious or too hard up to send in his dues. Now the League must expect criticism from its members, and members have that right, but when an outside individual, of the 789 calibre of our St. Louis friend, becomes impertinent by bestowing praise or heaping abuse on officials far above his mental and moral level it is time to sit on him. *Vale*, Page, my boy, this time; we will sit on you again when further occasion occurs.

FEAR that the adoption of the proposed prison labor bill will in any way interfere with the proposed roads improvement bill is entirely unfounded.

Wicked as New York is, and prolific as she is in producing convicts, we are happy to say that if the entire available force of prisoners were "turned loose" on road building jobs, it would be but as a drop in the bucket, when compared with what the projectors of the roads improvement bill contemplate in their scheme. Employ the prisoners by all means; it is a step in the right direction, even though it be a short one.

KINGSLAND, the Baltimore crack, says that racing interest "is dead, and the people don't know it." The people may be ignorant of the presence of the corpse, but the managers and promoters of last year's race meets are still wearing crape "in memoriam." But may be the "interest" is not dead, but only in a trance. Let us apply restoratives, chafe the numb members, and who knows but that the good old "interest" may take a new lease of life, invigorated by its forced rest and inactivity.

OF late we have had many enquires as to the methods employed in the scientific building of bicycle tracks. We have approached several gentlemen in this country who have been successfully engaged in track laying and we are in hopes to be able to lay before our readers the wisdom born of experience, which these gentlemen most undoubtedly possess. In the mean time a series of valuable articles on this most interesting subject have appeared in the late issue of our esteemed English contemporary, the *Bicycling News*, which we take pleasure reprinting almost as originally written.

THE important bill now before the New York Legislature, proposing to utilize prison labor in the building and maintenance of public highways, will be watched by cyclers with a good deal of interest. It is needless to say that our sympathies are with this or any other measure tending toward the improvement of the roads of the country. In another column we print the law as proposed. The bill had not yet passed in the House at the time our informant wrote us, but we hope to hear "progress" reported from time to time, and that the bill will receive Gov. Hill's signature is our most earnest wish.

THE association which depletes all the A.s in the type cases, is after a Connecticut man with a very pointed stick. It seems that the aforesaid gentleman, who hails from the Wooden Nutmeg State, competed as an amateur in some amateurs' games held in New York, and captured a very valuable prize. Soon after that event the association of the many A.s demanded the return of the prize, giving as a reason that the enterprising Connecticut gentleman was, at the time of said race, a professional.

He of the Nutmeg Commonwealth denied the soft impeachment, and promptly refused to give up the spoils, retorting, "what are you going to do about it?" This rough and ready reply riled the A.s, and it is trying to set the machinery of the Empire State in motion, whereby it will produce a requisition to be used on His Excellency of Connecticut, "demanding the body," etc., of said Blank to answer in the courts of the State of New York as to his legal right to retain the prize, which, it is claimed, was illegally won. Taking all in all it is a pretty kettle of fish, and lots of fun may be expected.

OFFICIAL handicapper in England is not all in a name only—witness the work done by Mr. H. H. Griffin, who placed handicaps on the enormous number of 3549 entrants, covering 157 races. The tremendous amount of work entailed in properly "placing" 3549 men can be easily imagined, even by those to whom the science of handicapping is a sealed book, is it were. Mr. Griffin has done handicapping for all athletes for the past fourteen years.

THAT Boston, in 1890, will have one of the finest athletic parks in the world is now an assured fact. This summer the land will be filled and graded, and the track foundation laid, so that it will have several months to settle before the finishing touches are put on. And when we get this track we will have the biggest tournament ever given. To those who remember the Springfield, Hartford and Buffalo affairs this boast may seem to be a trifle inflated, but we know whereof we speak, as there is unlimited money, business sagacity and influence back of the scheme to *make* it go. Nothing short of an earthquake or a financial collapse will head the Boston tournament off, and as these are not likely to stroll this way we pin our faith strongly to the belief that it *will* be *the* "record" tournament.

THE following squib, taken from a San Francisco exchange, is as true of Boston wheelmen as of the City of the Golden Gate. The wheelman who potters over the same road year in and year out knows nothing of the delights of seeking new routes and exploring new territory. The very essence of delight to be taken out of cycling is found only in the possibilities of change, new scenery and strange surroundings. Ye potterers stop pottering and strike out for pastures new. The sermon first, and now the text:

"Wheelmen should ride in the country more than they do. There are only a few of the bicycle riders in San Francisco who know how to fully enjoy the sport. It is safe to say that nine tenths of our wheelmen, many of whom are old riders too, do not know the possibilities of the wheel. They ride every Sunday, perhaps; but where? Through the park to the beach and back; over to Haywards, and possibly down to Redwood City. Many, in fact the majority, of the riders in the town take these trips over and over during the whole riding season, when there are any number, yes, hundreds of beautiful rides within a day's reach."

IN looking over the December, 1886, file of this paper, we came across an article penned by us in which we expressed our belief that the ordinary of the future should have a much larger rear wheel than was then being used, in fact we wrote the specifications of the wheel which is now engaging public attention under the name of the "rational ordinary."

There is a demand for this "rational" machine, and it will come in very handy for those who want safety and comfort, and in whose locality the roads are such as to preclude the use of a rear driver, for experience has proven that the dwarf is no kind of a machine for sandy roads, or roads with deep wheel ruts. On such roads the rational would prove the *par excellence* of a cycle. The ordinary on the rational lines cannot be called a handsome machine; that it is safer and more comfortable than its graceful brother there is no gainsaying. As to looks, it is a pleasant thing to note that the present generation of riders do not choose their mount solely on account of prettiness, but because of practicability, safety and speed. The rational is a compromise, and it is a compromise that has come to stay. The three types of machines that will hereafter divide honors will be the safety, the rational and the old fashioned ordinary. Of course the tricycle will also assert its worth and excellent qualities, but the introduction of the safety has shorn much of the prestige once belonging to the good old three wheeler.

THOSE who did not receive the supplements of March 8th, please notify us. We have ordered an extra supply and we will try and send to all who did not get them. A little patience please. Those who have written as having not received these supplements, will have attention as soon as the extra ones reach us.

HERE & THERE

ST. LOUIS.

"LINNEUS."

ST. LOUIS will have a bicycle track, at least it is almost settled; it will not only be a bicycle track, but it will probably include provisions for all athletic sports. A company has been started under the laws of Illinois, with a capital of $2000. The grounds chosen will be those of the St. Louis Gun Club, on Compden avenue, and it is estimated that a track can be built for about $500. Subscription books have been placed at the clubs, and stock is being taken rapidly. Hence, we are happy.

DID you know that A. Kennedy-Child had a brother? Well he has. He is younger than the kid, and he has got a position here as one of our leading dealers, and will make his home in St. Louis.

REPRESENTATIVE POLLARD, of St. Louis County, stated in the House last Wednesday, after he had filed a protesting petition against the Warner bill, that he had been informed by one of his constituents that the party who had been canvassing the county for signatures had been paid five cents for each name secured. Investigation shows this *not* to be a fact, and, next to the bill itself, is about the silliest twaddle I have yet heard of.

ON Friday Mr. W. A. Rothwell, in answer to my telegram, wired me as follows: "The bill as amended passed the House this morning. Road racing prohibited." Mr. Rothwell also writes: "The vote was pretty much one way, but strong speeches were made against it, and it will be killed on third reading." If the above prediction proves true it will certainly prove to be very welcome news. If not, it will certainly stop our annual St. Louis Wheel Club road race, which had become a fixture. We wheelmen were greatly aided by the press in knocking out the obnoxious hundred-yard clause, and thanks are due the St. Louis *Republic*, *Post Dispatch*, Kansas City *Journal*, Sedalia *Bazoo*, and others, who have each had editorials and long articles against the bill. It is safe to say that this bill has caused more discussion than any measure as yet introduced into the present Legislature, and wheelmen have found out how strong they are when backed up by the L. A. W.

Now that there is an attempt on the part of a certain class to curtail the rights of wheelmen, it would be well to put in a word of warning against reckless riding. Only yesterday, I read that Dr. Spalding, aged 75, was run down in this city by a bicycle rider, a boy named Harold. The Doctor sustained serious injuries, and the boy was arrested. Again, while riding to Baldwin's last Sunday, two riders were coasting Solomon's Hill in a reckless manner, and almost ran into a horse and dog-cart; only by Herculean efforts and skill did the driver escape a most serious accident. It was an outrageous exhibition of carelessness on the part of the cyclists.

I WISH to warn your Corey Hill that Captain Hildebrand is going to Boston, with a determination to climb that eminence. He will be the guest of Dr. Emery.

CHICAGO.

THE "STROLLER."

BURLEY AYRES, "our own Burley," is to leave us. He having taken a position with the Milwaukee and St. Paul Railroad and will henceforth be domiciled at Milwaukee. That Burley is to leave us seems hardly possible, he who has been so well known in the cycling history of this burg, from its infancy to the present time, and who has been such an enthusiastic worker at all times for the good of the cause, and who in club politics was the one most feared, so that it was always the field against Ayres, and who in defeat was always the essence of politeness, and as a rider was second to none, who on our tours was always the life of the party and now we are to lose you. There are but few of the riders of the earlier days who are now active wheelmen, and I am sorry to have you leave. I have followed you on many a run over what you were pleased to term "sand papered roads," but what to me seemed anything but a road, and I am simply one of many.

SOME one calling himself "Blue and Gold" writes a letter to the *Wheel* in regard to that "Erminie Theatre Party," and proceeds to call the members of a certain club, boys, and one member in particular he characterizes in strong terms as obstinate. The writer in question seems to be ignorant of the fact that both clubs mentioned are on quite good terms, and what ever grievance some one member may have against a member of the other club, has nothing to do with the feelings between the clubs. "Blue and Gold" must be the "boy" of his particular club, and must have been a very interested member of that theatre party.

FRANK RIGGS mourns the loss of a 50" volunteer Columbia No. 329. Wheelmen are requested to keep an eye open for the wheel.

AN interesting pool tournament is here, played between team from the Chicago's and Lincolns for a $25 cup. The first series were played Wednesday evening at the Chicago club room and resulted in a victory for the Chicago team. The next series will be played at the Lincoln club house. The successful team will probably be challenged by a team from the Illinois club.

WERE you at the Lincoln Club's monthly meeting? If not, you missed ex-President Oliver's speech and it was a scorcher. "Twinkle," "Victorene" and several other correspondents were sitting on the anxious seat. Poor "Observer" has not opened his head since his first effort, at least under that signature. And the Chicago's, they had a "right smart" time also. The head of the road department was hauled over the coals, for some imaginary offence. Then "2 A." Smith sprang a resolution to allow pool, cards and billiards on Sundays when discussed the air fairly scintillated.

The Chicago's at their last meeting jumped on Temple. He has been an honorary member for the past three years and at this meeting it was decided that the election was null and void under the constitution, while on the other hand the Illinois Club, so I am told, have just elected Ralph to honorary membership and the Lincolns were going to, but since the action taken by the Chicago's they are trembling in the balance. A funny world this and lots of funny people in it.

THE Lumsden Stone race here May 18th, will be managed by the Chicago Club as they are backing their man in the series of races to be run.

SAN FRANCISCO.

"TRAMP."

ON the morning of March 1st the members of the San Francisco Bicycle Club found, at their respective addresses, a large, 10x4, blue envelope, sealed round with tape, and bearing a very gruesome legal appearance. Further examination proved it to be a certain legal summons, of the stereotyped pattern, summoning said member and his lady friends to the Supreme Court of the S. F. B. C., 110 McAllister street, on the evening of March 9, at 7:30. Said summons were issued in the name of "the people of the State of California, or as many as are interested in cycling," and "brought to recover a claim of good-fellowship alleged to be due to plaintiff for sundry entertainments, runs, sprees, banquets, etc., etc., etc., enjoyed during the last year and during his connection with the aforesaid S. F. B. C."

CURIOSITY was rife during the ensuing week, but not an inkling could be obtained of the plans of the "presiding justice," save that "Ladies' Night" would be worthy of the honored name of the "S. Fs." On March 9th the rooms were crowded with the members and ladies. A large stage had been erected at one end and was prettily draped with the stars and stripes. Pots of palms stood in the corners, and the boxes were draped with the colors of friendly nations. The rooms presented a very cosy appearance.

THE programme was excellent, opening with an orchestral number of five pieces, followed by songs and recitations. Prominent among the many good things was the flute solo of "Les Sirens," by a prominent amateur, well known in musical circles of this city; and the playing of the Bandurria Club, under the leadership of Senor Jose Sanchos. "One Hour of Magic" was very enjoyable indeed, and concluded with the production of steaming hot coffee from what was apparently cotton batten.

THE advent of messenger boys, who collected their fees with remarkable promptness, caused great merriment, especially when the packages and letters were found to contain personal allusions and presents totally unexpected by the unhappy recipients. Our bank President received a little tin bank, and the Captain a jolly little suit of cycling clothes just sixteen inches long. As said Captain is six feet two, comment is unnecessary. [Our comment is "oh how *very* indecent."—ED.] The Secretary received a large, four foot club receipt for dues, and in his usual mercenary manner seized the occasion to hint that there were *some* delinquents. A zither solo, at 11.20, completed the evening's enjoyment, and Ladies Night of March is among many other of the pleasant memories of the past.

THE Outing Cycling Club intend organizing a trip to the Yosemite in the summer months, and have issued a very courteous invitation for wheelmen to join them.

THE Bay City Wheelmen contemplate camping near San Mateo during the Fourth of July week.

POKKOPOLIS NOTES.

"STAR."

A NEW street-sweeping machine, that seems to have escaped the notice of the ubiquitous "Hawkshaw," is on trial in N. Y. City. It is described as: a large, circular water-tank, running on three wheels, underneath which are placed large rollers or scrapers, set diagonally with pieces of rubber instead of bristles, as at present used in street-sweeping. Under the driver's feet is a water-pipe, from which copious jets of water are thrown, washing away the sand and mud, which is swept into the gutters and washed into the sewers. This machine is intended to scrub the filth from the granite and asphalt streets instead of smearing it over the surface as is done by the machine now in use in Porkopolis. It is said to have thoroughly cleaned a block of granite pavement in six minutes. If it really does the work that is claimed it will, its introduction here will be hailed with delight as it will do away with much of the annoyance consequent on our present methods of sprinkling, for a thoroughly clean pavement is not very slippery even though it may be wet, while one just swept by our present methods is as treacherous as if it it had been liberally annointed with lard.

So those are the men that keep the "Whirl'd" in motion, are they? Well, howdy! Glad to see you looking so well. What a pity though that the effect of that intellectual brow, that grecian nose, and that eagle eye of Mr. Fourdrinier should be spoiled by that abortion called a drop visor cap! Just think to what advantage they would appear if he would but wear a properly shaped straight visor cap! A word to the wise etc.

ON the evening of the 12th inst., W. S. Maltby gave an exhibition of fancy riding at the Princess Rink. The attendance was largely made up of local wheelmen. The Kentons, Newports, and Cincinnati's were out in force. The two former clubs came in uniform and made good use of the surface during the early part of the evening, whilst the members of the latter club were content to sit in the balcony and look handsome. The Roller Toboggan Slide did a rushing business. Maltby's performance, while not up to expectations in every respect, was very creditable. Dr. Green and Charley Allen amused themselves during the intermissions by flirting with the girls that flitted by on the toboggan slide. Andy Hanauer, while riding a wheel around on the surface, could not imagine what made it run so hard till he accidently discovered that a string of about fifty skaters was attached to the backbone, when he dismounted in disgust. The pleasure of the evening was somewhat marred by the boisterous conduct of certain individuals, whose actions gave emphasis to the line: "The loud laugh that speaks the vacant mind." It is unfortunate that it is in the power of a few who delight in the appellation of "D. F." to not only make such meetings unpleasant to many of those present, but to give to the general public an impression that wheelmen as a class are given to noise and childish actions.

NEW YORK.

"HAWKSHAW."

MR. C. E. BENTLEY, of the New York Club, has taken out a patent on rather an ingenious attachment to wheels. He has placed inside of the hub, so as to pass entirely unnoticed, unless looked for, a set of gears of the planet type which he uses to overcome the extra power heretofore necessary to use to mount a hill. When the rider, whose wheel is equipped with Mr. Bentley's patent, desires to sacrifice speed for power, as for instance in hill climbing, all he has to do is to reverse the action of his feet just as though he intended to cause his wheel to go down the incline, instead of up it, and at once the gear is thrown into place automatically, and he proceeds upward without almost any effort at all. When descending grades all the rider has to do is to let his feet remain stationary upon the pedals, and the gear will cause them to refrain from revolving with the wheel. Mr. Bentley has ridden a wheel equipped with this appliance for over a year now, and while not in himself a strong rider, has by its aid been enabled to mount with ease hills that have tried some of our most expert grade grinders Patents that are to do away with all the hard work of wheeling are, I know, just as numerous as the cranks who invent them, and they are legion, but really in this case there does seem to be some merit.

THE New York Club's "Smoker" on Friday evening is, so Chairman Heydecker informs me, going to be a record one in the annals of fumigatory affairs. There's going to be a band, beer, spread, wine, song and gaiety galore, and as it's all free, gratis, for nothing, I feel safe in saying that a large and appreciative audience will en-

joy it. While I don't want to rave, yet do you know this term "smoker" is more or less of a misnomer? Why should they call these affairs "smokers" any more than any other "stag" rackets? Wherever men assemble, without the company of the fair sex, don't they smoke, if they have anything to smoke? Of course they do, but then the term is an imported one, so I suppose that that makes its use proper.

LOUIS HARRISON has gone West to hunt buffalos, or something or other, so if any of your correspondents out there see anything of a nice looking blonde individual, speaking French, English and Bostonese with equal fluency, they may all know by those presents that the gentleman is the ex-Captain of the Boston Bicycle Club. Any favors, such as showing him where buffalos, Indians and such like can be killed in the vicinity of a first-class hotel, will be duly appreciated by Mr. Harrison and his many friends.

BALTIMORE. "NOKVAL."

HAGERSTOWN, Md., is all aglow over the big bicycle meet to take place in that city on July 2d, 3d and 4th. It is expected to far surpass the one held there the Fourth of July, 1886. It is also expected that the lady bicyclists will add considerably to the attractiveness of the occasion. The various committees are hard at work perfecting all details. It is understood that clubs from all parts of the country will attend. The hotel accommodations are ample. The meet will not be under the auspices of the L. A. W., nor has it anything to do with the Maryland Division. It is the special enterprise of the Hagerstown Club.

A PETITION is being circulated, asking that the Pimlico road be exempted from the operations of the fast-driving ordinance, regardless of the improvement of the road. Cyclists will not object to fast driving, but they want the road improved whether or not fast driving is to be allowed.

THE seventh annual banquet of the Maryland Club was held Thursday evening, March the 13th, at the club house on Mt. Royal avenue. In the gymnasium, on the third floor, a large T-shaped table was set, and about seventy-five men in all the glory of full-dress suits sat down. Mr. S. T. Clark acted as toastmaster, and the speeches were spicy, humorous and worthy of the Maryland Club.

CUMBERLAND, Md., will have a bicycle club, and it will be a League club, too. There are seventeen members, and they are all in the fold.

THE sweet, the fair, the ravishing Pauline is among us, and every susceptible bachelor's heart is on the "flut."

NEWS AND COMMENT.

WE always dislike to miss anything that the Roxbury (Mass.) Club have to do with, because we know from experience that this club never does matters by halves. Hence our sorrow that a previous engagement prevented us from being present at the third dinner of the Roxbury Bicycle Club, which took place at Young's last Saturday. Howard, of the *Globe*, and Kerrison, of the *Herald*, were among the honored guests of the evening, also Secretary Bassett.

THE Maverick Club, of East Boston, took its fifth annual supper last weak.

THE Harvard (Mass.) Bicycle Club will celebrate its tenth anniversary, on the 11th of May, by a tournament on Holmes' Field. Particulars later.

WHERE, oh where will the League meet be held this year. Echo answers—?

PARDON us, Philadelphia *Item*, but Bert Myers does not hold the "best American 24-hour *record*."

IN the vicinity of Boston the pony team, the Baily brothers, rattled everything round here on a tandem trike. We hear their mount this year will be a tandem bike—buzz!!

THE Cambridge Club will dine at Young's on the evening of the 28th.

WALTER T. BOWERS, of Saco, Me., will put a patent bicycle lantern and attachment on the market this spring. The lantern head is rivited to a steel spring and the spring can be fastened to the pedal pin of the bicycle without the use of screw or bolt. By those who have seen it it is claimed to be an excellent device.

OUR next issue will be a corker.

READ Mr. Ross' testimonial on the editorial page. It conveys its own moral—Advertise in the *best* medium.

THE New York Bicycle Club has secured over 2000 names to the petition for asphalting the grand boulevard.

A CYCLIST of Passaic City, N. J., is in the habit of taking the smooth "tramp walk" between the two tracks of the Lackawanna road from the Bloomfield avenue station to the nearest point of the boulevard at Franklin. One day this week he saw an express train in front, and ran close to the other track to avoid it, as he had frequently done. Just then he heard a whistle shriek behind him, close at hand. There was no time to cross, and he threw himself flat on the ground with his bicycle, supposing that his time had come, as he expected the wheel would be caught and so entangle him as to give him little chance for his life. Both trains passed, and neither the rider nor the vehicle was injured. He now sticks to the highway, as being "good enough."

THERE is nothing that a father or mother can do that will do more to save a weak and sickly boy than to put him on a bicycle, and let him ride whenever he can get spare time. The exercise will not only be a benefit to him from a physical standpoint, but it will do him good morally.

THE Mi-sourians are waking up, and the L. A. W. Division is doing great work; petitions are being circulated and signed extensively, protesting against the idiotic Warner bill.

WE grow envious and discontented when we think of that Elwell European party, and the fact dawns on us that our name is not on the roster.

A TIP—but for goodness' sake don't say I told you! W. Windle has bought a new pair of racing shoes!! What portentions does this portend, eh?

THE cycling columns of the general press always have some hoary old chestnuts floating round, and that have certain characteristics of Mr. Banquo's ghosts. The particular chestnut that is now bobbing up all over the country, is that about ex-President Hayes family and the tricycle.

THE Boston Technology Cycling Club have given the defi to the Harvard Club. We admire your pluck, Tech, but—? The challenge reads as follows: "The Technology Cycling Club challenges the Harvard Bicycle Club to a road race of from twelve to twenty miles, for a trophy similar to the last one, the race to take place some time in April."

THE editor of the Pawtucket, R. I., *Tribune* wants to see a certain youth of that town thrashed, because of a pleasant habit he is said to have of riding on the sidewalks and skillfully knocking down pedestrians. If the charge is true we don't know but that *we* would be also pleased to hear of the proposed castigation.

THE Jamaica Club sat down to dine at the Boston Tavern last Tuesday evening. There were 15 members present. The *menus* were little gems of their kind

THE New Mail Safety seems to have struck a popular chord judging from the manner the orders are being booked by Read & Sons.

THE New Jersey Road Bill has become a law!! Tally one for N. J.

DAN CANARY earns $100 a week, by means of his "tricks that are vain." Would that we were that kind of a canary bird.

MEMBERS of the Rhode Island Wheelmen, of Providence, did valiant service as fire laddies one day last week. The way in which Dr. Bogman risked his life to save the coal scuttle, and the brilliant dash made by Mr. Davol in rescuing a teacup, were sights that caused tears to flow from strong men's eyes.

EDITOR FOURDRINIER is on the *front* seat of the tandem, and Editor Dean on the rear seat. This in answer to several misstatements which have appeared. If those making the mistake had read our editorial on the cartoon they would not have made the error.

A SINGULAR and amusing coincidence in connection with the new club house of the Brooklyn (N. Y.) Bicycle Club, is the fact that the residence adjoining is occupied by a family that recently moved away from the house adjoining the present home of the club on St. Felix street, as they objected to the buzz and noise which necessarily characterizes such a club.

AN IMPORTANT BILL INTRODUCED IN THE NEW YORK ASSEMBLY.

Editor Bicycling World: I enclose herewith a bill which was introduced by Mr. Yates in the assembly last Monday evenihg, amending the prison bill passed last year.

Section four of the amendment is of great importance to wheelmen in New York State, and one that the League, as well as the individual wheelmen, should be interested in. At present our prisons are full of convicts which are kept in idleness and which should be breaking stone and keeping our roads in repair.

In this they would be doing a great public good without interering or competing with honest labor.



No Headers.

THE EAGLE.



No Levers.

Yes; The "Eagle" will climb a hill. It can be ridden up any hill that has ever been climbed on a Cycle.

No; It will not tip over backward as soon as you mount it, that is, if you know how to ride it.

Can you mount it? Well, we think you can, unless you have less than the average ability as a rider.

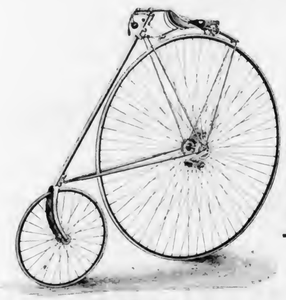
No; The position is not pushing backward; but directly downward, and is almost identical with that of walking; it is easy and natural, and an "Eagle" wheel can be ridden a great distance with very little fatigue. It is well adapted to rough and hilly roads, and can be ridden with ease and safety where it would be impossible to go on an "Ordinary."

These statements we are prepared to practically demonstrate, and are doing so daily, to the complete satisfaction of all who visit us

If there is not already an agent for the "Eagle" in your locality, we should be pleased to hear from you.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - - CONNECTICUT.



No Clutches.

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CATALOGUE.



No Chains.

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Our 1889 Catalogue

will be issued on March 1st, and will include all the latest Novelties for the coming season.

Send your name and address and a copy will be mailed free.

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,

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THE AMERICAN CHALLENGE TRICYCLE

Price, Balls all over, $115.00.



Practical, thoroughly, on all sorts of American Roads, a remark that cannot be made about most three wheelers.

Don't forget our beautiful little

Ideal Tricycles,

In two sizes, 30 and 34 inches,

priced at $35 and $40 respectively,

Largest Catalogue published (80 pages) free on application.

GORMULLY & JEFFERY MFG. CO.,

222 to 228 No. Franklin Street, - - - CHICAGO, ILL.

Every member of the New York Division should be urged to bring what influence he can to bear upon the Representative from his district in order to have this bill become a law.

The bill is to amend Chapter 586 of the laws of 1888, entiled "An act providing for the proper employment of convicts in the penal institutions of the State, and making an appropriation necessary to prevent the prisoners from remaining in idleness."

The proposed amendment reads as follows:

"The sheriffs of the several counties of the State are hereby authorized and empowered to cause all prisoners who may be sentenced by the judgment of any of the courts of this State to confinement to the county jail at hard labor, to be put at work in cultivating and improving the county and town lands, highways, roads and bridges, breaking stone therefor, and such other public work, and at such time and at such locality within their several counties as the Board of Supervisors thereof may direct."

Yours fraternally. C. E. WHITE.

WHEELS—THEIR SIZES AND GEARS.

THE following table and rules for calculating, furnished by Mr. C. D. Buckwell in the *Cyclist*, will prove of value and interest to our readers.

"A table showing the circumference of different sized wheels, and the number of revolutions each makes in a mile: also the most ready method to determine if a driving wheel is geared level, or how much up or down:

Diameter of wheel in inches.	Circumference in inches and 7th.	Number of revolutions per mile.
30	94 2	672 00
32	100 4	630 00
34	106 6	592 95
36	113 1	560 00
38	119 3	530 52
40	125 5	504 00
42	132 0	480 00
44	138 2	458 18
46	141 4	438 25
48	150 6	420 00
50	157 1	403 20
52	163 3	387 69
54	169 5	373 33
56	179 0	360 00
58	182 2	347 68
60	188 4	336 00

To find the circumference of a circle, multiply the diameter by 3.1416, or 3 1-7. Example, a driving wheel 48 inches in diameter—Multiply 48 by 3 1-7=150 6-7, or say 151.

To find the number of revolutions a wheel 150 6-7 inches in circumference makes in a mile, reduce the mile to sevenths of an inch, thus—1760 yards=5280 feet=63,360 inches=443,520 sevenths of an inch. Divide this by the circumference 150 6-7 of the wheel as above, reduced to sevenths of an inch. Example—150 6-7 multiplied by 7=1056; then 443,520 divided by 1056=420. Answer, 420 revolutions to the mile.

A driving wheel of tricycle or safety bicycle is "geared level" when the number of cogs is the same on both chain wheels. If geared up, the cogs of chain wheel on driving axle are *less* in number than chain wheel on crank axle. If geared down the cogs of chain wheel on driving axle are *more* in number than chain wheel on crank axle. To find how much a driving wheel is geared up or down, multiply the diameter of wheel by the number of cogs on crank axle, and divide the product by the number of cogs on driving axle. Example—Driving wheel, 30 inches diameter; chain wheel of ditto, 10 cogs; crank chain wheel, 16 cogs—Multiply 16 by 30=480; then divide 480 by 10=48. Answer, gear to 48 inches.

The number of revolutions made by the crank, which is the actual number of times the foot has to move round in going a mile, must be taken on the size the wheel is geared to; thus, a 30-inch wheel makes 672 revolutions of the crank in a mile, but if geared to 48 inches the crank only makes 420 revolutions to propel the machine the same distance as the 672 revolutions would if geared level.

HOW TO LAY A TRACK.

To *Bicycling News* are we indebted for almost all of the following valuable hints as to how a track should be built and equipped:

A most frequent question, in the experience of cycling editors, is—How shall a track be laid? It is an absolute necessity that the especial circumstances of the individual cases should be carefully considered, and in every case dealt with accordingly. Just as in road-making one highway may be blasted through solid rock and last, practically, forever, as far as its bed and basis goes, while another may be made through a swamp which yearly swallows up tons of rubble, and yet remains bad and rotten. So with tracks—one may have a gravel, chalky or rocky bottom and need but little care to keep it level and in good order; while another, built upon clay or sand, may be forever sinking and losing its shape. It is possible, however, to lay down some general rules by which any person may be guided in the laying of a racing path, and we propose to propound them briefly for the benefit of those who are in search of knowledge.

The size of the track.—The path should be neither too small nor too large, not more than four laps to the mile, nor less than three. The four-lap track we rather favor as the best and most convenient size. The public can see every incident of the race, and the intermediate quarter-mile times can be taken on one watch, and not checked by two or three different timekeepers. If a track is necessarily smaller than four laps to the mile special attention must be given to the banking of the corners.

The shape of the track.—This will of course depend much upon the ground on which the track is to be built. The sharper your corners, the greater the chance for accident, and the possibility of fast time is much reduced. We incline most decidedly to an oval shape, with the finishing side flattened so as to give a straight run home. Let the rest of the track be almost all on the curve, so that the corners at the two ends will be made as gradual as possible.

The width.—We do not think it safe or advisable to build a track less than 20 feet wide, with a straight finish 40 feet wide.

The bottom of the track.—On this—the basis of the path—everything depends. Should the proposed ground possess a sound subsoil, such as gravel or chalk, the work and the expense will be much lightened, and in any case the track excavations should be taken down to this hard base, if by any means possible. If, on the other hand, the subsoil is clay, sand, or any similar treacherous basis, the bottom must be *made* hard and solid before the delicate top is put on.

The foundation must be made of solid rubble, the bricks from a dismantled house, large clinkers from ironworks and similar places; in fact, any heavy rubbish, except unbroken boulders. The bottom of the trench—the depth of which will wholly depend upon the necessity or otherwise of putting in an extra solid basis—should be *rammed* with paviors' rammers till quite solid, and then the heavy rubble should be also *pounded in piece by piece* until a smooth and quite solid base is formed. This first bottoming being level, the architect of the track must next consider his "bevelling," ie., the raising of the outside edge of the track on all curves, and to make a sound job of this the bevelling should be considered from the first. The solid rubble base should therefore be made thicker at the outer edge round all the curves, gradually coming down to the level on the straights. The trench should have perpendicular sides, and should be the full width of the intended track. The *thickness* of this heavy rubble foundation will wholly depend on the subsoil; it may be almost unnecessary, or may have to be a foot or two thick. Where the ground slopes it may be necessary to make a cutting through a bank in one place, and carry the track well above the level of the field in another, and, if the subsoil is sound, the foundation may be very thin in the cutting, and two or three feet thick in the embankment. The whole object of this solid foundation is to prevent settling, and every dollar expended upon the foundation will save ten dollars worth of labor upon the surface of the path in the end. Therefore, look that your foundation is right, as the first and most important consideration.

(To be continued.)

JOHN L. STOUT FALLS DEAD.

JUST as we go to press we receive the report that John L. Stout, the deaf mute Star trick rider, fell dead from his machine, in Kansas City, while giving a performance. We hope the report will prove to be untrue. [Later.—The rumor is confirmed.—ED.]

WESTERN WHEELMEN'S LEAGUE.

A MEETING was held at Denver, Col., on Wednesday evening, for the purpose of organizing a Western League.

This association will be in the interest of bicycling and the promoting of racing. It is intended to cover all the territory west of the Missouri river. Its principal object is to do away with professionalism, and have all races run on the "class" system, the same as in trotting associations.

THE MISSOURI BICYCLE BILL.

THE now celebrated Warner bill is having a rocky old time in the Legislature. The ridiculous dismount clause has been killed, and as ordered engrossed the amended bill will read as follows:

"Section 1. It shall hereafter be unlawful for any person or persons to engage in any race, mounted on any vehicle usually called

velocipede, or bicycle, on any highway or public road in any of the counties, outside of any city limits, in this State.

Sec. 2. Any person and persons violating the preceding section shall be guilty of a misdemeanor, and shall, upon conviction thereof, be fined in any sum more than $100; and he shall moreover be liable to other persons who may have sustained damages by reason of the frightening or running away of horses or mules, to be recovered by civil action in any court having competent jurisdiction."

There is doubt that even the bill as amended will ever become a law. As boiled down, it is simply a law prohibiting cycle racing on the road, a measure against which we cannot conscientiously raise a protest.

"PENNSY'S" LAST SMOKER.

HANDSOMELY-ENGRAVED invitations furnished the open sesame at the door of the Pennsylvania Bicycle Club last Friday evening.

The Glee Club opened the programme with several choice selections. Then followed vocal solos by J. F. Braun and J. S. Bretz, and piano duetts by A. F. Bracher and J. F. Braun. With some difficulty the rooms were then cleared for an exhibition of legerdemain, by Mr. J. A. Sperry, of New York. Mr. Sperry also favored the company with several fine recitations, and later in the evening with an exhibition of finger billiard playing, some of his work in this direction being simply wonderful. A zither solo by Mr. Deeg came next, and during its performance the doors of the ladies' room, in which the lunch was laid, were thrown open, but in spite of the fact that cyclers are usually a hungry crowd, very little attention was paid to the spread, the tip having been given that the sparring was about to begin on the upper floor.

All of the bouts were between professionals. Dennis Killen and Joseph Killen, two heavy weights, led off, but although they were evidently good men yet their wholesome respect for each other prevented that lively work which brings down the house. A more lively affair was that between Walter Campbell and Professor Moore, in which the former bore off the honors, showing better science than Moore, as indeed he ought to be, having for his father-in-law no less a personage than Arthur Chambers. The final bout was *hot* and it took the boys, arousing the greatest enthusiasm.

Among the visitors were prominent men from all the city clubs, the Century and South End being particularly well represented, and it was both a hungry and thirsty crowd that made a break for the supper room after the sparring, where claret cup, lemonade and sundry edibles comforted the inner man. The committee in charge of this very successful affair were: Messrs. A. F. Bracher, Chairman; J. A. Taylor, J. S. Bretz, S. E. Battersburg, J. F. Brainard, W. A. Stadelman.

"ARIEL."

Philadelphia, March 18, 1889.

A NEWSPAPER BICYCLE CLUB.

THE following notice has been sent out to the newspaper men of Boston:

"All those who see the healthful benefits and social pleasures to be derived by the formation of a bicycle club, composed exclusively of attaches of Boston newspapers, are requested to meet in Room 52, *Herald* office, at 4 o'clock P. M., March 21, when the subject will be discussed, and, if thought advisable, steps will be taken toward forming a permanent organization."

GREAT CENTURY RUN, 1889.

THE committee in charge of the great century run for 1889 have decided to set the date for the same for Saturday, June 8th, unless it should be found that this conflicts with the date of the L. A. W. meet.

The rendezvous will be made at Orange on the previous evening, and *good* accommodations will be provided. The route will lie through Newark, Elizabeth, Plainfield, New Brunswick, Princeton, Trenton to Philadelphia.

The run is open to all wheelmen. Arrangements will be made for photographs of the party at different towns on the route. Fuller particulars later.

L. A. CLARKE,
25 Broad St., New York City. Chairman and Secretary.

SOME MEN I HAVE MET ON THE RIPLEY ROAD, AND FAIN WOULD MEET AGAIN—BY "JACK."

(*Concluded.*)

SWINDLEY, good fellow, with his bland smile and his Kennedy-Child manner, and the yellow handkerchief peeping out of his pocket, dressed in cyclist grey and white "sweater," is working honestly on the steering seat of the tandem. I slow up as I cannot hold them, and up comes a wee mannie on a 50-inch Rational. A little man with an exquisite and colossal moustache, and double eyeglasses. "Hello," chirps Mr. Tommy Moore, of a paper with a very long name. "First time I've been out this month," and then that funny, double-you-up laugh of his breaks forth, as he comes to some rising ground, and his little black-stockinged legs fly round. "Swish" goes C. H. Larette on his "Olympia;" "Great Scott," snickers Tommy, "but Larette is in a hurry, as usual," and past us goes a little man, of middle age, in a brown suit, who seems endowed with remarkable energy: Larette, the editor of the *Athletic Journal*, who "lets me have it" occasionally in his cycling column.

Coming from Ripley is a handsome, brown-skinned, brown-eyed boy, with a wreath of blue-black "Indian" straight hair, driving a high geared light safety with the regularity and grace of a piece of machinery. It is G. T. Langridge, Captain of the North Road Club, one of the fastest men on the road. As fine and frank a man and gentleman as ever rode a wheel is the great North Road rider (who now, by the way, rides a "Rational," and swears by it). Some happy rides I have had with G. T.

But what hateful "sound is that assails mine ears?" "Oh, that's 'Bath Road Smith,'" says Langridge. "With his confounded 'Otto' horn," says Tommy Moore, as he indulges in one of his bend-you-up snickers. A little sandy haired man, on a fast "Cumber" safety, with his right hand clasping a rubber horn painted blue, the color of a wai cycle, or one of the blue monkeys that climb up a yellow stick (you know, the misery toy). By the compression of a rubber ball at the end of the horn tube, a series of groans and jerky jackass brays are produced, which delight Smith's uncultured, unmusical ear, and are the cause of many solitary rides, for although Smith is a favorite his horn is known, despised and detested along the road. With his grey cap on the back of his head he whirls along, and will soon be sitting on one of the tables at "the Talbot," in Ripley. He it was who won the 50-mile Bath Road race last year, in excellent time. A good fellow, but with a horn in whose note is embodied what Carlyle would call "the maximum of detestability."

A tall, dark man riding with rythmetical movement a 58-inch ordinary, is no other than Geo. Lacy Hillier. Close on his heels is a great admirer of his, Harold Woller, a clean cut, slim youth on a 50-inch New Rapid, who will yet be able to show men the pace on the road. To speak of Mr. Lacy Hillier will be to enter upon an old subject. One of the editors of *Bicycling News*, the writer of "The History of Cycling" (Badminton Library), and an old ex-champion for long and short distances, his name is too well known to need mention.

Coming grinning up the road at a good pace, on a heavy machine, is little G. H. St. Clair-Granville. His babonic actions at the "Talbot," and his "Giant" song, are well known, and have endeared him to many a one. He is the man who tempted me out in a Scotch kilt for a 50-mile ride on a Humber tandem. No, I shall never forget the glory of that ride, dressed in the "garb of Old Gaul," as C. W. Nairn put it. Although a Teddington (Middlesex) man, St. Clair-Granville spends most of his days (and his money) at Ripley.

On the steep hill into Ripley we feel the wind of an "Olympia tandem," and hear Freddy Cooper's famous yell, as he steers one of his own machines at a frantic pace (peculiarly Freddy Cooper's) down the hill, with Sydney Chalk, of the Roads' Record Committee, on the front seat. Close behind comes A. B. Gossett, a 250-mile tricycle veteran on his famous "Ripley" trike, and gracefully pedalling a tall, light looking machine, is Teddy Mayes, the Ripley Road flyer. A good looking, frank Englishman is Teddy Mayes, always sure of the sympathy of the ladies, as he pushes his Humber racer to glory on the path.

As we sit on the wall opposite the "Anchor" we see quite a number of well known men. On a "Kildare" safety of graceful outline, sits the great and only Sydney Lee, the Pope Mfg. Co.'s English agent. "His peculiar form of salutation" is given with his head lifted to one side, and with a twinkle in his grey eyes, which are always busy searching a man through, to see how much of his yarn he believes. A good fellow and honest man is Auctioneer Sydney.

A little, thick set fellow (a six-foot man moulded down into about five feet six, with curly yellow hair and a red perspiring face) is G. L. Morris, the great road and path racer, on his 24-pound road racing "Referee" safety, an honest and fast mount. Riding up at a leisurely gait, as though he were on the outlook for an item, is our friend and co-editor of *Bicycling News*, "Comus," or Hubert Kelly. Kelly, the polite and courteous; Kelly, the unsuspecting; a personal friend of the Le Feur brothers, who have not been heard from since they struck up the dark waters of the Amazon. Dear old Kelly. Ever on the lookout for "Hum of the Wheel" (the caption of his *Bicycling News* column). Seated in the "Anchor" we find Harold Crooke, of Guildford, a thoroughbred and a good rider, winner of some long road rides, 100 miles, etc. He rides a thirty-pound "New Rapid," good road or bad road, without lamp or brake. Seated in the parlor, talking to "Harriet," is Mr. Geo. Wheeler, of Wandsworth, a grey-haired gentleman, who rides a Marlboro' Club tricycle. A plucky rider for a man past the meridian of life.

And there are many more notables who are well known on the road, but of them and others more anon.

GREAT CLEARANCE SALE.

A CHANCE to secure a *new* machine at a great reduction is offered by Messrs. Singer & Co.—witness the following circular:

"The machines on this list are offered at a great reduction of price to effect a clearance. They are all new and of best material and workmanship, but in some cases not of present standard pattern, while others are styles of machines that, in order to reduce the number of our patterns, we are discontinuing to make. The prices quoted are already very low, but we are prepared to consider offers for two or more machines. The tricycles offer a rare opportunity for those who may require machines for hiring purposes, and the stock being limited, intending purchasers should order at once.

SINGER & CO.,
Boston, Mass., March, 1889. 6 and 8 Berkeley street.

[We should advise our readers sending for their clearance catalogue.—ED.]

"You are doubtless interested in cycling progress, here as elsewhere, hence I write to say that the season's outlook here is flattering. Yesterday (15th) was our first "sunshiny" day—thermometer 70 degrees. Pope Mfg. Co.'s store had nearly 100 people in it from 11 to 2 continuously; Spaldings not so many, but a larger proportion of buyers; Western Arms Co. had a large crowd all day, and Stokes the same. I have witnessed the opening of a good many cycling seasons in Chicago, but have never seen anything like the present scramble to get wheels. In Spaldings saw four men standing in line for their turn at the manager's desk all with a large roll of bills in their hands. Report of sales from the four leading houses establishes an average of 10 safeties to every "ordinary" sold. Every one is "guessing" regarding the "Stroller's" identity, he is creating lots of talk here and all eagerly scan the paper every Monday for his notes. Gormully & Jeffery also on the boom and report big sales." The above comes to us from Chicago.

MR. ARTHUR STIDWELL, for four years the manager of the Repair Department of Stoddard, Lovering & Co., has severed his connection with that firm, and will hereafter conduct a general repair business on his own account, for the present retaining his old rooms at 152 Congress street.

"NEW RAPID Cycles again to the front. The three machines used by Messrs. Butteridge, Bloxham and Hitchcock (viz., two bicycles and one safety) on their extraordinary ride from Sydney to Brisbane, a distance of 730 miles, in eleven days, were "New Rapids," and these gentlemen report to us that they had no need to touch them with a spanner during the whole distance, though each rider carried over 20lbs. of luggage. Comment is needless."—*Australian Exchange.*

L. H. JOHNSON reports a brisk demand for Premier Safeties and Tandems, the sterling qualities of Hillman, Herbert & Cooper's machines, well known to all riders of the Kangaroo, being manifested by the orders for their various patterns of rear-drivers, from all over the country. The Special Premier Safety has become a great favorite with both ladies and gentlemen, having been especially designed and manufactured for Mr. Johnson's trade.

THE New Rapids are taking immensely in Chicago and they should, that is, if merit is any reason why a wheel should sell.

A. G. SPALDING & BROS' catalogue for 1889 is out. It contains 64 pages exclusive of covers. Everything a cycler can possibly want can be found catalogued. They have adopted an ingenious telegraphic code whereby a man can order any machine they handle by the use of just one word. Their leading machine is of course the Victor.

ADVERTISE your second-hand wheel *now*. This is the medium, read the testimonial of Singer Co. on Editorial page.

CHAS HAAG is making Bicycle Hose from the best of German worsteds for $10.00 per doz. It would pay dealers to correspond with him, 852 8th avenue, N. Y.

MERWIN HULBERT & Co. are preparing illustrated catalogue containing 218 valuable pages. Every wheelmen should have one.

CHAS. SCHWALBACH has all the Brooklyn Base Ball Team riding wheels. Charles is up to the times.

EVERY dealer should have automatic box at his store. Hear what C. Schwalbach of Brooklyn says, "I am pleased to call the attention of wheelmen to the pleasant properties and value of Tutti Frutti chewing gum. Since placing the gum on sale in my wheel headquarters at Prospect Park, it has become a great favorite with the hundreds of bicyclists who frequent my store. Those who use it on the road once never afterwards go out riding without it. It keeps the mouth moist by inducing a plentiful supply of saliva, is pleasant to the taste and greatly aids digestion. My sales have remarkably increased, and I think Tutti Frutti has come to stay among the wheelmen. I almost forgot to say that all racing men use it.

THE New Mail in New York.—The New York City agents for New Mails are Messrs. Schoverling, Daly & Gales, of 302 Broadway, a house which has long occupied an established position in the fire-arms and sporting goods world. The firm have an elegant store on Broadway, and the New Mails show to advantage in their windows, attracting much attention. The bicycle department is on the first floor, and is in charge of L. B. Whymper. A large stock of 1889 New Mails is already in this department, as well as a line of American cycles, and boys' and girls' bicycles, tricycles and velocipedes.

WITHOUT doubt one of the handsomest catalogues ever published is that of Norman & Bennett, manufacturers of athletic and outing foot wear. This beautiful pamphlet soars above the ordinary, it is a work of art in its original illustrations. It also contains a full set of the tennis rules of the U. S. T. A. Send to Norman & Bennett, 133 Oliver st., for a copy, and mention this paper.

THE Coventry Machinist Co.'s catalogue for 1889 is now out and we would advise our readers to send to them at No. 239 Columbus avenue, for a copy.

AN informal reception to wheelmen, to commemorate the opening of the riding season and the opening of the Pope Mfg. Co.'s entire building to the interests of cycling, will be held at the Pope Mfg. Co.'s offices and ware rooms, 77 Franklin street, Boston, on Saturday, the 30th inst., from 6 to 10 P. M. A first class entertainment will be provided and a fine collation served. It is the intention to send invitations to all wheelmen of Boston and vicinity. It is impossible to obtain a complete list, and the Pope Mfg. Co. announce that they will take pleasure in sending an invitation to any wheelman who will send them his address on or before Thursday, the 28th inst.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

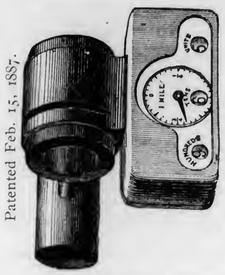
The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



Ordinary Bicycle, $10.00
Safety Bicycle, $11.00

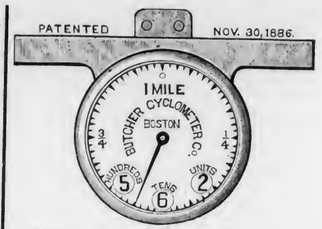
All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,
338 Washington Street,
BOSTON, MASS.



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



New York Bicycle Co.

No. 8 Warren St.,--No. 4 East 60th St.
NEW YORK,
DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

Tricycles and Tandems.

Columbia Light Roadster, used one year, $90.00; Singer, very good, $85.00; Marlboro' Light Roadster, new last fall, excellent, $115.00; Columbia Tandem, excellent, $150.00; Marlboro' Tandem, '88 pattern, as good as new, $105.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find it advantageous to write.

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PROVIDENCE, R. I.

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procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,836.)

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Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,
243 Columbus Ave., Boston, Mass.

ONLY 4

Vacancies remain for the

European 'Cycle Tour.

Write or telegraph *at once* to

F. A. ELWELL, 152 Pearl street, Portland, Me.





ARTHUR SIDWELL,

(Late Foreman Rudge Agency Repair Shop,)

Repairing, Nickeling, Enameling,

AT REASONABLE PRICES.

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Psycho or Singer Safety	$100
Harvard Bicycle,	145
Ladies' Psycho,	140
Gents' Psycho,	140
Royal Singer,	135
Singer Safety:	135
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Ladies' Safety,	75
Courier Safety,	60
Courier Safety,	35
Gypsy Safety,	$12 to 25
Wanderer Safety,	
Little Jewel,	

Send for catalogue. We give you the best the price will buy

38 Van Buren St., Chicago, Ill

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

☞ Postage stamps not received in payment.

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That Ladies can learn to ride the Ladies' Safety Bicycle at

ADELPHI HALL,

52d Street and Broadway,

NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private, only two pupils on the floor at one time.

Floor 80 x 100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the safety or regular bicycle.

Classes now forming.

Engagements for *lessons* may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

GEO. R. BIDWELL,

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TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

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Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
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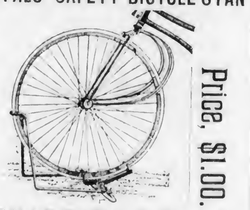


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Made only of Genuine Kangaroo, 3.00.
Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

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The BUFFALO SAFETY BICYCLE STAN



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THE BEST SAFETY STAND
EVER INVENTED.

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Second-hand Bicycles, Tricycles, Tandems, Safeties, &c.

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84	48-inch Columbia Expert, Ball Pedals, Cowhorn bars, Hollow, Full Nickel, and Wheel in Splendid order	80.00
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95	52-inch American Challenge, with Harvard King Lamp, Drop Bars, Ball Bearings, Enamel Finish, all in good order	90.00
96	52-inch American Rudge, Enamel Finish, Cowhorn Bars, Ball Bearings, fine order	60.00
97	52-inch Rudge Light Roadster, Enamel Finish, Ball Bearings, Cowhorn Bars, prime condition	75.00
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99	52-inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel in good order	80.00
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MACHINES TO RENT by the DAY, WEEK or MONTH.

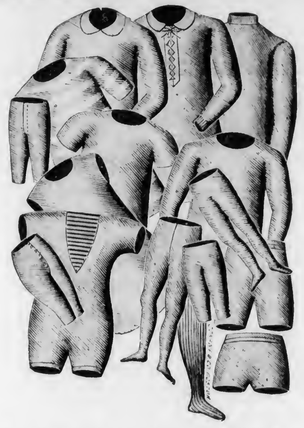
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All Branches of the Bicycle Business, Riding Academy with competent Instructor, perfect riding guaranteed. All Sundries and Parts for Sale. It will pay you to send or call before buying elsewhere.

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey-Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League or brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

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Large Buttons, 5c. each.

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If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.

Write to **BROWN BROS. MFG. CO., CHICAGO, ILL.**

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Second-hand machines from $25.00 to 95.00.

Immense reductions in prices. Send for lists.

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BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles, Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

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NEW	48 in. $50 00	$27 00
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BICYCLES.	44 in. 40 00	23 00

Rubber tires with tool bag and tools.

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Should not fail to write

A. W. GUMP & CO., Dayton, O.,

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Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Good Live Agents Wanted

In every town where these wheels are not already represented. Correspondence solicited.

GORMULLY & JEFFERY'S

American Champion Bicycle, American Light Champion Bicycle.
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American Challenge Bicycle. American Ideal Bicycle.
American Ideal Rambler Safety, for either Girl or Boy.
American Ideal Tricycle. American Challenge Tricycle.
AND SUNDRIES.

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Hold the World's Records.

No. 1	Wheel, plain and cone-bearing, 50-inch,	$75
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	This wheel has tangent spokes and hollow rim.	
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	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - -	115

SPEED,

SAFETY,

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Headers Impossible. **Best Hill-Climbers.**

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We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.* Correspondence solicited.

HARRIS & HABERER,

Successors to

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TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

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Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

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N. Macon Beckwith Committee.

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Official Tailors of the L. A. W.

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Broome Street,

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COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

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Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
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Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

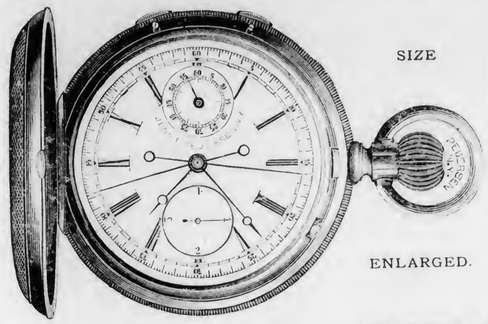
Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chica

HEADQUARTERS FOR TIMING WATCHES AND ATHLETIC PRIZES.



SIZE

ENLARGED.

OUR SPECIALTIES.

1. Nickel Timer, with MINUTE REGISTER, - - $8.00
2. Silver, open-face, FLY BACK, Chronograph, - 25.00
3. 14-kt. gold, open-face, SPLIT SECONDS, FLY-BACK, Chronograph, - - - - - - 125.00
4. 14-kt. gold, hunting, SPLIT SECONDS, FLY-BACK, Chronograph, - - - - - 135,00
5. Extra heavy, 18-kt., open-face or hunting, SPLIT SECONDS, FLY-BACK, Chronograph, WITH MINUTE REGISTER, - - - - - - 200.00
6. Extra heavy, 18-kt. open-face or hunting, 1-4 or 1-5 INDEPENDENT, SPLIT SECONDS, FLY-BACK, Chronograph (TRIPLE FLY-BACK, 265.00
7. Same as No. 6, but with MINUTE REGISTER and QUADRUPLE FLY-BACK (see cut), - 300,00

ADDRESS OR APPLY TO

JENS F. PEDERSEN,

Importer * of * Watches,

1½ MAIDEN LANE, NEW YORK.

Also the most extensive manufacturer of HIGH CLASS MEDALS in the country,

CORRESPONDENCE WILL RECEIVE PROMPT AND CHEERFUL ATTENTION.



The Ladies' Dart Safety Bi:

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S, W.,

Washington, D, C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

ST. LOUIS, Mo. January 15, 1889.

Erie Knitting Mill—Frank Fairbairn:

Dear Sir—Having worn my Jersey Bicycle Suit, made by the Erie Knitting Mill, and having satisfied myself that it is the best suit that has ever come to my attention, and the best I have ever worn, I having tried all jersey cloth and knitted jersey. So I have deemed it my duty to recommend it to all wheelmen as the best wearing of any goods I have yet seen. And as a testimonial will suffice to say that after trying your Jersey Bicycle suits for wheeling, it will be found to fill the bill, and no other need apply. I speak from my own experience, and others that have tried the suits will agree with me. Wishing you a prosperous year,

I remain yours, etc., HAL. W. GREENWOOD.



New "ACME" Rubber Tires.

All Wheels furnished with Pedals and Tools.

BICYCLES

	Factory Price.	Our Price.
52 in.....	$60 00.....	$36 00
50 in.....	55 00.....	33 00
48 in.....	50 00.....	30 00
46 in.....	45 00.....	27 00
44 in.....	40 00.....	24 00
42 in.....	35 00.....	21 00

SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in wheels, with parallel bearings..$25.00
Large Boys' 24 in., with brake and mud guards... 35.00
Ladies' or Men's 30 in., ball bearings to both wheels, 75.00
Ladies' or Men's 30 in., ball bearings ALL OVER, 90.00

ST. LOUIS, MO. **E. C. MEACHAM ARMS CO.**



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

PHOTOGRAPHY.

Send for our new "Handbook on Photography." MILLER & HOPKINS, 142 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.

Testimonials.

Owosso, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,

FRANK J. WOODARD.

WESTERLY, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.

Very cordially yours,

DR. J. HOWARD MORGAN.

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE CO.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.

Yours respectfully,

SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sir—I can say in regard to the wheel (Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,

J. E. MERANDA.

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. CO.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the Chester *Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.



THE NEW STAR, 39x24

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,

T. W. ENTWISLE.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

COLUMBIA RECAPITULATION.

COLUMBIA LIGHT ROADSTER SAFETY.

$135. Tangent Spokes, Cold-Drawn Seamless-Steel Hollow Felloes, Columbia Tubular Steel Frame with anti-vibrating Spring Fork, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, One-Piece Hollow Handle-Bar, Improved Ewart Chain. Readily adjustable to meet the requirements of any rider. We have put more money into its construction than any other bicycle ever built. The machine for business and professional men.

Furnished with continuous Front Fork if desired.

COLUMBIA LIGHT ROADSTER.

$125. The handsomest, strongest, most extensively used, and most generally satisfactory Light Roadster ever made. The lightest road machine. The nearest to perfection of anything yet attained in wheel construction.

EXPERT COLUMBIA.

$120. Best-known bicycle in the world. The established favorite for long-distance touring, and all other uses where the highest possible qualities are requisite, with durability pre-eminent. Note this point—as light as most Light Roadsters. All our latest improvements.

COLUMBIA TANDEM SAFETY.

$200. Tangent Spokes, One-Piece Hollow Handle-Bars, Columbia Tubular Steel Frame, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, Improved Ewart Chain, Columbia "Double-Grip" Ball-Pedals. Connected steering, and separate brakes. A light, graceful, and easy-running machine for two riders, suitable for anybody. Readily adaptable for a lady on the front seat by removing one brace.

COLUMBIA TANDEM.

$250. A front-wheel handle-bar steerer, which two ladies can ride if desirable, capable of being steered and controlled by brake from either seat, and readily convertible into a handle-bar steering "single"; in appearance graceful and well-proportioned, in construction as nearly perfect as long experience in cycle building can make it, and, withal, as light as a roadster Tandem can reasonably be expected to be.

SURPRISE COLUMBIA TRICYCLE.

$150. A very desirable Tricycle. Safe, easy, and convenient. Practically a rear-driving Safety, with two front wheels. The running track variable in width from 34 inches down to about 30, and then folding to a width *over all* of 29 inches, enabling it to go through almost any door. Easiest running tricycle. An excellent hill climber. Needs fewest repairs.

COLUMBIA SEMI-ROADSTER.

$75. The most durable, easiest running, and best equipped boys' bicycle yet built.

VOLUNTEER COLUMBIA.

$100. The best wheel for the money. Made to ride and guaranteed to wear. All steel and no castings. The general construction of the Expert, with some of its least essential advantages modified.

VELOCE COLUMBIA.

$125. A thoroughly well-made first-class safety bicycle. The leading safety of last season.

STANDARD COLUMBIA.

$75. "The old reliable Standard."

IMPORTED.

RUDGE.

Rudge Light Roadster, $100; Rudge Bicyclette, $135; Rudge Crescent Tricycle, $140; Rudge Crescent Tandem, $200; Rudge Humber Tandem, $175.

PSYCHO LADIES' BICYCLE.

$120. 2-29 inch wheel with ¾-inch tire. Weight, 46¼ lbs. with pedals and saddle.

ROVER LADIES' BICYCLE.

$115. Front wheel 30 inches, with ⅝-inch tire; rear wheel 28 inches, with ¾-inch tire. Weight, 45¼ lbs. with pedals and saddle.

* * *

THE FINEST LINE EVER PRESENTED.

CRANKS vs. SAFETIES. Both have advantages, both have exclusive admirers. For young and active riders we advise the crank machines, for older riders the Safety.

LARGE ILLUSTRATED CATALOGUE FREE.

POPE MFG. CO., Boston, New York, Chicago.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

THE books for renewals are now open and fees will be received from this date. We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory than a notice of renewal written on a note or letter sheet. Club secretaries will be supplied with these blanks free of charge on application. Chief Consuls may have renewal blanks in quantities for recruiting purposes on application.

THE books of the League for 1888-9 are now closed, and those for 1889-90 are opened. Applicants may now send $2 and they will be put on the books for the year ending April 30, 1890. No further lists will be published till April 5, and on that date the candidates will be applicants for membership for the year impending.

THE Governor has signed the New Jersey Road Bill and it is a law. New Jersey leads the way.

THE Keystone Bicycle Club has done well. How satisfactory it would have been had every club in the country come to the rescue of the League after the manner of this club. The League exercises a great influence by the force of numbers. Its influence would be greater did it have a fat treasury.

WE are now receiving applications at $2 for 1889-90. The first list will be issued April 5th.

NEW YORK members will notice that their dues are now uniform with those of the other Divisions, and renewals from that State will now be received.

IN making out renewal blanks members will oblige the Secretary if they will cut from the wrapper of their BULLETINS the address label and paste it on the blank, correcting any error in spelling or address. This will serve the double purpose of giving us a legible blank and keeping our mail list correct.

Chief Consul Bidwell Resigns.

To the members of the New York State Division L. A. W.:

Gentlemen—It is with regret that I am obliged to tender my resignation as Chief Consul of the New York State Division, but my business and personal affairs demand my entire time and attention while the chief officer of an organization of the magnitude and importance of ours should be one with more leisure than I have at my command. By provision made in our By-law Mr. W. S. Bull, the present Vice Consul succeeds to the office made vacant by my resignation. Usually in surrendering a charge such as mine is and has been, the organization is apt to be adversely affected and fall behind until the new officer gets proper control, but I can confidently say, and in fact guarantee, to you that this effect will not be traceable in this case and the New York Division under his management will not recede from its present position, and will in fact show the usual increase in strength from month to month. Mr. Bull has been closely identified with me in the management of the Division. He is conversant with all the plans and methods used in perfecting its organization and increasing its membership, is thoroughly acquainted with the prospects in view for future work of the Division and will devote himself to the objects giving even more time and thought than I have done. Before closing I desire to thank the members and officers of this Division past and present, for the very hearty support they have accorded my administration, and ask the same support and friendship for my successor. Yours fraternally, G. R. BIDWELL.

New York, March 12, 1889.

New York Half Holiday.

The following communication would have been brought before the meeting of the New York Division Board of Officers, called for March 4th, but the meeting was not held for want of a quorum, and it is given here.

Fraternally, GEO. R. BIDWELL.

Geo. R. Bidwell, Chief Consul:

Dear Sir.—This club having instructed me to take steps for the circulation among wheelmen of a petition against the Rhodes Bill now before the Assembly for the abolition of a Saturday half holiday and the substitution therefor of a whole holiday on Saturdays during July and August, it has seemed best to me to bring the matter before the State Board of Officers L. A. W., and I would be glad if you would submit it to the Board.

The bill in question proposes to add not over fifty hours of recreation during the year to that enjoyed by the clerks, bookkeepers etc. who form so large a part of the membership of the League, and to take away from nearly three times as much that is now at their disposal. The proposition is, moreover, a deceptive one; because Saturdays in July and August are already practically a full holiday. It is in reality an insidious attempt to abolish by indirect means a weekly breathing spell to which the business community has already adopted itself and is now, as a whole, well satisfied with.

The New York Club, therefore, suggests that such a petition as the endorsed be published in the BULLETIN, with the request that members of the New York State Division cut it out and return with their signatures to the Chief Consul who shall, when the proper time arrives, present it either to the Governor or the Legislature, as may seem most likely to be efficacious.

Very truly yours, E. J. SHRIVER,
President N. Y. Bi. C.

To His Excellency, the Governor, and the Honorable Legislature of the State of New York.

The undersigned respectfully prays that no change be made in the present law establishing a half holiday on Saturdays throughout the year; and especially protests against the enactment into law of the bill introduced into the Assembly for the substitution, therefore, of a whole holiday during the months of July and August; which would take away a needed time for rest at that portion of the year when the strain of business life makes it most useful without any adequate compensation.

Name.....

Address.....

Keystone Club Contribution.

The publication of the following letter will serve both to acknowledge receipt of the $25.00 and to bring to the notice of League members, the liberality of the Keystone Club. Fraternally yours,

W. M. BREWSTER, Treas.

St. Louis, Mo., March 14, 1889.

W. M. Brewster, Treas.—At the annual meeting of the Keystone Bicycle Club held March 6th, the sum of twenty five dollars was voted the League of American Wheelmen to aid in defraying a portion of its expenses at the present time and the extinguishment of its debt. Enclosed find our check payable to the order of W. M. Brewster, Treasurer. Fraternally,

J. W. MCGOWIN, Sec.-Treas.

Championship Medals.

Mr. C. G. Mallict, 64 John st., New York City, will make the League Championship Medals for the season of 1889. His prices will be as follows: Gold Medal $22.50 and $25.00; Silver Medal, $8.00 and $10.00. Clubs ordering medals will state distinctly the pair desired. Fraternally,

CHAS. S. DAVOL,
Chairman.

Fire Brick Pavements.

Fire Brick Pavements were tried in Western cities and in the South a few years ago. The first results were very promising. Who can tell us if the pavement is a success? We have had inquiries in this direction and will be glad to hear from any one who can tell us of the expense, durability etc. of this pavement. We will gladly publish what is sent us for the benefit of several cities that are now searching for the best pavement.

ABBOT BASSETT, Sec.

New York—Mail Vote.

Abbot Bassett, Esq., Secretary-Editor:

Herewith I beg to hand you report of Mail vote on amendment to By-laws, and election of nominating committee, as advised you by wire this morning.

Yours very truly, GEORGE M. NISBETT,
New York, 18th March, 1889. Sec.-Treas.

Result of mail vote for committee of three to nominate candidates for Chief Consul, Vice Consul and Secretary-Treasurer.

W. H. De Graff, New York.....25
Geo. Dakin, Buffalo.....25
H. C. Spaulding Jr., Elmira.....25

Two ballots not signed were thrown out as defective.

Result of mail vote on amendment to Article I. Sec. 2, of the By-laws, proposed by Dr. C. S. Butler, Jan. 17th, 1889. "The Annual dues shall be the sum of one dollar."

Total votes cast.....22
In favor of amendment.....21
Against amendment.....1

Three ballots not signed were thrown out as defective. GEORGE M. NISBETT, Sec.-Treas.

(Signed) ISAAC B. POTTER,
Chairman Rights and Privileges Committee.

New York, March 16th, 1889.

Amendments to Racing Rules.

Rule E—clause (1) amended to read:

E. The following National championships have been established by the Board: Half mile, one mile, two mile, three mile, ten mile and twenty mile "ordinary" bicycle; one mile, two mile and three mile safety and one mile, two mile and five mile tricycle.

Remainder of rule unchanged.

Rule 14 is amended to read:

14. Choice or change of machine and choice of costume are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned. Safety bicycle races shall be limited to machines whose driving wheel does not exceed 42 inches in diameter. Safety bicycles shall not be ridden in "ordinary" bicycle races.

Rule 32 is amended to read:

32. In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less and soon. The aggregate scores of the team members shall decide the winning team. A team shall be limited to three riders, each of whom must be a member of the club entering the team, and a resident of the city or town, where the club has its headquarters.

OFFICERS FOR 1889–90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York.

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER,
300 Olive Street, St. Louis, Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford,

GENERAL AGENTS FOR CONNECTICUT. **AGENTS WANTED IN UNOCCUPIED TERRITORY.**

CALIFORNIA—Chief Consul, Edwin Mohrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2508, San Francisco.

COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Laron, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merribew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1206 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, R. L. Thompson, Muscatine Secretary-Treasurer, H. B. Cropper, Cedar Falls.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, E. H. Croninger, 110 East Ninth street, Covington. Secretary-Treasurer, Al M. Watcher, Martin and Greenup streets, Covington.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, Harry W. Fairfax, 454 Carondelet street, New Orleans.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretay-Treasurer A. L. T. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Mott 331 St. Paul street, Baltimore. Secretary-Treasurer G. W. H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 1177 Tremont street, Boston. Secretary-Treasurer, Sanford Lawton, Springfield.

MICHIGAN—Chief Consul, A. B. Richmond, 411 So. Ionia street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 389, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, W. M. Brewster, 309 Olive street, St. Louis. Secretary-Treasurer, J. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George F. Hill, Great Falls.

NEBRASKA—Not elected.

NEW JERSEY—Chief Consul, Dr. J. H. Cooley, Plainfield. Secretary Treasurer, Robinson Pound Plainfield.

NEW YORK—George R. Bidwell, 343 West 58th street, New York City. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, T. J. Kirkpatrick, Springfield. Secretary-Treasurer, J. W. Spahr, Springfield.

PENNSYLVANIA—Chief Consul, George A. Jessup, Scranton. Secretary-Treasurer, J. G. Carpenter, Wilkes-Barré.

RHODE ISLAND—Chief Consul, C. S. Davol, Warren. Secretary-Treasurer, N. H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, J. R. Wilson, Jr., Clarksville. Secretary-Treasurer, R. A. Patch, Clarksville.

TEXAS—Chief Consul, Hugh J. Blakeney, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier. Secretary-Treasurer, F. E. Dubois, West Randolph.

VIRGINIA—Chief Consul, J. C. Carroll, 197 Main street, Norfolk. Secretary-Treasurer, A. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, H. P. Wilkinson, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

Number Holder Letter No.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... .....

Name,..... .....

Club,..... .... St. and Number, or Box,..... .....

References:..... City,..... ....

State,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd..... *Folio.....* *Holder.....* *Letter No.....*

(SECRETARY WILL FILL ABOVE BLANKS.)

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date..... .....1889.*

Enclosed find $1 in..... ..for dues to April 30, 1890.

1888 Number,..... .. Name,..... ....

Original Number,..... Street and No.....

Club,..... City,..... .....State.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 29 MARCH, 1889.

Volume XVIII.
Number 22.

THE AMERICAN RAMBLER.

The Lightest, Most Original and Easiest-Running Rear-Driving Safety Yet Produced.



Price, Standard Finish,	$130 00
" All Nickeled, except wheels,	145 00
" Full "	150 00

If desired with nickel spokes in the standard finish or half-nickeled machines, additional, $2.00.

If desired with Perfect-Fit handles (see page 38), extra, $2.50.

THE AMERICAN IDEAL RAMBLER

A High Grade Rear Driver for Boys, Girls and Ladies

Weighing not over 125 Pounds.



Price, Standard Finish,	$65 00
" All Nickeled, except Wheels,	80 00
" Full Nickeled,	85 00
If desired with Ball bearings to Crank Axle, extra,	8 00
" " " " to Pedals, "	5 00
" " " " to Head,	5 00
" with Nickel Spokes, extra,	2 00

THE IDEAL TRICYCLE.

(FOURTH YEAR.)



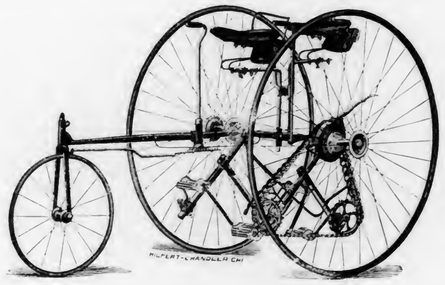
(TWO TRACK.)

Diameter of Drivers.	Diameter of Steerer.	Price, Standard Finish.	Price, Full Nickeled.	Weight.
30 inches.	14 inches.	$35 00	$50 00	47 lbs.
34 "	16 "	40 00	55 00	51 "

Ball bearings to driving wheels, extra,	$10 00
" " " steering wheel, "	4 00
" " " cranks, "	5 00

THE AMERICAN IDEAL TANDEM.

The Only Youths' and Misses' Tandem Manufactured.



(TWO TRACK.)

Diameter of Drivers.	Diameter of Steerer.	Price, Standard Finish.	Price, Full Nickeled.	Weight.
30 inches.	14 inches.	$80 00	$85 00	64 lbs.
34 "	16 "	70 00	90 00	68 "

If desired with ball bearings to drivers, extra	$10 00
If " " " " " steering wheel, extra	4 00
If " " " " " cranks, extra	10 00

16 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

THE AMERICAN CHALLENGE.

after a thorough test for the past four years, in all parts of the United States, has proven itself to be emphatically the Best and Most Durable Roadster for the Money ever placed on the Market.



Diameter of Front Wheel.	Length of Leg inside Measure to Sole of Foot.	Price Standard Finish, per Specification	Price all Parts Nickeled except Wheels.	Price Full Nickeled Including Wheels.	Weight.
48 inches.	32 inches.	$65 00	$70 00	$75 00	45
50 "	33 "	67 00	72 00	77 00	46
52 "	34 "	69 00	74 00	79 00	48
54 "	35 "	71 00	76 00	81 00	50
56 "	36 "	73 00	78 00	83 00	52
58 "	37 "	75 00	80 00	85 00	53½
60 "	38 "	77 00	82 00	87 00	55

This wheel has parallel bearings all over, but can be fitted with ball bearings at the following additional cost:

Ball bearings to front wheel only,	$7 00
" " rear "	4 00
" " pedals,	5 00
If with solid ram's-horn bars, extra,	1 50
" " " cow-horn handle bars with spades, extra,	1 50

If nickel spokes are desired with the standard finish, or half-nickeled bicycles the cost will be an additional $2.50.

The American Challenge will be furnished in sizes below 48 inch at the same price as the 48-inch, and intermediate sizes above 48 inch at the same price as the size next above.

28 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

THE AMERICAN IDEAL BICYCLE.

(EIGHTH YEAR.)

WITH LATEST IMPROVEMENTS.



PRICE LIST.

Diameter of Front Wheel.	Length of Leg Inside Measure to Sole of Foot.	Price, Standard Finish per Specification.	Price, all Parts Nickeled Except Wheels.	Price, Full Nickeled including Wheels.	Weight.
30 inches.	22 inches.	$20 00	$24 00	$28 00	22 lbs.
34 "	24 "	25 00	29 00	33 00	26 "
38 "	27 "	30 00	34 00	38 00	29 "
42 "	29 "	35 00	39 00	43 00	32 "
44 "	30 "	40 00	44 00	48 00	35½ "
46 "	31 "	45 00	49 00	53 00	37 "
48 "	32 "	50 00	54 00	58 00	42 "
50 "	33 "	55 00	59 00	63 00	43½ "

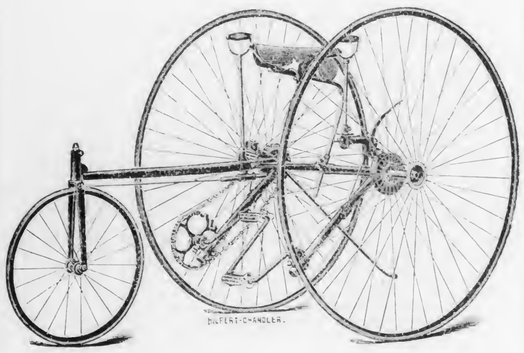
Ball bearings to front wheel,	$7 00
" " rear "	4 00
" " pedals,	5 00
If nickeled spokes are required in the standard or half-nickeled bicycles, add to the price	2 00
If with ram's-horn bar or spade handles, extra,	1 00

For Parts, Telegraph Code, etc., see Special Catalogue, which is mailed on receipt of 1-cent stamp.

32 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

THE AMERICAN CHALLENGE TRICYCLE.

A High Grade Three-Wheeler at a Moderate Price, with Ball Bearings to the Three Wheels and Cranks.



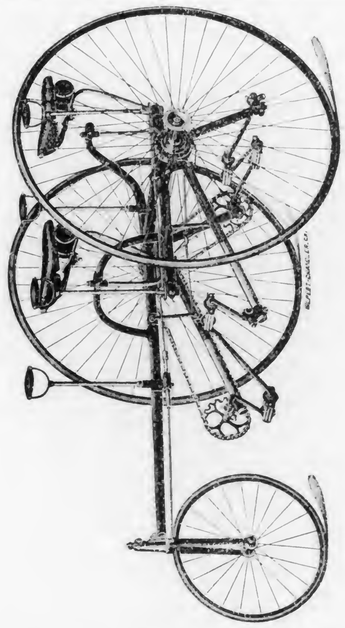
(TWO TRACK.)

Diameter of Drivers.	Diameter of Steerer.	Price, Standard Finish.	Price, Full Nickeled.	Weight.
42 inches.	20 inches.	$115 00	$135 00	75 lbs.

36 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

THE AMERICAN CHALLENGE TANDEM.

With Ball Bearings to the three Wheels and Cranks.



Diameter of Drivers.	Diameter of Steerers.	Price, Standard Finish.	Price, Full Nickeled.	Weight.
42 inches.	20 inches.	$180 00	$210 00	114 lbs.

If desired with child's seat, extra $5 00

THE AMERICAN CHAMPION.

The strongest, easiest and lightest running full roadster in the world. Fourth season of its production. Improved wherever possible.



Diameter of Front Wheel.	Length of Leg, inside Measure, to Sole of Foot.	Price, Standard Finish. Per Specification.	Price, all parts Nickeled except Wheels.	Price, full Nickeled, including Wheels.	Weight.
48	31½	$100 00	$105 00	$110 00	43
50	32½	102 50	107 50	112 50	44
52	33½	105 00	110 00	115 00	45½
54	34½	107 50	112 50	117 50	46½
56	35½	110 00	115 00	120 00	47½
58	36½	112 50	117 50	122 50	49
60	37½	115 00	120 00	125 00	50

If nickeled spokes are desired with the standard finish or half-nickeled bicycles, the cost will be, additional, $2.50.

If desired with Perfect-Fit handles (see page 38), extra, $2.50.

The "American Champion" will be furnished in sizes below 48-inch at the same price as the 48-inch, and intermediate sizes above 48-inch at same price as the size next above.

For Parts, Telegraph Code, etc., see Special Catalogue, which is mailed on receipt of 1-cent stamp.

THE AMERICAN LIGHT CHAMPION

we conscientiously offered to our patrons two seasons ago as positively the highest grade light roadster on the American market. Its triumphant reception at the hands of the cycling public has demonstrated this to be a fact.

We also make this wheel with our semi-hollow rim at a reduction of $10.00 from the list below.



Diameter of Front Wheel.	Length of Leg, Inside Measure to Sole of Foot.	Price, Standard Finish. Per Specification.	Price, all Parts Nickeled except Wheels.	Price, full Nickeled, including Wheels.	Weight with all on.
48	31½	$115 00	$120 00	$128 00	36
50	32½	117 50	122 50	130 50	36½
52	33½	120 00	125 00	133 00	37
54	34½	122 50	127 50	135 50	37½
56	35½	125 00	130 00	138 00	38
58	36½	127 50	132 50	140 50	38½
60	37½	130 00	135 00	143 00	39

If full nickeled spokes are desired with the standard finish or half-nickeled bicycle, the cost will be, additional, $5.50.

The "American Light Champion" will be furnished in sizes below 48-inch at the same price as the 48-inch, and intermediate sizes above 48-inch at the same price as the size next above.

If desired with Perfect-Fit Handles (see page 38), extra, $2.50.

For Parts, Telegraph Code, etc., see Special Catalogue, which is mailed on receipt of 1-cent stamp.

THE AMERICAN SAFETY BICYCLE.

We beg to call the particular attention of veteran as well as new riders to the description of this machine, which we guarantee to be the easiest running type of bicycle in the world.



PRICE LIST.

Diameter of Front Wheel.	Reach Measured by the American Champion.	Price of Standard Finish.	Price, all Parts Nickeled except Wheels.	Price, full Nickeled including Wheels.	Weight
42 inches.	The reach of .48 to .50	$71 00	$76 00	$81 00	51 lb.
44 "	" " .52 to .54	73 00	78 00	83 00	52 "
46 "	" " .54 to .56	75 00	80 00	85 00	53 "
48 "	" " .58 to .60	77 00	82 00	87 00	54 "

Ball bearings to front Wheel (see Challenge), - - - extra,	$ 700
" " rear wheel " - - - - "	4 00
" " crank pins - - - - - - "	8 00
If with solid cow-horn handle-bar, extra, - - - - -	1 00
" " " " with spades, extra. - - -	1 50
" " ram's-horn bars, extra, - - - - - -	1 50

If nickeled spokes are desired in the standard or half-nickeled bicycles, the cost is $2.00 additional.

For Parts, Telegraph Code, etc., see Special Catalogue, which is mailed on receipt of 1-cent stamp.

THE AMERICAN LIGHT SAFETY BICYCLE,

OF HIGHEST POSSIBLE GRADE.



PRICE LIST.

Diameter of Front Wheel.	Reach, Measured by the American Champion.	Price of Standard Finish.	Price, all Parts Nickeled except Wheels.	Price, full Nickeled including Wheels.	Weight
42 inches.	The reach of .48 to .50	$100 00	$108 00	$113 00	44 lb.
44 "	" " .52 to .54	102 50	110 50	115 50	45 "
46 "	" " .54 to .56	105 00	113 00	118 00	46 "
48 "	" " .58 to .60	107 50	115 50	120 50	47 "

If nickeled spokes are desired in the standard or half-nickeled bicycles, the cost is $2.50 additional.

If Perfect-Fit handles are desired (see page 38), extra $2.50.

The John Wilkinson Co.

55 STATE STREET, CHICAGO,

DIRECT IMPORTERS OF THE NEW

STANLEY ROVER,

The Handsomest Safety in the American Market. The Highest Possible Grade in every Particular. Absolutely the Most Elegant Ladies' Bicycle ever Produced, and equally as desirable for Gentlemen.

Holds the World's Record of Half-mile ON THE ROAD in 1 Min. 9 2-5 Seconds.

PRICE, STANDARD FINISH, - - - $115.00.
NICKELED (except Wheels), - $125.00.

Our Line of American Wheels is the Most Complete in the West, including the following Leaders:

SAFETIES.

Am. Rambler. (Ladies' or Gents').
Am. Ideal Rambler (Youths' or Misses'.)
National. (Ladies'.)
National. (Gents'.)
National. (Youths'.)
National. (Misses'.)
Princess. (Ladies'.)
Crescent. (Gents'.)
Little Fairy. (Children's.)



ORDINARIES.

Am. Light Champ.
Am. Champion.
Am. Challenge.
Am. Ideal.
National.
Rival.
Wilkins'n Roadst'r
Wilkinson Special.
Wilkinson Youths'.

American Challenge Tandem and Single Tricycles. Full Line of Children's Tricycles and Velocipedes.

All Goods pertaining to the wants of Wheelmen.

SECOND-HAND BICYCLES TAKEN IN EXCHANGE FOR NEW. DIFFICULT REPAIRING AND FIRST-CLASS NICKEL PLATNG AT MODERATE PRICES.

See our complete Spring Catalogue before placing your orders for the coming season.

ACTIVE AGENTS WANTED FOR THE ROVER SAFETY.

THE JOHN WILKINSON COMPANY, - 55 State Street, Chicago.



SPRINGFIELD VOLANT SAFETY.

Chas. F. Stokes

293 WABASH AVE.,

CHICAGO.

Manufacturers' Agent for the

CELEBRATED



WARWICK PERFECTION SAFETY.

Springfield Roadster

AND WARWICK PERFECTION

BICYCLES.

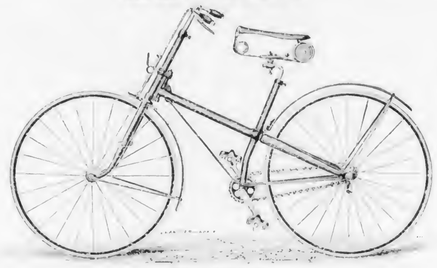
For Illinois, Indiana, Michigan, Iowa, Minnesota, Dakota, and Nebraska.

The BEST LEVER and the BEST CRANK wheels ON EARTH. Agents wanted in every county in the above territory.

No house in America can offer you as desirable a line of High Grade Wheels. Secure the Agency at once if not taken.

MANUFACTURER OF THE **"LEADER"** SAFETY BICYCLE FOR BOYS.

BEST BOYS' SAFETY MADE.



THE "LEADER."

BEST BOYS' SAFETY MADE.

LIBERAL DISCOUNT TO DEALERS IN ANY PART OF THE U. S.

SPRINGFIELD ROADSTER, No. 5.



STEEL WHEEL TRICYCLES FOR GIRLS.

BICYCLE SUNDRIES OF ALL KINDS.

CHARLES F. STOKES,

293 Wabash Avenue,

CHICAGO, ILL.

SEND FOR 1889 CATALOGUE.

WARWICK PERFECTION ORDINARY.



A few of our sundries for 1889. **HOWARD A. SMITH & CO., Newark, N. J.**

"Z. & S." BUNDLE CARRIER.



The Z. & S. Bundle Carrier, as shown in accompanying cut, have met with favor everywhere; they have been improved in appearance and strengthened where necessary, fastening on the backbone below the saddle, out of the way of mounting or dismounting, and at the same time keeping the weight of bundle or package well back of the centre of large wheel, thereby avoiding the objections to Carriers that are fastened to the head or handle bar, which interfere in coasting and facilitate "headers" if the bundle is at all heavy or bulky. The excellence of the "Z. & S." is vouched for by Thomas Stevens, in his autographic letter, it being used by him entirely around the world.

Price, $1.25. By mail, 10 cts. ex.

"Z. & S." Stocking Supporters.



An article that meets the popular demand. These supporters do away entirely with elastic bands, which bind upon the limbs and stop the circulation of the blood. Adjustable for any size person.

Price, 65 cents per pair.

BELT SUPPORTERS.

With belt around the waist that allows for ample adjustment over the hips.

Price, 50 cents per pair.

HIP SUPPORTERS.

Attaching to the shirt or drawers above the hip and extending down either leg.

Price, 35 cents per pair.

THE NEWARK LAMP.



After several years experience in making Cycle Lamps, we place the "Newark" before our patrons as being one of the very best lamps made. We will warrant it to stand more jarring without going out than the K. of R. It will give a better light, is more handy to light or adjust. The Reflector is on the outside where it can't become smoked.

Price, Japanned, $5.00. Nickel, 6.50.

DUPLEX SCREW DRIVER.



In calling our customers' attention to this new screw-driver, we would like to point out the following advantages: strength when in use, compactness when not in use, finely finished and nicely nickel plated, made from the best cast-steel and warranted.

Price, 35 cents.

THE SAFETY BUNDLE CARRIER.



In addition to our well-known Carriers for ordinary machines, we have a line of Bundle Carriers for Safeties, fitting to the handle-bar, frame or mud-guard. They carry the bundle secure and out of the way.

Price, $1.25. By mail, 10 cts. ex.

ADHESIVE TIRE TAPE.



Is quickly applied and holds tightly. Thin as paper, strong as leather. Tough as whalebone. It is one of the essential accessories and should be found in every cyclist's tool-bag.

Price, 20 cents.



SPOKE GRIP.



Fits any size spoke.

Made from drop steel forgings

Nicely nickeled.

Price, 65 cents.



BICYCLISTS' BELTS.



Price, ... 25 cts.

Belts, extra clasp, very fine, 40 "



Price per Stick, 20 cents. By mail, 5 cents extra.

BOSTON CLUB CAP.



This cap was introduced by the Boston Club, and has become very popular all over the country. The visor projects down low, protecting the eyes. Has a heavy corded band and handsome in appearance. Color, dark navy blue. Made to order in any color.

Price, each, ... $1.50

By mail, 10 cents extra.

TUCKER'S ELASTIC STRAP.



This Strap is the best and neatest thing in the line of a holder for the pants of a rider on the market. It avoids turning the pants-leg over, which creases and puts them out of shape, and is a decided improvement in looks. It prevents the pants from bagging at the knee, is easily detached, no sharp point to tear the cloth.

Price per pair. . . . 25 cents.

THE BOSTON SHOE.



Is so well known that it merely needs mentioning to the cycling public. It is hand-sewed, laces to the toe, which allows for swelling of the foot under pressure. The soles are white oak stock, warranted to give satisfaction.

Price, ... $5.00

By mail, 15 cents extra.

SUMMER CANVAS.



Very fine for the hot summer months. Dark brown in color; extra heavy rubber soles. In fact, surprisingly good for the money.

Price, ... $1.25

By mail, 10 cents extra.

THE STANDARD GLOVE.



Superior, with corded backs, made from genuine Buck, reinforced where the greatest wear comes, open fingers, fastening across the back of wrist, to avoid cutting the hand in case of a fall.

Price, Corded Back, . . . $1.25

" Open or Perforated Back, 1.00

By mail, 5 cents extra.

STOCKINGS.



In order to meet the demand for a good serviceable bicycle stocking that would not chafe or make the feet tender, we have secured a fine lot with a linen sole, heel and toe, which puts unequalled durability right where it is most needed. It will be seen at a glance that instead of a heavy worsted foot, we have here a nice, unbleached linen sole, heel and toe, no heavier than that of a common cotton hose, thereby making it the coolest hose there is in the market. The legs are full length and are made of first-class worsted.

Price, per pair, $1.25.

By mail, 5 cents extra.

The ordinary bicycle stocking, very fine quality, $1.25; cheaper grade, 50c., 75c., $1.00. If sent by mail, per pair 5 cents additional.

JERSEY FITTING SHIRTS.



No. 214. Long sleeves, English collars, laced front in black, navy, grey or L. A. W.

Price, . . $2.75

No. 213. Long sleeves, double collar, in colors same as above.

Price, . . $2.50

No. 212. Long sleeves, cut low without collar, same colors as above.

Price, ... $2.25

FLANNEL SHIRTS.

No. 639. L. A. W. Style, side pocket, cachco flannel, very serviceable, **$2.25**

No. 801. Gray mixed, summer weight, embroidered button front, Scotch flannel, ... **1.50**

No. 802. Gray stripe, summer weight, button front, one pocket, Scotch flannel, ... **1.25**

No. 827. Gray mixed, summer weight, button front, two pockets, Scotch flannel, very fine, . . **2.00**

No. 1012. French white flannel, silk stripe down front, very fine, **2.25**

No. 1014. Scotch white flannel, silk stripe, button front, extra fine, **3.75**

Order by numbers and state neck measure.

KNEE PANTS.



No. 210. Fine Jersey knee pants, reinforced pockets

Price, $2.50

No. 810. Heavy rib, fly front, straps, pockets, buttons.

Price, $1.00

No. 812. Heavy rib, no fly front, straps, pockets, buttons.

Price, $3.75

FULL TIGHTS.

No. 113. Fine wool tights, reinforced, two pockets, ... **$3.00**

No. 216. Fine worsted tights, reinforced, two pockets, ... **$3.50**

No. 831. Heavy rib tights, reinforced, two pockets, ... **$4.00**

WE MUST MAKE ROOM. OLD STOCK MUST GO! ONE HUNDRED SECOND-HAND MACHINES. CHEAP!

Send for 1889 Catalog. Discount to Dealers. Howard A. Smith & Co., Newark, N. J.

BELLS.

Our **Continuous Alarms** are fastened to bar. They do not rattle. No springs to wind up, and are always ready for use. Pronounced by all who have seen them to be the "Best."

Price, $2.00. By mail, $2.20.

ENAMEL.

We have tried all kinds, sold every leading make, but have never found or sold any so durable or satisfactory as the "**R. I.**" This is, without question, the "Best."

Price, $ .50. By mail, $ .65.

LOCKS.

"**Whitten's Link**" is the only practical lock for safety. It is very strong, will not pull apart, and will not become entangled with articles in the pocket. Called by all the "Best."

Price, $1.00. By mail, $1.04.

LANTERNS.

We have all kinds, head and hub, those with and those without spring backs. We consider as good, if not the "Best," the **King of the Road.**

Head, No. 145, $6.00. Hub, $5.00.

SPOKE GRIPS.

Parties call every day for the "Best" Spoke Grip. All we have to do to convince them is to show our new **Double Grip.** Two grips for the price of one.

Case hard, $ .60. Nickel, $ .75.

WHISTLES.

Our "Best" Whistles have been on the market for one year, and have had all we could do to fill orders. Every one is delighted and truly say "we would rather have one of the Best than a dozen any other."

By mail, $ .25.

We take pleasure in calling your attention to the above sundries. We make it a rule to do the "Best" work in our repairs that can be done, have the "Best" goods that can be had, and secure the "Best" patronage that can be secured.

Will be pleased to mail circulars of sundries upon receipt of stamp.

WHITTEN, GODDING & CO.,

Providence, R. I.

SPRINGFIELD ROADSTER BICYCLES.

THE SPRINGFIELD ROADSTER has fairly leaped into popular favor, where it has secured a good strong grip and intends to hold it. We have just closed one of the most successful seasons in the Bicycle trade. The Springfield Roadster embodies in its construction, all the elements of SPEED, SAFETY, DURABILITY, COMFORT and BEAUTY.

Its PHENOMENAL SUCCESS is entirely due to the following well-established and indisputable claims to superiority: It is the EASIEST RUNNING, the best HILL CLIMBER; it holds World record as a SPEEDER, and it is beyond all question the best road Wheel ever built.

There are NO HEADERS to knock you out, NOR DEAD CENTRES to bother you. Is it surprising that the Springfield Roadster is so popular? We think not. Improvements are always in order and the SPRINGFIELD ROADSTER BICYCLES are "UP TO THE TIMES."

THE VOLANT is the name of our new Springfield Roadster Safety. It is the EASIEST RUNNING, the closest and most compactly built Safety Bicycle on the market, and by using our CELEBRATED LEVER MOTION, the Volant does away with continuous and monotonous pedaling common to other Safety Bicycles.

Do not order your mount for this season until you have seen the SpringfieldRoadster Bicycles.

We tell you all about the Springfield Roadsters for '89 in our new Catalogue, which we shall be pleased to mail you on application.

SPRINGFIELD BICYCLE MFG. CO.,

No. 178 Columbus Ave., Boston, Mass.

DEPARTMENT OF SUNDRIES.

Having obtained the sole control of the principal English manufacturers of sundries, we invite your inspection to the following list of accessories which we are prepared to place on the market in large quantities:

For SADDLE BAGS, etc., we have the sole United States agency of Messrs. Lamplugh & Brown, and Messrs. J. B. Brooks & Co., of Birmingham, Eng., whose goods stand unrivalled for quality, neatness and comfort.

For LAMPS, we are agents for the United States, of John E. Salsbury, of London, whose celebrated lamps are known all over the world.

For LIQUID ENAMEL, we have the sole control of that of Messrs. Ardill & Co., of Leeds, Eng. This enamel is too well-known to require a description; we may, however, say that it is the only enamel on the market that has given perfect satisfaction.

For CEMENT, we invite your attention to Loudon's celebrated cement, which is used by all the largest manufacturers of bicycles and tricycles, both in England and America.



No. 1.

PRICE,

7x3½ in., $0.75

SINGER CYCLE WALLETS.

Good useful bags for carrying spanners, oiltin, &c.



No. 3. Price, 7x3¾x2 in., $1.50
A most useful size.



No. 4. Price, 6¾x5x2 in., . $2.00

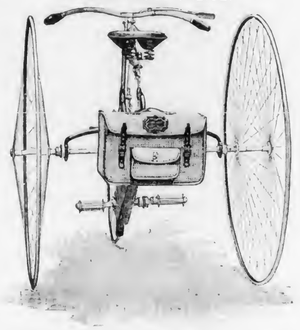


Size, 18 in. long, 10 in. wide, 9 in. deep.

Made specially for the "Singer" Tandem. Is most convenient, being fitted with two pockets at back, and straps by which waterproof or other coat can be attached.

Price, complete with frame. . . $9.00

SINGER CYCLE VALISE.



Singer Cycle, Valise and Luggage Carrier.

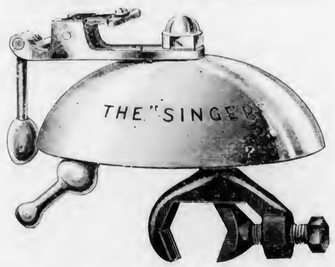
Price, Luggage Carrier only, . $3.00
Valise, 14x9½x6, Stiffened, 6.00



Singer Cycle, Valise and Luggage Carrier.

Price, Luggage Carrier only, $2.50
Valise, 14x9½x6½, not stiffened, 4.50

THE SINGER COMBINED BELL AND GONG.



Suitable for ordinary bicycles, safeties, tricycles and tandems.

Price, complete, ... $2.00
" without upper clapper, . . 1.50

LAMPS.

The following Lamps have been selected after trial, and are recommended:



"Invincible" (*Revised Pat.*), Price, $6.00
(*For Safeties and S.S.S. Tricycles.*)

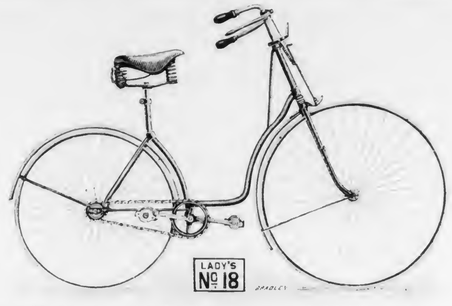


"King of the Road," Hubb. Price, $3.50
(*For Ordinary Bicycles.*)

SINGER & CO., Mfrs. and Imps., 6 & 8 Berkeley St., Boston, Mass.







QUADRANTS.

The above are two of our 1889 patterns specially suitable for the American market. Either pattern can be fitted with our beautiful NEW SPRING WHEEL for rough roads.

TO AGENTS:

Agents in the principal cycling centers where we are not yet represented, desiring our sole district agency and possessing the necessary licenses for importation, will oblige by communicating IMMEDIATELY with MR. H. G. PRIEST, care of Bicycling World, 12 Pearl Street, Boston, Mass.

Makers: THE QUADRANT TRICYCLE CO.,
BIRMINGHAM, ENGLAND.

1889.

NEW RAPID SAFETY.

30 inch wheels, 7-8 tires to both wheels, guaranteed to carry any weight rider over any kind of road.

Weight Complete, . . . 47 Pounds.

Ladies' Safety (NEW RAPID), ready for delivery in April.

DON'T BUY UNTIL YOU SEE OUR CATALOGUE.

The Clark Cycle Co., Baltimore, Md.

∴ ANNOUNCEMENT. ∴

On April 10th we shall open, in connection with our New York establishment, a complete

∴ PHOTOGRAPHIC DEPARTMENT, ∴

stocked with a full line of Cameras, Lenses, Amateur Outfits and Photographic Apparatus, Materials and supplies of all kinds.

It is our constant aim to offer our customers the latest and best of everything we handle and also to keep a large and well-assorted stock, and we can assure our patrons that in our new Department this feature will be most prominent.

The Department will be under the charge of a competent person who will be ready, at all times, to welcome the Amateur, either actual or prospective, and practically demonstrate the working of any apparatus.

A. G. SPALDING & BROS.,
241 Broadway, New York.

BROWNING, KING & CO.,

Official Outfitters to the League of American Wheelmen

Authorized by the Uniform Committee.

OFFICIAL TAILORS of the L. A. W.

406, 408, 410 & 412 BROOME STREET,

NEW YORK.

The Only Official Tailors to the L. A. W.

CLOTH, $2.25 PER YARD.

LARGE BUTTONS, 5c. EACH.

SMALL BUTTONS, 3c. EACH.

A. G. SPALDING & BROS.,

Official Outfitters to the League of American Wheelmen

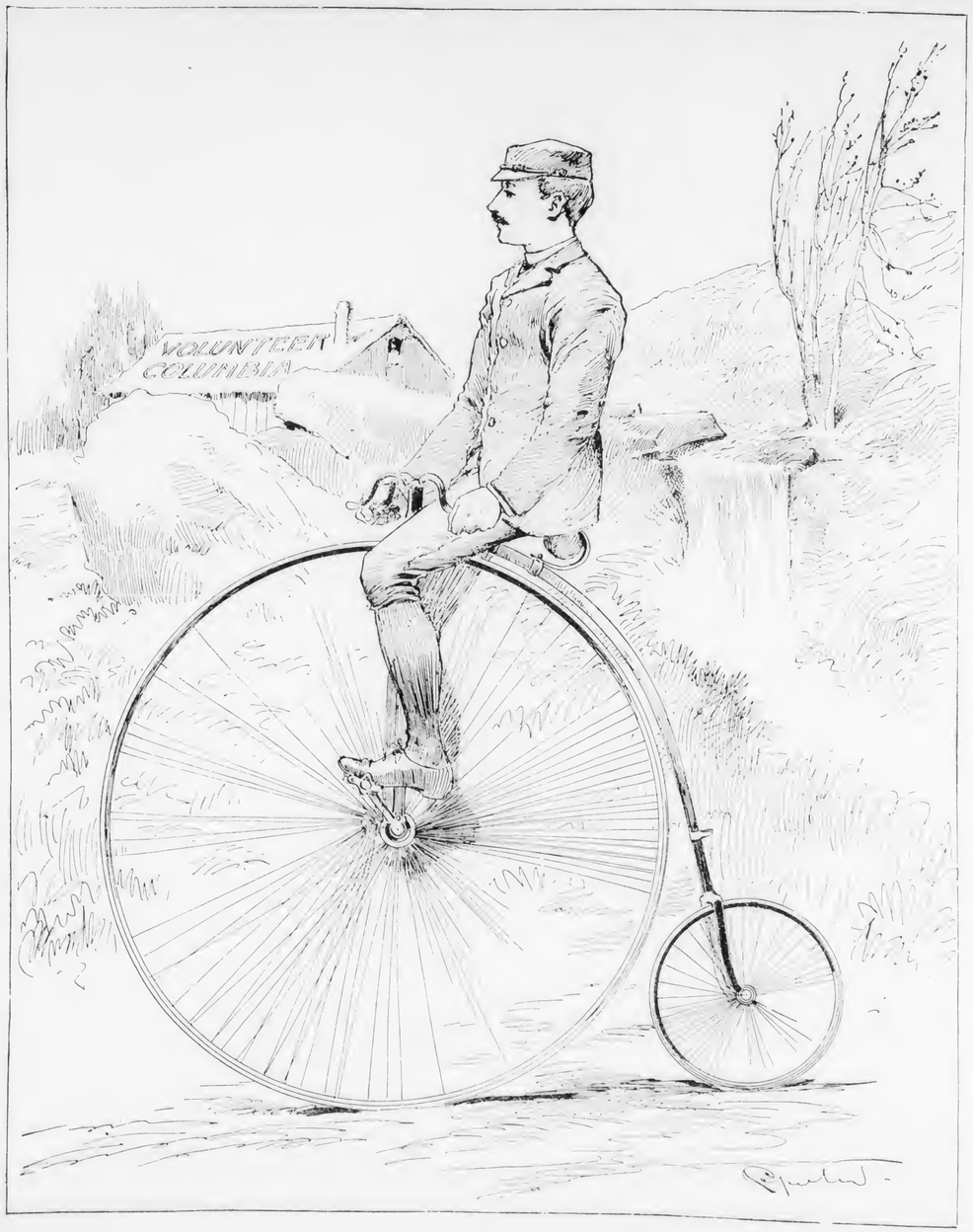
Authorized by the Uniform Committee.

MAKERS OF THE OFFICIAL L. A. W. SUNDRIES.

Caps.	League Regulation,	*$1.25*
Shirts.	League Regulation,	*2.00*
	No. XX Fine Cheviot for hot weather wear,	*1.00*
Stockings.	Our celebrated linen sole stocking, League color,	*1.00*
Belts.	No. X silk, Edge's League color, white center, snake buckle,	*.50*
	No. XX worsted solid, League color, snake buckle,	*.40*
Shoes.	Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic,	*5.00*
	No. 1, Canvas, leather trimmings,	*3.50*

Sent postpaid on receipt of price. Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison Street, Chicago.



Premier and New Mail Cycles are the Wheels for Wheelmen

1889.



PREMIER TANDEM SAFETY.—Suitable for Lady and Gentleman. Price, ball bearing all round, **$200.** With cone pedals, **$190.**

NEW MAIL SAFETY.—The only Safety with the great improvement Trigwell ball head, 32 inch front and 30 inch rear wheel. Straight spring forks and band brake. Complete, price **$135.**

NEW MAIL BICYCLE.—This celebrated wheel is well known throughout the country, and at this stage needs no more recommendation. Price, complete, 48 inch, **$125.**

BOYS' PREMIER SAFETY.—This is without any exception the best and most complete Boys' Machine ever yet invented. It is suitable for Boys from 8 to 15 years of age. Adjustable in all joints and ball bearing. Price, complete, **$65.**

PREMIER POPULAR SAFETY.—This is probably the finest and handsomest machine ever offered to the public for a low price wheel. It has a diamond frame, and is beautifully finished. Ball bearing all round. Price, complete, **$105.**

SPECIAL PREMIER SAFETY.—The only Single Safety which is suitable for a Lady or Gentleman to ride. It weighs only 46 pounds and is strong enough to carry a person of 250 lbs. It is a beautiful piece of machinery, and you certainly ought to see it. Price, ball bearing all round, **$135.**

We can sell any machine in the market to-day, but these machines we prefer to handle knowing from experience that they will meet the requirements of our customers. Every machine warranted for one year.

PRICE LIST OF SECOND-HAND WHEELS.

48-inch Standard Columbia	$30
50-inch " "	30
52-inch Expert, new	65
52-inch New Mail and Rudge, fine order	65
3 54-inch New Mails, good as new, each	75
6 54-inch Rudges, Experts and Apollos, good order	60

SAFETIES.

Victor Safety, $100; Ivel Safety, $90; Premier Safety, $110; Apollo Safety, $85.

TANDEMS.

Rudge Crescent, good order	$125
Marlboro Club, '88 make	125
" " good order	100

Second-hand Pedals, Saddles, Cyclometers, Bells, Lamps, etc., very cheap.

Repairing promptly done. Open evenings. Visitors always welcome.

W. J. NEWMAN,

Sole agent for Boston and Cambridge. Harvard Sq., CAMBRIDGE, MASS.



The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**



THE BEST SAFETY STAND

EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,

18 So. Broad Street. Philadelphia.

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

KIRK BROWN,

No. 18 So. Broad St., Philadelphia.

MERWIN, HULBERT & CO.,

26 WEST TWENTY-THIRD ST., NEW YORK.

The accompanying cut represents Messrs. Merwin, Hulbert & Co.'s building, at 26 W. 23d St. The firm moved into its uptown store in May, 1887, and from that time they have been adding to their various lines of sportsmen's outfitting, until their several departments are now complete in every respect.

THE BICYCLE DEPARTME'T.

The Bicycle Department occupies the entire top floor, a well lighted room, 25 x 100 feet, with a well-varnished floor, giving it a very inviting appearance. They have made arrangements to push this branch of their business this year, and have selected Mr. A. C. BANKER to manage it. Mr. Banker is one of the famous "2:38" Banker Brothers, of Pittsburg, and is well-known on the racing path. As a member of the firm of Banker Brothers, he has had considerable experience in the business. Although having been a resident in New York but a short time, he is allready well-known in cycling circles, and is a member of the M. B. C., of N. Y., and the Brooklyn B. C.

They are this year appointed

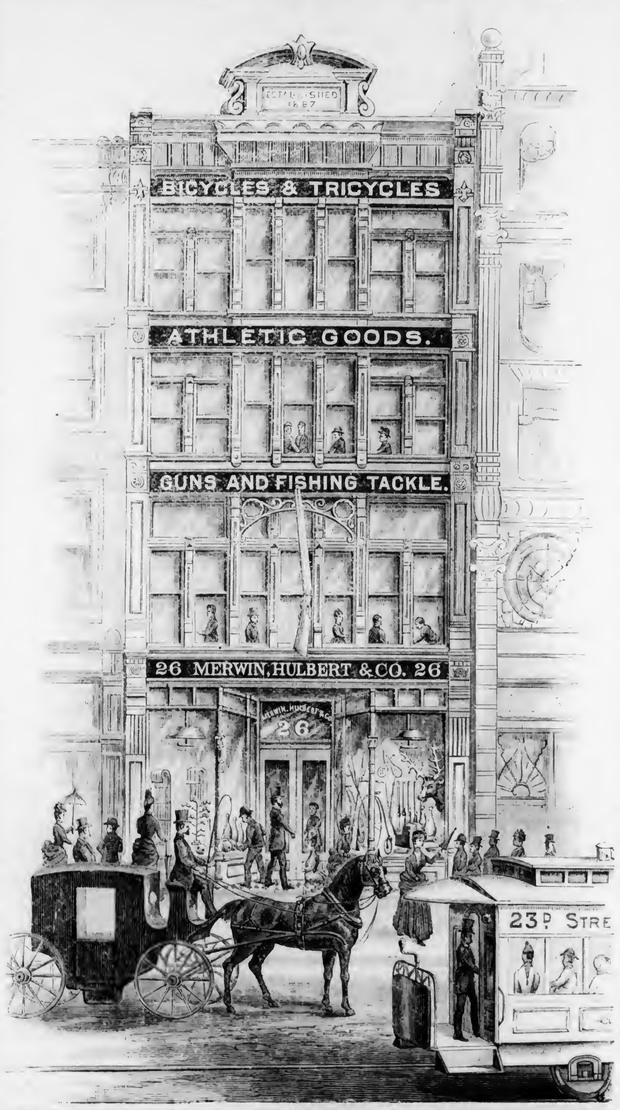
GENERAL EASTERN AGENTS FOR THE GORMULLY & JEFFERY MFG. CO.,

and will push their wheels (of which they carry a large stock), and will supply dealers in their territory as well as their retail trade. The American cycles for this season, will include the Champion, and Light Champion, both high grade ordinary bicycles, which are improved in minor details for this year. The American Challenge and the Ideal, both of which will be practically unchanged for this year.

THE RAMBLER SAFETY.

The Rambler Safety has been changed to an open-front machine; otherwise it remains the same as last year.

The wheel is fitted with a rear spring much more pliable than the spiral used ast year.



The Ideal Rambler is an all-steel rear-driving safety. It is modeled closely on the lines of the Rambler, and will sell at $65.00. It has ball bearings to both wheels. It is well finished, and is expected to be very popular with girls, boys and ladies. It has a new drop-forged steel chain which is perfectly noiseless.

Besides these wheels, they will carry a large stock of G. & J. tricycles, and G. & J. parts and sundries.

VICTOR BICYCLES.

They are also up-town agents for the Victor cycles, including the safeties and ordinaries.

SINGER & CO.'S WHEELS.

They now have on hand a line of Singer's cycles, including the S. S. S. tricycle, which has so long been a favorite with the cycling world.

THE SPRINGF'LD ROADSTER BICYCLE.

They are also agents for the Springfield Roadster bicycles, including ordinaries and the Volant safety.

Besides the line of cycles enumerated above, an extensive line of cycle sundries will be carried, as well as a large assortment of cycle outfittings, and are prepared to completely outht in any branch of athletics. Their base-ball, tennis, gymnasium, rowing, boating, football and skating departments are complete, and first-class stock at reasonable prices. Full stock of fishing and hunting goods are kept on hand.

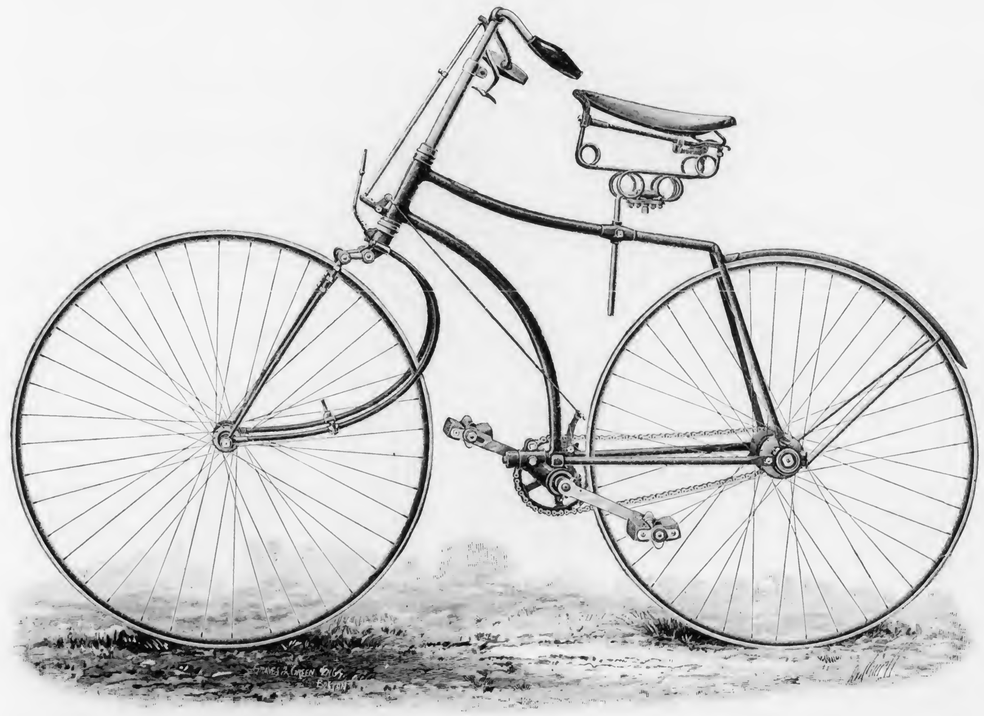
They are now compiling a superb catalogue of 210 pages, profusely illustrated, which will be ready in a few weeks.

A Dark Room for Amateur Photographers.

An extensive assortment of photographic goods are kept on hand, both in detectives and Tripod cameras; and in connection with this department a dark room has been fitted up which will be at the service of all amateurs.

General Eastern Depot for the full line of Gormully & Jeffery Mfg. Co.'s American Cycles.

VICTOR.



KING OF THE SAFETIES.



INCER CYCLES

OVER 57,000 IN USE.

LARGEST MAKERS

* IN THE WORLD *

WITHOUT EXCEPTION.

"The time when the world-famous name of Singer was associated with the manufacture of strong but weighty cycles has long since passed away, as far as the latter characteristic of the above firm's excellent manufactures are concerned. Their well-earnt reputation for strength, good wear and stability is still maintained in the highest degree, but for some years past Messrs. Singer & Co. have stood second to none in the matter of lightness and strength combined. A brief inspection of the new pattern for 1889, the 'Singer Safety,' will be alone sufficient to prove this, and to those riders, or intending riders, who now upon the brink of the cycling season proper are taking heed as to what they shall ride therein, we recommend a trial of this gem among safeties. From a constructional point of view, the framing is as near perfection as may be, while the new ball socket head is an absolute luxury as far as steering is concerned."—*Cyclist*.

BUY THE BEST.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

WHY NOT

Secure the Agency for the Popular



NEW MAIL

In greater demand this spring than ever before which tells the story of their popularity and worth.

It is the ONLY Wheel with Trigwell's Ball Head!!

WM. READ & SONS, - - - 107 Washington Street, Boston.



THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 109 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than **Monday**, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 29 MARCH, 1889.

"BY FAR THE BEST."

Publishers Bicycling World, Boston, Mass.:

Gentlemen—To yours of the 19th. We certainly desire to continue the use of your columns, as the returns from our advertising in them have been very satisfactory indeed, and we anticipate even better results during the regular wheeling season. A contract will be sent you in due time. Very truly yours,

THE EASTMAN DRY PLATE AND FILM CO.

Rochester, N. Y., March 21st, 1889.

DO YOU GET YOUR PAPER ON TIME?

To our readers: Great complaint is being made from different sections of the country as to the way in which the paper is delivered. From Cincinnati we hear that sometimes the paper is delivered on Monday following date of issue, and *sometimes not until the following Friday!!* Now when these complaints first reached us we opined it was our press and mailing department that were slow and uncertain, but this is *not* so. Our paper goes to press promptly every Thursday, and is mailed promptly, so that the *papers are all in the Boston Post Office by Saturday.* The blame and fault is in the U. S. mail somewhere, but where, is pretty difficult to trace.

This week we shall probably be late.

THROUGH the generosity of our patrons we are enabled to present to our readers a paper which has never been equalled by any of the cycling publications of America. We do not wish to say anything as to the quality of the matter presented, whether in the advertising columns, or the editorial or news department. We will let the "*quality*" speak for itself.

OUR supplement this week is a combination of the slow and sure and the quick and electrical. Down the zig-zag course of a streak of lightning, the old man Time is seen calmly coasting on a rear driving safety. It is a combination and a design that will cause the thoughtful to read between the lines. As a work of art, worthy of preservation and framing.

OUR readers will be interested in reading Mr. Chas. E. Pratt's "Impressions on the Stanley Show," as there is no one perhaps among us better able to intelligently examine and comment upon things cycular, if we may use the term, than Mr. Pratt.

WE hope the day is not far distant when this country may support an annual exhibition of cycles. The number of American dealers and manufacturers have so increased that a show similar to that held in England would be a good thing for the trade here. Now that the old Boston Bicycle Club, if rumor be correct, is to devote its energies to the promotion of cycling, perhaps it may be induced to join with the dealers in carrying out this suggestion.

THE pleasant weather of Sunday, in the vicinity of Boston, brought out a goodly number of wheelmen, an especially large gathering centering at the reservoir, as usual. The long-trousered, derby-hatted contingent was strong, while a few be-badged and be-trimmed buttertly riders were equally conspicuous. We fancy the day is not far distant when many of the more quiet wheelmen will seek some other place of rendezvous. Among the more prominent wheelmen, we noticed Doane and Mr. Ross, the manager for Singer & Co., both on light, trim-looking Singer Safeties, Theo. Rothe, Lonny Peck, Captain Robinson, with a good turn out of his club men, and Dr. Kendall, with his running mate, the dog "Bess." It is a pity that some one cannot open and keep going a good hostelry in the vicinity of the reservoir, where wheelmen could meet and exchange greetings in a quiet, unobtrusive manner.

RECOGNIZING that the ladies of the League have some claim upon our space, and also recognizing that there is a demand for a department in our paper which shall be devoted to the interests of the fair sex, we have made arrangements with a lady rider of the wheel to conduct for us a ladies' column. We have to confess that we have been at some trouble to bring this about, and we have only succeeded in gaining the consent of our new editor to serve us after assurances that she will have the assistance of the ladies of the League in making the department interesting and valuable. We have spoken for you, ladies, and pledged your assistance, and we hope our pledges will not go for naught. We have provided entertainment, depending upon you all to provide each her proportion of what shall be given.

MR. CHARLES E. PRATT, who has recently returned from Europe, remarked to us, a few days since, that he was struck by "the larger use of cycles for practical purposes in England; all sorts of carriers and messengers make the wheel a beast of burden, and the thousands who ride to and from shop and factory and office 'get there all the same.' This sort of industrial use is very prevalent in France, too, and has been recognized in the official language of the police authorities, who control all such things there, as putting it beyond reason to prohibit the use of velocipedes anywhere that other carriages may go. People over across are more economical in small things than we Americans are."

This is all evidence of the practicability of cycles for small trades. But it is not alone the economical tendencies of Europeans which accounts for their extensive use of carrier cycles. It is the very excellent condition of their roads and pavements which renders the successful use of cycles possible. Nearly all the leading London papers use carrier tricycles, and find them a convenient and cheap means of quickly reaching their patrons. But such methods would

be well nigh impossible in most of our large cities. It is a very different matter to propel a loaded carrier along, say Washington street, Boston, or Broadway, New York, and perform the same feat on the smooth surface of the Strand, Fleet street, or Oxford street and Holborn, in London. To sum up, all the drawbacks to cycling in this country may be found in our rough roads.

IT is very amusing to watch some dainty cyclist clean his machine, and note the marvellous care with which he wipes about the bearings and forces whatever dust there may be into every crack and crevice. It is better to have the outside of the bearing cases dirty and the inside clean, than vice versa.

IF we can judge from the frequent allusions to ladies' safeties in the various papers throughout the country, the number of lady riders will be greater than most of us have anticipated. We do hope that any one having a lady friend who contemplates cycling will give her a few lessons on the art of riding. We saw the other day a lady, on the front seat of a tandem tricycle, whose knees, if one could judge from the movements of her skirts, were at least two feet apart. Not only was the appearance bad, but the work must have been ineffective. More than half the ladies we have seen on the road do not have the first conception of the way to ride. It is a pity, and their gentlemen friends are much to blame.

WE wish to again record our emphatic protest against sidewalk riding, and would like to recommend that the League take some official step to put a stop to what is an outrage upon the rights of pedestrians. From Ocean, N. Y., comes word that the Chief of Police has been compelled to warn cyclists to cease riding on the sidewalks, and this in consequence of the injury to a little girl by some reckless rider. This is not all. A Portland paper says that Bangor bicyclists "are patronizing the sidewalks to the imminent danger of pedestrians," and another Maine paper also finds in this transgression a subject for remark. In Indiana the matter has been in the courts, and a decision rendered that wheelmen have no right to use the sidewalks. We have no sympathy with sidewalk riders, and would be only too pleased to see an example made of some one.

THE so-called "obnoxious" bicycle bill, which the Missouri Legislators have been wrestling with, would not be so very "obnoxious" were it not for the second section. The first section simply prohibits racing on a public road, which one cannot very well find fault with.

IF the scheme to connect Chicago with Waukegan, a distance of thirty-five miles, with a fine pleasure drive is carried out, our friends in that city will be more fortunate than ever. A straight-away ride for thirty-five miles and return will be a pleasant day's run. We hope Sheridan Drive will soon be an accomplished fact.

THE Philadelphia *Record* lugubriously remarks that no city has yet invited the League to hold the annual meeting within its gates. We hope the time will come when the League will go where it pleases and pay its own way.

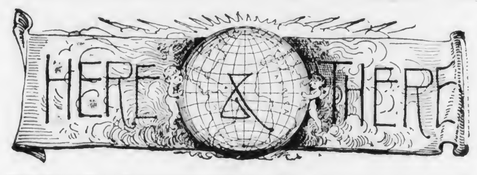
RIGHT in line with the action of the L. A. W. in establishing safety championships comes the news that the N. C. U., o England, have established safety championships, and that the question of barring them from ordinary races is being seriously discussed. *Bicycling News* has this to say on the subject:

"We are opposed altogether to the barring of safeties in the amateur championship contests, as any such limit at once impairs the *openness* of the race and obviously necessitates the qualification of the description of the championship. We sincerely hope that the '89 Championships Committee will see its way to run dwarf championships at the same distances, *at the same time*, as the amateur championships, running the dwarf heats *after* the heats of the ordinary race. By this means the 'openness' of the existing championships will be maintained. With this one exception we hope to see the line of demarcation very sharply drawn between the safeties and the ordinaries."

THE Citizens' Club, of New York, appears to keep up its organization vigorously, and we note that it also puts on all the official frills of the most callow, and still elects its club surgeon, color bearers and buglers. But to encourage riding it offers its members 1000 mileage bars this year.

SOME two weeks ago we penned the editorial that appeared in last issue, on the matter of barring "safeties" from "ordinary" races. This editorial slipped in last week by mistake, as we published in the same issue the rule which bars the very thing we wished for. This has no doubt caused wonder and will cause comment.

THE physical dimensions of the fair cyclists who pedal for ducats in six-day tournaments is very edifying reading. The sooner women stop racing the better it will be for cycling.



NEW YORK.

"HAWKSHAW."

THE study of advertisements is at all times instructive, and often amusing, as well. We all know how we have envied and attempted to imitate the debonair young man, who is pictured as riding a safety with his arms folded, while he distances the unfortunate gentleman in a dog cart, who is foolishly attempting to keep up with him, and we all know how we have failed. This is an instructive example: Another firm advertises, "Tricycles, No. 14, for ladies and *light* men," evidently not desiring any patronage of brunette gentlemen for their celebrated "No. 14." This is an amusing specimen: The "world's record" is claimed by the "Jover Safety," and I accord it to it willingly, only desiring, though, to add that it is the record for inappropriate illustration and vagueness of wording. In this advertisement the illustration is of a very stormy sea, with lowering clouds riven by a stupendous flash of forked lightning, while despite the stormy surroundings in which she is pictured, a schooner yacht, with *all sails set*, is calmly proceeding on her way. As an example of "safety" this doesn't impress the ordinary individual favorably. Surrounding this magnificent marine view is the following legend: "Jover Safety, world's record, one-half mile, on the road, eclipsing all path records, etc." As no mention of cycles appears in any part of the advertisement, it must seem strange to an unitiated when he reads it, that the schooner yacht in the pictured storm, could have accomplished "one half mile in 1m. 9 2-5s. *on the road*." Another maker makes a strong bid for the impecunious rider by stating that the "Gambler Safety" is for Lady or Gentleman, *without change*." Many more examples could be shown, wherein the truth of the statement I make at the beginning of this item is proven, but the above should be ample enough to convince the readers of wheel papers that they miss much that is entertaining by not carefully perusing the advertisements that ornament the pages of their favorite wheel journal.

THE organization of "The Society for the Protection and Care of Imbecile Wheelmen" is strongly advocated. It will be the aim of this society to care for and provide a secure retreat for the sidewalk rider, for the "jay" who, in gold lace and braid, rides a full-nickeled wheel across crowded roadways for the edification of the admiring "baby wheelers" and their infantile charges, for the "scorcher," and for the large number of other and unclassified nuisances, who, through their lack of brains, bring discredit upon the cause of wheeling. The society has, of course, undertaken a pretty big job, but it will have the support and best wishes of all thinking and sane wheelmen.

I DON'T know just who the gentleman was that wrote that pessamistic hymn of "I Would not Live Always," but I am sure that it was not written by a wheelman just returning from a pleasant ride. On such an occasion the rider and the writer would have been much more likely to have written just the reverse of the above.

THERE is a plan on foot to convert into a park all of the property bounded by 72d and 70th streets, West End avenue and the Hudson River. Should this transpire it will make the New York Club's house one of the most valuable pieces of residence property in this city, as it will give it a park frontage of unsurpassed magnificence.

THE recent election of the Citizens' Club shows that the "old timers" are still in control of its affairs, many of the names appearing among the newly elected Board of Officers being found among the organizers of the club. To such a condition of affairs do I attribute the continued growth and prosperity of the Citizens. May they live long and prosper, is, I am sure, a wish echoed by all who recognize in such an organization one of the most conservative and able upholders of the cause of cycling.

W. I. HARRIS has at last, in the columns of the *Press*, given to wheelmen here a bright weekly article upon timely wheel topics. It has long been a desire on the part of New York riders to get such an opening in the daily press, but until Harris moved here from Boston, and took charge of the sporting and theatrical affairs of the *Press*, they could not succeed in doing so, but now Harris has shaken them up, several other dailies have swung into line, and now cycling is threatened with a feast of notice, where formerly only a famine existed.

BALTIMORE.

"NORVAL."

THE cycle clubs of this city for some time past have had a desire toward purchasing suitable grounds, erecting a club house, providing a racing track, etc., but unfortunately no action was taken in the matter. The Maryland Club did purchase a piece of property on Mount Royal Terrace, situated opposite the reservoir in Druid Hill Park, where a beautiful club house was built with all modern conveniences. In this respect the Maryland Club stands ahead of the others, who at present rent the buildings they use as club houses. The Baltimore Club for some time past signified their intentions of purchasing ground and erecting a club house of their own. The suggestions have been generally discussed by the members, and Friday, March the 22, a meeting was held. President Stansbury stated that the object of the meeting and the hopes of the members was to purchase a desirably located lot, and to build a $25,000 club house. It is to be modelled after the club house of the Kings County Wheelmen, of New York State. Instead of spending all the money on a club house, to purchase a piece of property in the outskirts of the city, and fit up in addition an eight-lap track, was one of the possibilities connected, and which would not be much expense to get into condition. A subscription was started and $7000 was at once subscribed, although the meeting was not a large one.

THE Crescent Cycle Club was incorporated Wednesday, the 20th.

THE Baltimore Club have made arrangements to have club races for the members only, once a month: the distance is to be ten miles, and the handicap limit two miles.

THE total milcage of the Maryland Club for the past twelve months, foots up over 100,000 miles.

THE chief consul is in receipt of a letter from George W. Baker, of Easton, Md., in relation to the occurence of a horse being frightened at Mr. Baker's machine and doing some slight damage to the wagon to which he was attached. The owner has avowed his intention of suing Mr. Baker for damages sustained. The chief consul replied that in the event of suit being brought the attorney for the division will defend Mr. Baker free of charge to him, and called his attention to several other consoling facts.

LOS ANGELES.

"VINDEX."

THE Los Angeles Wheelmen are busily engaged now in preparing for the California State Division meet, to be held here May 30th. Without doubt this will be the most enjoyable meet ever held within the confines of the Golden State, and, although it may be a hackneyed phrase, neither time, money or pains will be spared to make it so. The programme as already outlined, is as follows: Parade in morning, hill-climbing contest immediately afterward, races in afternoon at Agricultural Park, polo game on wheels in evening at Hazard's Pavilion, with a grand ball afterward. I don't think more real enjoyment could be crowded into twenty-four hours. The track is the fastest in Southern California, and the consensus of opinion is, the Pacific Coast record will have to go. Your correspondent was shown the lithograph proof of the programme of the meet, and it is a triumph of the lithographer's art.

THE highly artistic supplements of this week's WORLD have been the subjects of enthusiastic praise. It was the first time we had seen the "counterfeit presentments" of the talented editions of our newsy weekly visitor, the WORLD. Your correspondent has had his supplements framed, and a number of others are doing the same.

DEAR "Vernon" (or "Verdant"), of Minneapolis: The item in a previous letter about Wing ordering ice attachments for bicycles was a joke. I did not consider it necessary to send a diagram with it. You should spring something about the winter in Minnesota this season being so warm that seersuckers, palm leaf fans, linen dusters, et al., are comfortable.

HERE is a par. for you wheelmen in the cold, frigid and effete East. The Los Angeles Wheelmen's Club run last Sunday was to Santa Monica-by-the-Sea, where the boys donned bathing suits, and dipped in the surf. The club run to-morrow (Sunday) is to an orange orchard, where the golden fruit is plentiful and luscious.

BICYCLING has taken hold among the post-office employees, there being over twelve of the men riding wheels. A club among the employees is talked of, and no doubt Superintendent of Carriers Burns will be made president.

THE manner in which National League officers are elected is the subject of considerable criticism here. It is the general opinion that League members should vote for national officers direct, and not through the representatives. Let a male vote be taken in each State, and sent to the secretary-treasurer, or a regularly appointed (or elected) committee authorized to count the votes, and the totals sent to Secretary-Editor, or a national committee, regularly appointed (or elected) committee authorized to count the total votes. Let the annual board of officers, meeting early in the spring, be a nominating convention, where our representatives can nominate the men of our selection for national officers. Let the nominees for national officers be affixed to State tickets, and every State meet hold the election of both national and State officers.

PORKOPOLIS NOTES.

"STAR."

THE C. B. C., having outgrown their present quarters, have leased the building No. 168 W. Eighth st, that was recently occupied by the S. P. C. A. It is situated on the block that lies between the new City Buildings and Garfield Place and is surrounded by churches of all denominations. When fitted up, it will afford ample accommodations for 150 members, and is, therefore, looked upon by the club as a permanent home. The facilities for cleaning and storing wheels will be unsurpassed, and, as the location is central, will be an attractive feature to wheelmen living in the suburbs who intend, during the coming season, to ride their wheels to business. Every room is well lighted and ventilated, the reading, smoking, and meeting rooms especially so, which will, no doubt, insure a better attendance at all future meetings.

The season is now at hand when the soft, balmy breezes determine the warm weather cyclist to drag his wheel from the obscurity of the dusty attic and get it ready for the coming campaign. He carefully wipes off all the vaseline that has not been transferred to his clothing, and then, as the bearings run hard and evidently need cleaning, proceeds with the aid of wrench and screw-driver to dissect them. After removing the skin from his knuckles and saying the Lord's Prayer backwards a time or two, he finally succeeds in removing one pedal and dropping the balls on the floor, where they run in every direction as if determined to escape the grinding torments of the riding season. Undismayed by these and similar vexations, he persists in his arduous undertaking, till, about 1 A M., he gets the machine together and the bearings adjusted so that the wheels will revolve. Then after removing the grime and sweat from his hands and face he wearily seeks his couch. There the dream god unfolds a delightful panorama. He sniffs the fragrance of the verdure. He hears the lowing of the cattle. He sees his fellow wheelmen winding along a rural highway keeping time to the music of the brown thrush. He listens to their merry laughter, as they go flying down a grade. He watches them as they slowly toil up the next, and follows them till they dismount at their destination. He sees them gather about the table, and oh, how his mouth waters, as he views the rapid disappearance of the chicken, milk, and pie!

YET a few days and that thorn in the flesh of all wheelmen, i. e., the sprinkling cart, will be in his glory. With what malicious joy will he regard the downfall of the unwary cyclist, and gloat over his dastardly work. Let him beware! Let him read the writing on the wall: "Mene Tekel Ulookout!" and take warning before it is too late, for his may be the fate of many a self-confident tyrant.

OUR bowldered and macadamized streets, in spite of frequent repairs, abound in ruts. This dilapidated condition is principally

due to heavy loads on narrow tires. There is an ordinance limiting the load to five tons, but it is practically a dead letter, for eight and ten tons are daily hauled over our streets on wagons having tires five inches and less in width. As the conditions here are such that heavy hauling is a necessity, and as it would be useless to attempt to have the ordinance enforced, the only thing to do is to increase the width of the tires. Now a heavily loaded wagon with a tire, say twelve inches in width, would not only not injure the streets, but would be beneficial, as it would consolidate the surface, keep it smooth and even, and considerably diminish the cost of repairs.

BUFFALO.

"ALI BABA."

SOMEHOW there had always dwelt within the recesses of my imagination a picture something akin to this—a pair of long, pecked boots protruding from under the other side of a desk, a skull sparcely stocked with hair standing on edge, a long, pointed nose supporting a pair of spectacles handed down from generations remote. From the top of a gray, dust-stained coat a collar, which, if cut in two, would make a serviceable pair of cuffs, a long frock-coat, the trousers baggy at the knees, and about three dates out of style—such was my idea of an editor. But alas! and also confound it! Even the ladies remark, how beautiful! Aren't they splendid? When the writer heard this he pricked up his ears, sallied forth to a group of ladies, and found them warmly discussing and admiring the pictures of the editorial staff of the WORLD. I remonstrated with them. I tried to point out flaws, but all to no purpose—they would not be turned aside in their opinion, and so I left them boiling with rage and jealousy. I have sufficiently recovered to congratulate you upon the finish and splendid character of those pictures.

CLERGYMEN find only words of praise for the bicycle, and some of them are taking to it in earnest. The writer knows of two prominent pastors who are almost persuaded to join the Buffalo Club, and one of them will do so ere long; this is good news. What better companionship could be asked for?

THERE is prospect of another bicycle tournament here at the international Fair next fall. If the managers decide to hold another, the track will be greatly improved.

To the Zigzag Bicycle Club—we salute you. Your club-house near the circle is elegant, and you have the second best location in town. Why, you are that near the Buffalo Club that with a little sharp listening you possibly can hear the click of the billiard balls.

PENNSYLVANIA.

"ARIEL."

WHAT will Chicago give me to reveal the identity of the "Stroller?" And Syracuse. "Salina?" We correspondents make it a point to keep posted as to each other's identity, and if there is anything in the thing, Syracuse and Chicago may make a bid, and—I'll consider it.

ABOUT as small a piece of business as I have heard of lately, was a recent transaction in one of the clubs in this city. A man who is prominent in wheeling circles was proposed for membership in said club, but to the astonishment of all the members, when the ballot was announced, the gentleman was found to have been blackballed. A vigorous investigation was immediately set on foot, as there has never been even a shade against his character, and several curious facts were developed. One infinitesimal specimen of humanity was moved by envy, pure and simple, and another, who has been under club investigation, and whose resignation they have refused to accept until the charges are settled, put in a blackball to get "even." The club officials express great indignation over the affair, as the gentleman's connection with the club would do honor to it. He is already a member of a couple of the most prominent organizations in the country, one of which is very select in its membership.

WHEELMEN in this city have always lamented the want of a first-class track in Philadelphia, but it is now their own faults if they do not enjoy this advantage. The Tioga Athletic Association last year put down a fine track at their grounds out at Westmoreland Station and in order to bring the matter before the public, in the proper way, Mr. Geo. D. Gideon, at the last meeting raised the question; and the President of the Association, Mr. Gaskell, in reply, assured him that the amount of initiations secured would be expended upon the track, and more, if they could arrange it. Everything now depends upon the riders themselves. If they are willing to hand out the small sum of five dollars, per capita, they can have a track that will be a credit to the city. The grounds are easy of access by both the railways, and have not only a fine track, but also cricket, tennis, football and base ball grounds, and no other investment for the sportsman will repay as much. The meet given last season by this Association—or the Tioga Cycling Club, which is an inner branch—was one of the most successful ever held in Philadelphia, and there is no reason why it should not be not only repeated but improved on this year.

So "Argus" would like to see a mammoth picnic on Decoration Day, embracing all the city clubs? Let "Argus" listen: At the meeting of the Associated Cycling Clubs, held last Tuesday evening at the South End club house, a committee consisting of Messrs. Hare, Supplee and Edwards was appointed to arrange for a joint inter-club run and demonstration on Decoration Day—if possible. A combined run out the Pike, will dinner at some suitable place (if such can be found, to feed an army of hungry wheelmen) and perhaps a road race in the afternoon, will be a part of the programme, which has not yet been fully matured.

THE long-delayed Pennsylvania-Maryland-New Jersey Road Book is going to be issued next month, "for certain," and a right good thing it is. As a recruiting medium to the League ranks nothing equals it, and it should have been out last season.

NEW ORLEANS.

"NOKOMIS."

EVERYBODY said "Cycling is about played out," but the Christy-Hathorn, and the Christy-Frederic races of the last two Sundays proved this assertion to be unfounded, for it is very seldom indeed that eighteen to twenty wheelmen turn out two Sundays in succession simply to see a race which was all for glory, as was the case in these two.

HATHORN in the last "meet" here captured first prize for the Club Championship of the Louisiana Cycling Club, and, of course, was acknowledged champion of the club, but Christy, although not coming in anywhere near Hathorn, showed he had the materials of making a very fast rider. This race between Christy and Hathorn had been brewing for some time, and resulted in Christy challenging Hathorn for a race, to take place on the asphalt from Naponeon Avenue to Exposition Grounds, a distance of one and one-third miles. The outcome of this race was that Christy beat Hathorn some thirty seconds, thereby winning for himself the title of "Champion of the L. C. C." Hawthorn disappointed his friends, for he ought to have done much better. The time in this race was 4.30 for Christy, and 5.21 for Hathorn.

NO sooner had Christy dismounted from his wheel than he was challenged by Lieut. L. Jeff Frederic, of the L. C. C., for a similar race to be run over the same course, to take place the following Sunday. (Last Sunday.)

FREDERIC has developed into a pretty fast rider of late, so this race, as was anticipated, was a close one from the start. The pace was a hot one, but Frederic was unable to close with Christy. At the finish Christy was just about two feet ahead of Frederic, coming in first. Christy's time in this race was much better than in the previous one, it being 4.41 for the 1 1-3 miles.

AFTER the race the spectators proceeded to refresh themselves at the "Iron Spring," (?) and then went over to the Horticultural Hall track, where some fast speeding and splendid time was made. Hal Graham broke his previous records by running a mile in 3.05. Hathorn made 3.06, but Spriggs did the best half mile—1.26 2-5.

CHIEF CONSEL CLARK, of Tennessee, with two wheelmen from Greenville, Miss., were down here on a visit during Mardi-Gras week, and were guests of the N. O. B. C.

MR. B. A. SLUSSER, a "fast 'un" from Memphis, is here, and will probably make this city his future home. He is in love with New Orleans, her wheelmen, her asphalted streets, and in fact, with everybody and everything.

CAPT. A. M. HILL, at the last meeting of the N. O. B. C., presented that club with a handsome silver cup to be contested for in a series of handicap races during the summer months. A committee was appointed to arrange the details of the races.

NEXT Sunday, weather permitting, the first race for the Batson Medal will be contested for by the Members of the L. C. C. The course will be from the toll gate on the West End Shell Road to West End, a distance of three miles. The entries and handicaps are as follows: Hathorn, Christy, M. S. Graham, scratch; Born, Angamar, Betts, Frederic, 45 seconds; Bogel, Renaud and E. M. Graham, 1. 30; Nathan, DeBuys, Hobson & Harris, 2.15.

BOGEL, Renaud and E. Graham, the three safety riders, have been mated together in the Batson Medal contest, and will form a little race of their own. The one coming in first will win for himself the "Champion Safety Rider of the Club."

CHIEF COUNSEL HODGSON has donated two medals, a gold and silver one, to be contested for by the members of the League only in the State of Louisiana. The races will be handicap races, and will be run under the rules of the L. A. W. The time and distances



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No Headers. *No Levers.*

Yes; The "Eagle" will climb a hill. It can be ridden up any hill that has ever been climbed on a Cycle.

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Can you mount it? Well, we think you can, unless you have less than the average ability as a rider.

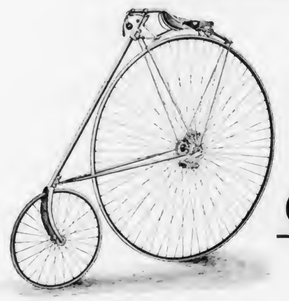
No; The position is not pushing backward; but directly downward, and is almost identical with that of walking; it is easy and natural, and an "Eagle" wheel can be ridden a great distance with very little fatigue. It is well adapted to rough and hilly roads, and can be ridden with ease and safety where it would be impossible to go on an "Ordinary."

These statements we are prepared to practically demonstrate, and are doing so daily, to the complete satisfaction of all who visit us

If there is not already an agent for the "Eagle" in your locality, we should be pleased to hear from you.

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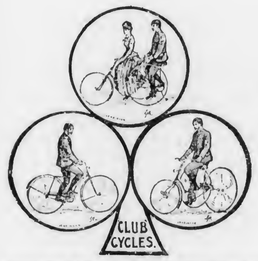
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of the races will be arranged by a committee of two each from the N. O. and Louisiana Clubs, and two unattached riders. With the Batson series of races of the L. C. C., the league races for the Hodgson Medals, it certainly argues that cycling in the Crescent City is on a big boom.

NEWS AND COMMENT.

C. C. HILDEBRAND, of St. Louis, paid us a flying visit last Thursday. He was en route for Europe, and he states that he had no intention of conquering Corey Hill, and he further darkly hinted that the author of the Corey Hill squib would "get it" when he (Hildebrand) got back to St. Louis, so look out. "Linneus."

THE Malden, Mass., Bicycle Club held its first annual entertainment Wednesday, 21st, at Barrett's Opera House. The programme consisted of an overture, "Southern Pastimes," by the Misses. Hale, Misses Makechnie and Wilson; reading by Miss Fay L. Davis; selections by the Everett Banjo, Mandolin and Guitar Club; solo by Miss Mabel P. Wentworth; impersonations, by E. W. Emerson; solos, by William Lunt; selections by the Ladies' Camilla Quartette; and reading by Miss Fay L. Davis.

WORCESTER, Mass., is said to be waking up, and the local cyclists are promised a cinder path on which to show their prowess as racing men.

THE value of cycles owned by the riders of Chicago is estimated at $150,000. If this is near the truth then Chicago must have about 1200 riders.

TENNESSEE Division L. A. W. will hold a meet at Nashville June 18. On the 19th the second annual four days' tour, under the auspices of the division, will be started. The route has not yet been selected, but will be through the towns of Middle Tennessee.

WE are *not* responsible for the following item, we scissored it out of——, no, we will, out of kindness, suppress the name of the paper: "The latest notion in the way of locomotion is a bicycle operated by dogs. An Ipswich man is the inventor. It will require a good deal of cur-rage to ride it."

WE read an advertisement in an English paper out loud, to the effect that "the Whippet held all the hill climbing records, etc." Our friend quietly remarked, "*whip it*, if you can," and then he bolted, closely followed by our office shears.

CLAUD BAUM, of Newman, Ind., is 19 years of age, and he possesses an inventive mind. He claims he has a water bicycle which will travel as fast as the land machine. This is the claim. We will await the public test which will take place within thirty days.

REV. GEORGE A. PAULL, pastor of the Westminster Presbyterian Church, Bloomfield, N. J., had a narrow escape on Central avenue, Monday afternoon. He was riding on his bicycle, when he saw directly in front of him two racing horses approaching. To get out of their way he got behind a wagon. One of the horsemen engaged in the race turned out from the wagon, and in making a short turn the shaft of the buggy went through the spoke of the bicycle. Before the driver could bring the horses to a standstill Mr. Paull had been dragged three hundred feet and injured about the hands and legs. Mr. Paull has been confined to his house ever since, but is now getting better. His bicycle was completely demolished. The careless driver, a well-known Newarker, offered to replace the bicycle and pay all damages, and begged Mr. Paull not to give his name.

THE Brooklyn Base Ball team have been set to work to ride tricycles and bicycles. They hire the machines of Schwalbach. If the machines had any sense of the humorous they must have enjoye the fun. The first attempt was made last Wednesday week. Terry was the first to return, and he was closely followed by Collins, Visner, Pinckney, Smith, Bushong and Lovett. Collins, Visner and Lovett had several encounters with trees and fences, and even went so far as to try and knock down a church at Parkville, but without success. Mr. Schwalbach, Trainer McMasters and Manager McGunnigle have agreed that wheeling is splendid exercise for baseball players. The players themselves are dubious on that question.

WE are told by a wise exchange that Armaindo has "ridden a great many races, *all* of which she has either won or lost!! Really!

THE Wilkes Barre ladies are down on the local bicycle club, because their husbands, their sons and sweethearts spend too much time at the club-house drinking coffee. (?!) lolling in the easy chairs and reading the papers and playing pool and billiards. "Ah well," sighs the feminine of Wilkes Barre, "men are horrid—especially bicycle club men!"

EVER since bicycle riding began in Baltimore there has been open warfare between the cyclists and the horsemen of the city. The former claim that they have been continually interfered with by horsemen, who will not extend to them any of the courtesies of the road.

THOMAS STEVENS is no doubt well on his way towards the interior of Africa. By the way, Thomas took a phonograph along to use in recording the words of the different chiefs, which words, as occasion required, will be repeated to other chiefs. A very neat way of carrying messages, and one that will greatly enhance the respect of the mystery-loving children of nature with whom Stevens will be brought in contact.

WE welcome the *American Athlete* among our regular weekly visitors.

THE Philadelphia Bicycle Club is happy over the experiment of admitting ladies to club membership. "The lady membership is one of the mainstays of the club," so it is put by most of the members of this, the oldest club in the Quaker city.

MLLE. ARMAINDO's real name is Mrs. Stewart. Her husband is described in graphic language as being a "hoods," whatever that may be! He has done no steady work since their marriage, Louise says, and all around, their life together has not been a banquet of bliss. For some days Louise has been lying ill at their room near the Coliseum, in Omaha, and one day Stewart dropped in and began worrying her, and concluded by striking her as she lay in the bed. Forbearance had ceased to be regarded by the little Frenchwoman as a virtue, so she rose from her bed, and seizing the stripling husband by the scruff of the neck she lammed him against the wall, and across the bed and over the trunk, and down the stairway to the ground floor. The landlady did the rest of the work performed by the athletic invalid, and warned the youth to leave the house.

W. S. HARRIS, formerly of Boston, but now on the staff of the New York *Press*, has joined the Citizens Club, of New York city.

THE Hingham (Mass.) selectmen have passed the following town ordinance: "No person shall ride a bicycle, tricycle, or other wheeled vehicle unnecessarily on the sidewalk of any street within the town, or ride any such wheeled vehicle at an immoderate rate of speed in any street or public place within the town, so as to endanger thereby the life, safety, or convenience of any person properly using such street or public place." That word "unnecessarily" leaves a large loop for riders to creep through.

HURRAH for the effete East. Schwalbach of Brooklyn has a son who rides a bicycle younger than Mohrig, Jr., of San Francisco.

WE haven't heard of the cyclist Union of Long Island, for some time. We now see an item to the effect that the powers that be are busily engaged in the important duty of getting out an "appropriate emblem" for use by members. We hope that with the finding of an "appropriate emblem" the aims of the Union will not all have been reached. If they are after an "emblem" we would suggest the Committee to write to Mr. Shipton for points on "how to get an original design."

THE Hudson Co. Wheelmen (N. J.) have issued road report cards. These are given to members, and it is the duty of each to give reports of roads, surface, hills, distances and general information as to new or old routes covered. We hope the practical results will equal the theory, which, we must say, is most excellent. The cards will also be used as vouchers for distances traveled by those competing for long distance prizes.

EVER since Tom Stevens called on the Shah of Persia and spent the winter in Teheran, the brother of the Sun has had a hankering after a cycle of same sort. It is now announced that the Shah will visit England, and will purchase several patterns of the Spider wheel. The bid amongst the manufacturers for his distinguished patronage will be enormous. He will probably want a machine like that one built for Geo. Gould, all aluminium, diamonds and mother-of-pearl.

THE *Bowler and Billiardist* says that "Louise Armaindo has made nineteen miles in eighteen minutes on a bicycle." The *B. and B.* had better stick to billiards. Another miscue like that will rip the cloth from end to end. Possibly Armaindo rode an electric wheel, and Tom Eck held the watch. Under such circumstances Armaindo could do two miles a minute.—*New York Press.*

COMBINATION, girl, bicycle; result, infatuation. Witness the following item from Albany, Ga.: "Cliff Partridge, a thirteen-year-old boy, the son of a prominent citizen, became enamored of a female bicycle rider, connected with a ten-cent circus now travelling in this section. Taking along a pistol and a silver watch, he ran off with the circus so as to be with the girl. He was caught to-day in Albany, and was arrested and held until his father could *go* for him." The maternal slipper awaits the love-sick infant's return. His mother will also *go* for him—when he reaches home, sweet home.

READ the testimonial of the Eastman Dry Plate Co., at head of the editorial column.

Mr. Joseph Goodman, of Hartford, Conn., has purchased the interest of his brother in the Wheelmen's Official Score Card copyright 1883. This excellent score card has been issued at all the principal cycling tournaments held in the United States in the past six years, and has given the best of satisfaction. Mr. Goodman will be pleased to hear from all clubs intending holding tournaments during this year.

May 6th is the date for the races at Woodstock, Ont.

May 11th is the date set for the races to be given by the Harvard Bicycle Co., at Cambridge, Mass.

Mr. Charles Richard Dodge sails for Europe to-morrow (March 30), to be gone six or seven months.

The Engineer's Society, of Western Pennsylvania, has, at the invitation of Gov. Beaver, appointed a committee to collect data that may be of service in shaping legislation in regard to building and improving the highways.

The Rambling Wheelmen, of Bridgeport, Conn., offer prizes to members covering two thousand or more miles between April 1st and Dec. 1st, a prize proportionate to the record they made, constituting them the first class. To members covering one thousand or more miles, a prize proportionate to the record they have made, constituting them the second class.

Chief Consul Emery is after the cyclers of Massachusetts. The doctor's circular is a strong document, and ought to fetch in a good many recruits.

The bell and light ordinance is about to be enforced in the city of Louisville, Ky.

Synyer, the English amateur bi. champion, is strongly in favor of favoring safeties from "ordinary" events. He does not want any safety business in races in which he starts.

News in a nutshell from Meriden, the wheeling hub of the State of Connecticut—The Meridens are proud in the possession of a club with a membership of seventy-five, and also they boast that Meriden is the home of the great D. J. Canary, who is just now abroad riding for the edification of the crown heads of Europe.

A funny story is told by an English exchange of a lady who was examining a tricycle with a view to purchase. She is reported as liking its looks, but as a safeguard she wished the opinion of a gentleman friend who was an "authority on cycles." The "expert" came, and after knowingly examining the machine, he put his hand on one of the *foot-rests* and expressed great astonishment that it would not revolve, as he always thought *pedals* should do so!! The dealer fainted and the "expert" and the lady went away in high dudgeon at the thought of how the "wicked dealer had tried to sell them a machine, the *pedals* of which would not revolve!"

Chicago Cycling Exhibition and Tournament will be held at the Exhibition Building, May 13th to 18th inclusive.

Master Slaughter, of Coventry, England, aged three and one-half years, is the happy possessor of the prettiest and lightest tricycle ever made. The machine has 20-inch driving-wheels, 18-inch front wheel, 1-2-inch rubbers, and weighs 12 1-2 pounds. It is a perfect gem of a machine, and has been made under Slaughter *pere's* personal supervision.

A certain English firm offered a prize for the best name for their new cycle. They received 40,000 replies, among the most curious was that of "Jack the Ripper." To the facetious non cyclist this name would be pronounced as eminently appropriate.

The New Orleans Bicycle Club have taken posession of its new house. The grounds about the house are ample for the indulgence of lawn tennis. Harry Hodgson has presented this club with a fine tennis outfit. Hodgson is one of the most generous of men.

Another chestnut, "Chicago wants the L. A. W. meet for 1890." All right, but have you heard any one say aught about the meet for 1889?

Read the testimonial of the Eastman Dry Plate Co., at head of the editorial column.

A grand athletic tournament is to be held at Hot Springs, Ark., April 16, 17, 18 and 19. We notice that our old friend, Bob Neilson is engineering the affair. Entry blanks can be obtained by addressing R. A. Neilson, Hot Springs, Ark.

The friends of Mr. Abbot Bassett will join us in condoling with him on the loss of his brother-in-law, who died last Wednesday.

Mr. G. Minturn Worden, who last year achieved prominence on the road and hill, will this year pay further attention to improving the records he now holds. He will pay special attention to Murder Lane and Union Hills, the latter in Springfield, Mass. Mr. Worden's mount for the season of 1889 will be a Volant safety.

Three members of the Crescent Bi. Club of Baltimore, Messrs. Ostendorf, Adams and Aiken, opened the riding season for 1889, between Baltimore and Washington last week. These three men started from Baltimore at 9 A. M. reaching Washington at 3 P. M.

Thomas Whitaker, a prominent wheelman of Millville, N. J., was recently elected Mayor of that city.

A valued correspondent sends us the following from Oberlin, O. showing that the racing fever and the roads improvement question are engaging the Oberlinian mind: "Last fall the Oberlin Bicycle Club had built on the grounds of the College Athletic Association a quarter mile track, with raised corners, extra width at the finish, and well drained, so next spring Oberlin will see its first bicycle races. There is considerable interest being aroused hereabouts for improved roads. Last year we had nearly a mile of our streets paved with a single width of stone six or eight inches thick, and much more of the same will be done this year, with possibly the whole nine miles between here and Wellington. Thanks are due the Oberlin *News* for its good work in agitating the question.

"A book reception" is a capital idea and we would suggest that all clubs do as the Wilkes Barre, Pa. Club have done: vide the following item: "The Wilkes Barre Bicycling Club will give a book reception Friday evening. Good music and dainty lunch will be served. You don't have to bring a gilt edge full morocco with steel engravings to be welcome. The club owns a Bible."

Of course we do not know the condition of opinion and streets in Salt Lake City; but a tirade, which appeared in a local paper, against the pedestrians of that city because they persist in being run into by the cyclist who is also occupying the sidewalk is refreshingly cool and funny to us. The writer avers that the roads of Salt Lake City are not fit to ride on and so the cyclist just takes to the sidewalk. From this we should think that Salt Lake City is no place for cyclers. Here is the last part of the article as a "sample:"

"The cyclist is most emphatically here to stay. The pedestrian don't want him. The equestrian don't want him. And now the two bears must appear. The road hog, the pedestrian and the cyclist must bear and forbear. Now, a final word to the pedestrian. If a dozen bicycles bear down upon you, do not become worried, but go gently along upon your way. The cyclist will take care of you. Should you commence to jump and dodge, how in heaven's name can you expect to avoid trouble?"

Paradise has no charms for the professional cyclist since Omaha was discovered by Prince, Morgan, Eck & Co.

The Scranton Bi. Club is the recipient of a complete set of Dickens' and Thackery's works. Col. Geo. Sanderson being the generous donor.

Merrihew and McDaniel, now of Philadelphia, are hard at work doing road work. These two men propose to sustain the great reputation they made on the road last year as "goers" of the highest class.

Ladish has been in St. Louis lately, looking after Warner and his little "Bill." That settles the fate of the "Bill;" it will not become a law.

The Springfield Bicycle Mfg. Co., is putting its best foot forward in the endeavor to promptly fill its orders. They are running 24 hours in every day and they only wish they could devise a means of stretching time so as to accomplish even more than they are now doing.

The Quadrant Tricycle Co., appreciating the reputation that has been acquired by their machines is the U. S., have decided to establish agencies in the different cycling centres of the country. To this end Mr. H. G. Priest of the Quadrant Co. will visit this country, arriving in Boston some time during the latter part of this week. We would suggest to those desiring to represent the Quadrant people that they address Mr. Priest, care of this office.

Keep your road mileage record and keep it *correctly*. How? Why by buying a first-class and reliable cyclometer. In connection with this idea we would advise our readers that there is a cyclometer that bears the prefix. "Butcher." A word to the wise.

The Eagle Bicycle, we might say appropriately, has flown into favor, and the Eagle Co. report the most flattering sales up to date and prospects for the season. We are pleased to hear that the "Junior member" of the manufacturing brotherhood is doing so very well.

Pedersen of New York is one of the largest manufacturers of medals in the U. S. A reference to his advertisement will reveal some cuts of exquisite specimens of the medal makers art.

The record mileage disease has broken out with renewed virulence in New Jersey, and D. B. Bonnett, of the Elizabeth Wheelmen, rode 224 miles during the month of February.

Read the testimonial of the Eastman Dry Plate Co., at head of the editorial column.

TERTIUS.

We are a wreck!

Primus and myself.

I use the plural, because both of us together scarcely make one good, solid, substantial, simon pure wreck.

Primus and I are members of the Weedsport Bicycle Club.

I call him "Primus" because he is the first of his kind. Some of the fellows call him "Fairy," and some "Little Toddlekins," simply because he weighs the heavy part of a ton. We don't know his exact heaviness, because none of the railroad companies will take the risk of weighing him.

There is a limit even to car scales.

And yet, Primus is a rider.

Don't gasp.

He rides a trike—at least, he wants to.

When he decided to stride the flying wheel there was a universal howl of indignation from all sources.

Our Street Commissioner declared that he had broken his back 375 days out of the year for the past nine years, in giving us good roads, and he'd be blankity blankity blanked if he wanted the streets ruined by having a human Juggernaut chassaing around on them.

The club's good name was at stake.

A *lunatico inquirendo* was held, to discover whether Primus was in his right mind.

The investigation is over, but Lord! what a time we've had!

I sided with Primus, and our chief opponent was a fellow named Smutchall. He was backed by the Street Commissioner, and a "simple American citizen" with political aspirations.

The enemy presented the following reasons for believing Primus an out-and-out lunatic.

He weighs more than several ordinary men.

No "wheel" on earth would hold him.

If there was, he couldn't ride it.

If he could ride he would have to be hoisted on board with a derrick.

He would destroy the roads.

He could never do any touring, because he would want to stop every fifteen minutes to eat.

He chews gum.

He ran for Congress last fall.

He has not read Robert Elsemere.

He thinks that Lawrence Barrett is an actor, and that Tennyson is a poet.

He likes tripe.

He gives his employees fair wages.

He is honest.

Well, sir, you can imagine what a tough job we had to combat all this array of facts and figures.

Day and night we strove, even as what's-his-name wrestled with the angel.

We had no time to eat, drink, sleep, smoke or think.

We won.

The great bike builders, aided by the leading scientific men of all climes are using up the gray matter of their brains to devise a wheel which Primus can ride with ease and comfort.

Labor omnia vincit.

Tertius.

THE EUROPEAN TOUR.

Undoubtedly the biggest thing in the way of touring the coming season will be the European Tour under the leadership of F. A. Elwell, Portland, Me. As the membership is limited to 30, and as 25 have already deposited berth-retaining fee with the agent of the Cunard steamer, the quantity of the party is an assured fact. The itenary has already been published in these columns. Mr. J. Pennell will pilot the party through France.

From letters received, and from comments in the European cycling press it is evident that the advent of the party is looked forward to with great interest, and the gentlemen who compose the party can safely count upon a hearty welcome along their route. The tour has been planned with an eye to economy; comfortable, but not high-priced or fashionable (except in Switzerland) hotels will be patronized. The hotels are selected and arrangements made. Below is the list of those who have sent in their deposit for membership in the party. There may be a few additions, and an accident may perhaps prevent some one in the list from going, but the changes will not be material. Those who have been considering the matter of going, and whose names do not appear, had best come to an early decision: P. Howard Reilly, Hartford, Conn.; W. H. Bennett, F. H. Buttolph, Chicago, Ill.; F. A. Elwell, Chas Seavey, H. S. Higgins, F. H. Palmer, Portland, Me.; H. Wentworth, Skowhegan, Me.; I. N. Smith, Wm. H. Kirk, Philadelphia, Pa.; Rev. Chas. E. Fessenden, Summit Hill, Pa.; Wm. C. Roseboom, Cherry Valley, N. Y.; Harry Wilson, Clarion, Pa.; A. McAlpine, Bradford, Pa.; T. C. Brinsmade, Cleveland, Ohio; Stephen L. Breed, Lynn, Mass.; Junius E. Beal, Ann Arbor, Mich.; Joseph Pennell, London, Eng.; Clark Cooper, Trenton, N. J.; Dan. Krumm, Columbus, Ohio; D. Levy and R. B. White, Quincy, Ill.; H. C. Spaulding, Jr. and W. N. Estabrook, Elmira, N. Y.; H. C. Cake, Clarkesville, Mo.; L. Levy San-Paulo, Brazil.

"GEE WILLIKINS."

(BY THE SECRETARY.)

[We do not see why the small sons and daughters of some of our readers should not have some space in this edition devoted to their especial benefit. We therefore print the following fairy story which we think is one of Secretary's happiest efforts. It will prove interesting to the mature as well as the young.—Ed.]

Here is a story for the sons and daughters of cyclists and cycleresses.

Once upon a time there lived in the country a little boy. When he was too young even to know his mother, the cook said he was her little sweetheart, and by that name he was generally called. He was a chubby, rosy-cheeked youngster, with great, wide opened, brown eyes, and his curly hair was so light colored that it was almost as white as his grandfather's. In the main, Sweetheart was as good as the average little boy, but he had his faults, and his chief one was that he would say "Gee Willikins!"

Now it grieved Sweetheart's mamma very much indeed that her little boy would say "Gee Willikins" so often. She was a very patient mamma, and she often reproved him for saying it, and Sweetheart would readily promise never to say it again. But he was such a little fellow that he used to say that he wasn't big enough to remember not to say it; so it went on, and no matter what he saw strange, or what little accident he witnessed, his eyes would grow as big as saucers, and he would cry, "Gee Willikins." One beautiful May morning, whilst mamma was sitting in her rocking-chair on the up-stairs porch, enjoying the cool breeze, and busily mending one of his torn dresses, Sweetheart was in her bedroom, with a switch, chasing the cat. It was splendid fun to him, to see pussy jump and dart around the room whenever he managed to hit her. His merry laughter rang loud and long, until after one very hard cut, pussy jumped up on the mantel-piece and knocked off mamma's Royal Worcester vase, the one she thought so much of.

Down it came on the bright matting, and broke into hundreds of pieces.

"Gee Willikins!" exclaimed Sweetheart, as he realized the enormity of the disaster. As he stood, with bulging eyes, staring at the fragments, and as the unhappy cat crept trembling under the bed, mamma appeared in the doorway.

She had heard the crash, and had arrived in time to see the pieces scatter over the floor, and hear her little boy exclaim "Gee Willikins!" At first she felt very angry at her little son, and felt inclined to take the switch and lay it across his back, but she was a very just mamma, and always endeavored to think twice before she acted. So she quietly took her little boy by the hand and led him out on the porch, and sat down in her chair and drew him up close by her side.

"Oh, Sweetheart," she began, "what makes you so naughty; don't you know you have broken mamma's vase that she loves so dearly?"

Sweetheart hung his head in shamefaced silence. "And," she continued, "you not only broke her vase, but you said that bad, horrid word that you promised, not an hour ago, never to say again. I don't know what to do with you."

"I know," he said, roguishly, lifting his face and looking at her.

"What?" she asked.

"Forgive me," he answered, smiling.

It was as much as she could do to keep from putting her arm around the cunning rascal and kissing him, but restraining herself, she said: "No, sir. I tell you what I will do, I'll get the fairies to come and take you to fairy-land and keep you until you are cured.

"So you want me to cure him, do you, mamma?" they heard some one ask.

"Gee Willikins!" exclaimed Sweetheart, pointing with his fat fist, whilst his eyes grew as big as saucers.

Mamma also looked, and there, standing on the porch railing stood Queen Mab herself, the queen of the fairies. The way mamma knew that she was Queen Mab was because she wore a golden crown set with diamonds.

Sweetheart never before had seen such a wonderful being. She was about six inches tall, and had beautiful blue eyes, and pretty golden-colored hair hung down her back; she was dressed in a lovely white dress all spangled over with blue and red stars.

"I was on my way to the city when I overheard your remark," she

VIBRATION IN CYCLING was the subject of a paper recently read by Dr. Benjamin Ward Richardson, at a meeting of the Society of Cyclists (London). "I am of the opinion," says the Doctor, "that nothing produces so much injurious fatigue, or so bad an effect on the health in cycling as vibration. It is a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, is very inconvenient, and which in a feeble person may be attended with actual risk."

The cause of the mischief is what medical men call "spinal shock." It is very much like, and in essence is the same as that kind of shock which is noted in railway accidents, the difference being that in railway accidents the shock is inflicted by one or two violent concussions, while in cycling the shock is produced by a number of minor shocks, which produce the injurious effect from an accumulative action upon the spinal cord, and, through it, to some extent, on the brain. Excessive vibration causes a general fatigue and a painful reduction of muscular power in the lower limbs.

An efficient spring fork annihilates vibration.

A perfected spring fork is found only in the Victor Safety.

said to mamma, "and I stopped to see if you really want to send your little son to fairy-land to be cured. You needn't be afraid to trust him to us, for we often take bad little boys home with us to cure them of their naughty habits. Here's a whole bundle of letters we've gotten from mammas, thanking us for our cure." And she handed mamma a great pile of letters. Where she got them Sweetheart could not tell: it seemed to him that she just reached out in the air and picked them up.

While mamma was looking over the letters, she said to him, "Don't you want to go to fairy-land with me?"

"No," answered Sweetheart, clinging closer to mamma.

"Well, then, will you be a good boy and never say "Gee Willikins" again?" she asked.

"Indeed I will, replied Sweetheart, very earnestly.

"I wonder it you will keep your promise," said Queen Mab. "I'll see." With her silver wand she tapped her shoulders, when lo! out popped two beautiful gauzy wings, and up and down the porch she flew, as lightly as a bird.

"Gee Willikins!" cried the astonished boy, gazing at her in great wonder.

"It is just as I thought," said Queen Mab, resuming her place on the railing; and tapping her wings with her wand, they immediately disappeared. "You see, mamma," she continued, "he cannot be trusted. What do you say, shall I take him?"

"I don't know what to say," said mamma: "these certainly are nice letters of recommendation you have, but I don't see how I can spare my little boy, bad as he is."

"But you see," responded Queen Mab, "it is for his own good."

"Yes, I know," answered mamma, "but—well, I'll telephone to papa and hear what he has to say."

So mamma rang the telephone bell, and asked papa what he thought of it, and papa answered to let him go by all means, as he had been there; then mamma telephoned to grandma, and she said if she bathed and dressed him in his best clothes, so Henry would not look any better if he happened to be there, she thought it might do to send him. Aunt Ridie, she said the same; then grandpa said if he went to be sure and get a receipt for him, and papa's mother said it would do him good to go, and Aunt Janet said she knew a little girl who had been sent there to be cured of making faces, and she was cured and sent home before night.

As everybody seemed to be so much in favor of it, mamma concluded to let him go.

"You will be sure to take good care of him and bring him safely back?" she asked Queen Mab.

"Why, of course," she answered.

"How will you take him?" she questioned.

"I've got a velocipede," said Sweetheart.

"Have you?" said Queen Mab, "then I'll ride my tricycle."

"Where is it?" asked Sweetheart.

"Why, I'll have to have it made. Mamma spare me a hairpin."

She took the hairpin from mamma's hand, and threw it on the floor of the porch, and said, "qlzxishkapmzzo," which means in English,

> Come ye elf, come ye sprite,
> Work with all your main and might;
> Come from mountain, come from dell,
> Make for me a tricycle!

So you see fairies don't lose much time when they talk. That's a very peculiar word, and it took me considerable time to get it, so be sure, my little cyclerette friend, to make your mamma repeat it over until you are able to pronounce it yourself.

Hardly had Queen Mab uttered the word, when at least two dozen little elves and sprites, all in their blue working clothes, appeared on the porch, and straightway seizing the hairpin, went to work. One old gray-bearded fellow, with big rimmed spectacles, cut it in different sized pieces and gave them to the rest. Some made the rims of the wheels, others spokes, others the handle bars, and others the various different parts.

Presently one ran up to Queen Mab, took off his hat, and after making a bow, said something that Sweetheart could not hear.

"Dear me," said Queen Mab, "they haven't any leather to make a saddle. What shall I do! Why, there's just the thing." Running over to one of Sweetheart's old shoes she took her scissors and clipped a piece of the tongue off, and handed it to the elf. He bowed and ran off. Presently he came back and said something else.

"Dear me," said Queen Mab, "they haven't any thread to sew it with. What shall I do? Why, there's just the thing." She hopped up in mamma's lap, and before Sweetheart could say a word she had plucked a strand of his bright curly hair, and the little elf had threaded his needle with it, and was busily sewing the saddle. When the tiny tricycle was made and all the elves and sprites had vanished, mamma bathed Sweetheart, and dressed him in his cleanest and prettiest white frock, and put his new shoes on, and curled his shining hair, then, putting on his white hat, she tied a piece of blue ribbon around his left wrist, to keep him from harm, and kissed him good-bye.

The tears came in her eyes as she saw them ride off, Queen Mab in her dainty tricycle, and Sweetheart on his old battered velocipede, his chubby little legs working as fast as they could so as to keep up with the fairy queen.

She turned and went in the house, and it was so still and lonesome that she rushed out again to call him back and tell Queen Mab that she couldn't spare her little boy, even if he was so naughty as to say "Gee Willikins!" She ran clear up to the gate and looked up and down the road, but they were not in sight. She called, "Sweetheart! Sweetheart!" but there came not an answer. So she went back in the house, picked up his little old worn shoes, kissed them and softly cried.

Meanwhile Sweetheart had arrived in fairy-land. Exactly how he reached there, he was not sure. It all seemed to him that while he and Queen Mab were riding along the lane, he suddenly rode right down through the ground, and the first thing he knew he ran "spang" right against a great big piece of fur.

As he was sprawling about, trying to get out of the fur, it arose, and with a terrible growl shook him off, and as he scrambled to his feet he saw it was a great big black bear.

Sweetheart was nearly scared to death.

"Humph!" growled the bear, "this is a pretty way to wake a body from his nap. What's your name?"

"Sweetheart," came the prompt answer.

"Sweetheart, hey?" said the bear. "Well, Mr. Sweetheart, let's see of what you are to be cured."

The bear walked up to him, and there, hanging to the blue ribbon that mamma had tied to his left wrist was a little silver medal, on which was written: "This little boy is to be cured of saying 'Gee Willikins,' and then returned to mamma, signed Mab, Queen of all the Fairies."

"Aha!" exclaimed the black bear, "so you say 'Gee Willikins,' do you? Well, what makes you say it?"

"Deed, sir, I don't know," answered Sweetheart.

"Don't, hey?" said the black bear, "then we will have to find out. Can you ride a bicycle?"

"No, sir," replied Sweetheart, "but papa can."

"Well," said the black bear, "we will see if you can."

So saying he went up to the red velocipede and growled out something, when lo! there stood in its place a beautiful little bicycle, with silver wheels, gold spokes and ivory handle-bars.

"Gee Willikins!" cried Sweetheart.

"Aha!" exclaimed the black bear. "I see what makes you say 'Gee Willikins,' 'tis things that surprise you. Now I know how to cure you."

He placed Sweetheart on the machine, and to his great surprise he rode right off.

He was so astonished and delighted to think that he could ride, that he at once cried, "Gee Willikins!"

No sooner had he uttered it than the little wheel kicked up, and away he went over the handle-bars, bang against the ground. Just like he had often seen his papa do.

It was some time before the black bear could speak for laughing. When he could, he said: "That's what you got for saying 'Gee Willikins,' and every time you say it, that little wheel is going to fly up and make you take a header. I've got to cure you from saying Gee Whillikins and I am going to do it."

"Yes sir," meekly replied Sweetheart. He bruised his shoulder when he fell, but the black bear didn't kiss it like mamma would, but simply helped him back on the machine and they again started. They rode around everywhere, and Sweetheart never had seen so many wonderful sights. He had said "Gee Willikins" ever so many times, and every time he said it the little wheel had flown up, and away he would go, and the black bear would laugh and again put him in the saddle.

It wasn't any fun to Sweetheart, and his little body was black and blue with bruises and he felt sore and ached all over. He had had so many falls that he had learned to look at wonderful things without saying Gee Willikins, and the black bear was beginning to think he had cured him.

Presently, on rounding a bend, Sweetheart's wondering eyes saw a lovely little lake.

There were all kinds, sizes and colors of ducks and geese swimming in it. There were big yellow geese with flat bills, there were little red ducks with round bills, there were green geese and blue ducks, and striped geese and dotted ducks. In the centre of the lake was a little island on which was a little house.

"Gee Willikins!" exclaimed Sweetheart.

Hardly had he said it before the little wheel flew up, and away he went over the handle-bars, splash! into the lake.

Clear down to the bottom he went, and lay there. The water gurgled in his ears and crept in his eyes, wriggled up his nose and ran in his mouth and choked and strangled him, the fish swam up to him and rubbed their cold noses against him, and just as he thought he was drowning the black bear waded in and pulled him up and carried him over to the island.

"Humph," he growled, "I thought I had cured you, but I see I haven't. Come run in the house there, and stand before the fire and dry your clothes."

The poor, wet, miserable little boy was glad enough to obey.

The bright fire was so warm and genial that his spirits soon began to rise, and he raised his bead and looked around the room.

Could he believe his eyes? It was his play-room. There was his little wheelbarrow, his red wagon, box of ten pins, old battered trumpet, the table, his rubber ball, and hanging by a nail to the side of the closet was his drum, and astraddle the drum was Jim. Now Jim was a black faced boy that cousin Maria had made for him. He wore a blue sailor suit trimmed with white braid and had a base ball cap. He was nearly as large as his owner, and for some time the only way mamma could make Sweetheart mind her was by threatening to take Jim for her baby. But it wasn't long before he got over his jealousy, and Jim became his boon companion, and he never had been more glad to see him than on this day.

"Gee Willikins!" he exclaimed, "dare's Jim," and forgetful of his promise and wet clothes he ran over to get him. As he reached up his arms the little black boy astraddle the drum said: "Go 'way frum heah, I's no Jim, I's neezer."

"What!" cried Sweetheart, aghast.

"Yes," said the figure, "I's no Jim, I's neezer, Ebenezer."

Before the astonished boy could say anything further, he heard a deep voice behind him growl out: "What's the matter here? Who put this fire out?"

Looking around Sweetheart saw the black bear gazing savagely at him.

"Who put this fire out?" he repeated.

"'Deed, sir, I don't know," Sweetheart answered.

"Have you said 'Gee Willikins?'" asked the bear.

"Yes sir," timidly replied Sweetheart.

"That accounts for it," said the bear severely.

"Now, sir, that fire cannot be relighted until you are completely cured of saying 'Gee Willikins,' and hereafter whenever you say it the Ghost-of-the-fire will appear before you."

"Come on," he continued, "there is only one way to dry your clothes, and that is to hang you and them on the clothes line."

Taking Sweetheart by the hand he led him out in the yard, and lifting him up to the line he pinned him to it by the sleeves, and then left him hanging there.

The hot sun broiled down on his bare head, the yellow geese and the red ducks, the green geese and the blue ducks, the striped geese and the dotted ducks, and all the other queer fowls, swam up to the border of the yard and cackled and sissed and quacked at him; his little arms became so tired that he did not know what to do, and he felt so miserable generally that he began to cry and sob for mamma.

As the tears rolled down and fell on the bricks, they all began bouncing up and down like rubber balls.

Sweetheart was so utterly surprised at that, that before he could think he cried, "Gee Willikins."

Hardly had he done so before all the geese and ducks and other fowls began to wag their heads, flap their wings, cackle and quack, and beat the water at a tremendous rate; the bouncing tears bounced faster and faster and higher and higher, until they began to strike him on his legs, body, face and head, and they struck hard enough to hurt and he cried harder and harder, and the more tears he shed the more there were to bounce up and hit him. Oh, how he cried and called for mamma and papa and Theresa, his nurse, and promised he never, never would say "Gee Willikins" again.

Suddenly he saw a piece of smoke come slowly moving across the yard, until it was right in front of him, when it stopped.

A voice, which he recognized to be that of the black bear, said: "That is the Ghost-of-the-fire."

When Sweetheart looked at it again it scared him so that he stopped crying, for it had one great big flaming yellow eye and one great big blazing red eye, its nose was green and long and kept wriggling about like a snake, its mouth was blue and looked big enough to swallow him whole, and its ears were white and kept flapping like wings, in fact its whole body kept twisting and doubling and turning whilst it was before him.

"Now, little Sweetheart, which would you rather do, go and live with the Ghost-of-the-fire or go home and live with mamma?' asked the black bear, who had reappeared.

"Go home and live with mamma," humbly answered Sweetheart.

"Will you again promise never to say 'Gee Willikins?'" said the black bear.

"Ineed, indeed, sir, I will," replied Sweetheart.

"Well," said the black bear, "I will give you a trial. Now mind, if you ever say 'Gee Willikins' again, the Ghost-of-the-fire will come after you. Now, Ghost-of-the-fire, return to the chimney, and if you ever hear Sweetheart say 'Gee Willikins,' go after him immediately and bring him to me."

The Ghost-of-the-fire nodded its head, grinned and batted its eyes, then floated up to the top of the chimney and disappeared down it. Then the black bear unpinned Sweetheart from the clothes line and took him home, and to this day he has never said "Gee Willikins."

SECRETARY.

A POINTER FOR TOURISTS.

Editor Bicycling World: As you have lately printed quite a number of letters from people who want information about routes which are attractive for bicycle touring, I suggest to you the propriety of appending to future letters of that sort an editorial answer as follows:

"The desired facts can probably be had by paying two dollars to Karl Kron, for his 'Ten Thousand Miles on a Bicycle,' wherein nearly 3500 towns on touring routes are indexed. If you hate the idea of contributing so much money towards the $13,000 which he has expended in publishing, for your benefit, a wheelmen's gazetteer of American roads, then send a postal-card request to him, at the University Building, Washington Square, New York, and receive a copy of the 150-page gift-book, which he mails gratuitously, and which exhibits the contents-table, general-index, and many newspaper opinions of his gazetteer."

For the five years, 1879 to 1883, I devoted a great amount of time to preparing "road information" to all who asked for it, either through your columns or in private letters to myself. The five years since then I have entirely devoted to compiling and publishing, in compact shape for reference, an enormous mass of such information, representing a great variety of touring routes in nearly all the States, and perhaps 20,000 miles of roadway altogether.

Until the prospective tourist has consulted the indexes of this elaborate cycling cyclopedia, with their 22,000 references, and assured himself that the routes he wants to know about are not mentioned in it, he ought not to ask others to wearily compile the facts "for nothing," nor ask you to print such facts, to the exclusion of matters which are more readable and more timely. KARL KRON.

The University Building, Washington Square, New York City, 19 March, 1889.

COMPARATIVE SPEED OF CYCLES.

THE following table, compiled from the Road Records Association of England, for 1888, will give an excellent idea of the comparative speed of the different types of machines:

	50 Miles.	100 Miles.	12 Hours. Miles.	24 Hours. Miles.
Ordinary bicycle, -	2.57.47	6.48.14	—	273
Safety bicycle, - -	2.47.36	6.20.26	—	297
Safety tandem, - -	2.52.03	—	—	—
Tricycle, - - -	2.53.05	6.59.54	147	264
Tricycle tandem, -	2.46.03	6.57.32	—	298 1-2

To those who have always thought that the ordinary was *the* record making machine the above figures will prove "eye openers."

DEATH OF JOHN STOUT.

JOHN M. STOUT, the Star trick bicyclist, who resided at Ripley, Brown county, Ill., came to his death about four o'clock, March 15th, in an effort to beat his record for time between Ripley and Mt. Sterling. He had previously made the distance in one hour, and his attempt was to lower the time. The road was in fair condition, but spongy. He stopped at the residence of Mr. Means, about one and a half miles east of Mt. Sterling, and got a drink of water. Then he wrote on a sheet of paper (he being a deaf mute), that he was trying to beat the best time ever made, and was off. A few minutes later he was found about a mile east of Mt. Sterling, lying in the road, dead. His bicycle lay in the road about ten feet behind him. Both were lying across the road. Dr. Baxter reached the spot soon afterward, and upon examination gave it as his opinion that death was caused by a stroke of apoplexy. When Mr. Stout stopped at the Means residence he was covered with perspiration, and drank liberally of cold water. Some were of the opinion that death was caused by a broken neck.

The body was taken to Mt. Sterling and the relatives notified. Mr. Stout was married about six months ago to a lady bicyclist, also a deaf mute.

READ the testimonial of the Eastman Dry Plate Co., at head of the editorial column.



IMPRESSIONS OF THE STANLEY SHOW.

BY CHAS. E. PRATT.

THE "Stanley Show," as all wheelmen know, and as most of the less fortunate balance of the world is getting to understand, has become an English institution. Promoted years ago by the Stanley Bicycle Club, it became really a great annual trade bazaar, for the exhibition of all sorts of vehicles propelled by foot or by hand, and of all sorts of parts from crude forgings to finished frames and saddles, and of all sorts of accessories or things that can be used with bicycles and tricycles, and of all sorts of publications relating to bicycles and tricycles. Every year when the first whisperings of spring trade or inquiry begin to be heard, all the inventors and mechanics, and small makers and large manufacturers, and dealers and exchangers, and publishers, hasten to exhibit their very latest and best and most attractive. Novelties are carefully held back and secreted for this revelation. All the new styles for the year are hastened into readiness for this first appearance. Here the parvenu in the trade, who has fitted up a back room where he may put together a few machines from parts bought of the supply makers, and the older experimenter, who has seen the trade drifting past his doors, both eagerly point out some divergence in type of machine, or some ingenious invention set off in nickel and enamel to beguile the new purchaser. Here the makers come to see every man what his neighbor is doing, and here the riders from everywhere, insatiable in their search for something easier and better to ride, come to examine the styles; and hither also comes the bicycling editor, and the wise special writer on the subject of bicycling, for his hints and such special inducements as may entice him for preparing his reports with such impartiality and truthfulness as all the circumstances may make expedient.

The exhibition of 1889, which has just closed, was held in the magnificently commodious Crystal Palace Building, just out of London. It was held there for the first time, I believe, was a large and successful exhibition, and a profitable one to all interested in its promotion. The show is still not merely nominally but in part practically under the auspices of the Stanley Club, as always, but that club takes no risks about it. A representative of the Crystal Palace Management informed me that the show had proved a profitable venture for them, indeed the most profitable part of their winter's business, and that they had secured the show for next year for the same place.

The bicycle and tricycle exhibit occupied more than half of the main Exhibition Hall and parts of two of the wings. The different exhibits were well arranged upon slightly raised platforms, or in specially built booths, mainly along the sides of two long aisles, intersected here and there by cross aisles. It was a pretty sight in the morning to stand near the centre of the magnificent building and look along the brilliant lines of machines, stretching so far that the remotest were scarcely distinquishable, or in the afternoon and evening to look over the vast crowds of visitors, when the machines were scarcely visible.

To the American who was not fortunate enough to be there, however, the chief interest is, of course, in what was exhibited. It required one day to see the exhibit generally, the following days were sufficient for examining the exhibits in detail. The visitor was first impressed with the lack of novelties. There were bicycles and tricycles and safeties and tandems, apparently without limit, but with a great deal of sameness in their construction; indeed the types and general construction of machines seem to be settled, and the differences are mostly in details. More sameness is to be expected in an English exhibit (and this, it is to be borne in mind, was an English show almost entirely, than would be found in an American exhibit in proportion to the number of exhibiters), because many of the English makers buy their parts of the same makers of unfinished parts, and can therefore exhibit their originality for the most part only in details of finish and a few special devices. The preponderance of safeties of the rear wheel chain driving variety was to be expected on account of the comparatively rapid rise of that type of machine into prominence last season. The greater number of machines of this class on exhibition were of the cross frame pattern, having a straight forked reach from the steering spindle to the rear axle, most resembling what is perhaps the machine most familiar to Americans, the Veloce Columbia, of 1888. The next larger number of these exhibits show diamond frames of the general form of the Victor Safety of last year, except its peculiar spring front fork. But the divergencies or new patterns for 1889 must, of course, be sought in the lesser number and the very latest machines shown by the different makers. These divergencies with the principal makers in respect to the frames of the safeties take their direction from the two types just mentioned in about equal proportions. Neither is retained just as it was last year. The cross frame becomes an arquebus frame, that is, the reach is not extended from the steering head to the rear axle direct, but the rear forked portion is divided, one pair of tubes extending from the rear axle upward to near the seat rod, and the other pair extending downward to or near the crank shaft; connecting with a nearly vertical cross-tube, and from about the middle of that cross-tube the reach extends upward to the steering head, usually in the best exhibits with a tie or stay rod below or above the reach. In the new machines having modified diamond frames are seen mostly double nearly parallel tubes of smaller diameter, instead of the single large tubes, and a nearly vertical cross-tube or stay between the crank shaft and the seat support.

Other noticeable tendencies are those toward socket heads instead of center steering heads; a little rise in the position of the handles; a little more rearward position of the saddle, and more distance between the perpendiculars through the crank shaft and the saddle centre, and a smaller rear wheel. Great prevalence is noted in straight tubing instead of curved, and brazings are avoided wherever possible. The hammock seat, or "Kirk" seat, as it has been so long called in America, is coming into general use there, as also the wide grooved pedal bars. These two American notions having captivated the Englishman. The smaller rear wheel, and the placing of the saddle backward well over it, is acknowledged to be an attempt to solve the problem of a machine that will stand up on the greasy, smooth English streets; but it is not by the riders, or by the makers themselves, considered as otherwise than an experiment. The question is whether the increased jar and drag of the smaller wheel, sometimes made as small as 28 or even 26 inches will be compensated for by a less liability to skid out in quick turning. I know of no American roads where the same conditions prevail as on the London streets, for instance, with their smooth pavements, or their principal country roads with their smoothly rolled Telford or Macadam surfaces, always wet and covered with a greasy mud, where almost any kind of a machine will "sloo" sidewise, as the countrymen say, a little easier than it will go ahead. On our roads with drier but less even surfaces the kick and drag of these small wheeled machines must be about as agreeable as was the kick of the sixteen inch rear wheel, once thought "the thing" on the ordinary bicycle.

In spring frames or anti-vibration devices for Safeties there were two or three extreme exhibits where springs were shown at both ends of the frame, one where a pretty good, but not very graceful double parallel spring head was shown, but the best makers go very light on this idea, a few showing no anti-vibration devices at all, even in the best machines, but having a joint and an arm in each side of the front fork with a short coiled spring arranged in one form or another to relieve the vibration of the handle bars and the shock of obstructions to some extent.

In bicycles of the ordinary type there was very little noticeable except one thing—the "Rational Ordinary," as they call it there. This in its pronounced form is an ordinary bicycle, with 2 1-2 to 3 inch rake, and a 22-inch back wheel. That is to say, the tendency in bicycles proper is toward more rake and smaller front wheel and larger rear wheel. In connection with this it may be remarked that the getting of the pedals directly under the saddle is considered to have been carried to an extreme. The swimming attitude is found not to be so effective either for safety or for ease in propulsion.

In the bicycle proper four things have gone by the board, and are seen no more—front forks straight up, saddle chuck up to the head, sizes strained large, and minute rear wheel. These had their vogue for a little while abroad, as they did with the too-too riders in America; but our English cousins, finding that the safety doesn't solve the whole problem of all fun and no effort, are looking to the slowly evolved but nobler type of bicycle again, with good rake and a liberal back wheel, set their saddles a little further back, and find a lighter machine, a better position, more perfect control, freer hands, safety enough for the fairly alert, and more fun. The rear-driving safety got most of its go from the effort to find a machine that would stand up on a greasy roadway; but I heard both riders and makers predict more proportionate attention to the ordinary in future, except for the elderly and the weakly, than has been shown this last year.

In tricycles, as in safeties, the struggle is for reliable strength with lightness. The tendencies are to smaller drivers and larger steering wheels—wheels of nearly even size, and from 30 to 34 inches in diameter. The greater number are, of course, of the "Cripper" type, with guide wheel in middle front of machine, but a notable number of tricycles, shown as new 1889 style by the best makers, have a single rear driving wheel, like the safeties, and two guiding wheels abreast in front. Some of these have curved side handle-bars with open front, and some have the transverse handle-bar in front, "Cripper" style. There were also a few handsome tandem tricycles on this plan. This style seems to find much favor on account of two things—its open front capacity and its avoidance of that otherwise necessary inconvenience for both rider and maker, the balance gear.

Tandem tricycles and tandem safeties were found with most of the large exhibits, but with little real novelty. When you have seen the tricycle or the safety of a maker you know what his tandem is of either variety, because he maketh it the same in general pattern and in all possible details. The most noticeable thing about the very latest tandems is that they are heavier, that is, strengthened up, than last year, to make them endure the strains better.

Ladies' machines? Yes, there were ladies' machines, plenty of them in tricycles, but only two or three in safeties. Ladies do not ride safeties to any extent in England, nor is it believed that they will. The makers say that their trade is in tricycles for the fair; and with one or two exceptions, more for advertising reasons, the only venture in that direction is to make the tandem safeties with a free curved reach or removable brace in front, so that either a lady or a gentleman may ride on the front seat. I did find one tandem made for two ladies to ride, but that is recognized as too blooming absurd, you know.

THE WOODSTOCK (CANADA) A. A. ASSOCIATION.

THIS association will hold its sixth annual meet at its park May 24th next. The open events will consist of the following. The prizes will aggregate $1000 in value. We are glad to note that the handicapper's services are to be generously used:

No. 3, one-mile, open; No. 4, five-mile, open, handicap; No. 5, half-mile, open, handicap; No. 6, one-mile, open, handicap; No. 8, one-mile, open, handicap, on safety machines; No. 9, one-mile, open, consolation.

LIST OF PRIZES.

For No. 3—First, a solid gold "stop" watch, value $110; second, fine diamod sleeve buttons, value $40; if 2.40 is beaten in this race a gold "split seconds" stop watch will be given for first prize, value $165. For No. 4—First, a valuable diamond ring, value $75; second prize, a valuable diamond pin, value $30. For No. 5—First, amateur photo outfit, value $35; second, split bamboo fish pole, value $18. For No. 6—First, silver stop watch, value $35; second, fine pearl opera glass, value $14. For No. 8—First, double-barrel breech-loading shot gun, value $35; second, gold headed cane, value $14. For No. 9—First, combination diamond stud and scarf pin, value $35; second, fine athlete's valise, value $10. Also a bicycle club competition, open to the world: for largest and best representation—First prize, hand-some secretary for club rooms; second, handsome silk banner.

Full programmes will be sent out shortly. Write for same to W. F. Wilson, Secretary W. A. A. A.

HARVARD BICYCLE CLUB RACES.

THE Harvard Bicycle Club will hold a race meet May 11, in honor of the tenth anniversary of its foundation. The prizes are to be valuable, about $300 being divided among seven events. All the most prominent amateur racing men in America are expected to enter. The following will probably be the programme:

One-mile interscholastic scratch, open to members of I. S. A. A.
One-fourth-mile bicycle scratch, open to all amateurs.
One-mile safety bicycle handicap, 100 yards limit, open to all amateurs.
One-mile tandem safety bicycle scratch, open to amateurs.
Three-mile bicycle handicap (open), 350 yards limit.
One-mile bicycle, 3.20 class, open to members H. B. C.
One-mile bicycle lap race (open).

Entrance fee will be fifty cents for each event. There will be three prizes in each event. The handicapping will be done by the official League handicapper. Among the prizes are three Kodak cameras, Winchester repeating rifle, Winchester single shot rifle, a sole leather travelling bag, a handsome brass standing lamp, a Smith & Wesson hammerless revolver, and a silver cup.

THE MAN WITH A WHEEL TO SELL.

His name is Legion, his brow is sad,
His careworn looks their story tell;
You *must* have met him, he's everywhere,
——The man with the second-hand wheel to sell.

He button-holes you upon the street,
(You must lose the button to get away);
And your hair grows grey as he rambles on
His endless story——which is to say—

"Do you know of anyone, wants a wheel?
I'm going to sell——if I strike a trade,—
You don't? Oh! Thunder! They all say that!
——Not much use *my* trying, I'm afraid!

"But *mine*, you know, is in first-class trim
I didn't ride much—it was not my size;—"
(You remember he wore himself down to a spectre,
Trying to gain a club mileage prize.)

"The tire don't show the least bit of wear,
The finish is just as good as new;
It cost me a hundred and forty-five,
And I ought to get ninety, I think. Don't you?"

And thus and thusly, on and on,
Past all endurance his story grows;
(The monster, its easy enough to see
No viscera of compassion knows.)

The tender care he has lavished on
That wheel, to save it from dust or grease;
Would lead one to think that it had been kept
Under glass, on his parlor mantle-piece.

For aye and a day he talks and talks,
Till at last, with man-slaughter in your eyes;
You cut off the button and cut away
And tell him to go——and advertise.

The dealer laughs him away in scorn,
Then turns with a queer look in *his* eye,
To his own little shop full of similar goods
With never a soul to step up and buy.

So there's no relief for him (or ourselves)
Till some new market for wrecks is found,
——Some uncouth region, if such there be
Where the safety craze has not yet got round.

Then the trade to this grave emergency,
Should rise as a unit and boldly send;
its travelling men and their samples off
To this work-a-day planet's farthest end.

Let them fresco in scarlet the pyramids,
And cover the Andes with epigrams neat
(Since the soul-less fathers of Boston town
Have ordered them down from Beacon st.

There's an unsought field in Kamschatka, where
The lordling lolls in his soft barouche;
And there's plenty of room for displayed designs
On the glaciers and crags of the Hindoo Koosh.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

THE VICTOR JUNIOR.

This is the one for the Boys.



It is one of the VICTORS!

38 to 50 inch, inclusive, 38 to 46 have $\frac{3}{4}$ inch tires to front wheels and $\frac{5}{8}$ to rear. 48 and 50 inch have $\frac{7}{8}$ and $\frac{3}{4}$ respectively. All have spade handles, Victor saddles, square rubber pedals, tangent spokes, compressed tires, adjustable steps, &c., &c.

Front fork and backbone are regular imported weldless tubing, both hubs and neck and spindle are steel forgings. Spokes, regular high grade stock, attached to the rim with nipples, same as in Victor Light Roadster. Rims, shallow section, crescent rolled steel. Bearings, balls to front wheel, cones to rear (Ball bearing rear wheel, $5.00 extra), pedals parallel. (Regular ball pedals at an advance of $6.00). Finished in black enamel with nickel trimmings. The prices are very low:

38 inch, $40.00	42 inch, $45.00	46 inch, $50.00
40 " 42.50	44 " 47.50	48 " 52.50
	50 inch, $55.00	

OVERMAN WHEEL CO.,

Makers of Victor Cycles,

ILLUSTRATED CATALOGUE FREE. **BOSTON, MASS.**

Let them decorate rocks on the plains of Ind.
With "ads." of their earlier, primative styles:
And forward their catalogues, (postage paid)
To pedestrian Kings of the Cannibal Isles.

And if from this pest of obselete wheels,
They once and forever would be set free;
Let them build up a market in Labrador,
For crocks of the pattern of '73.

Who knows but these nations, properly worked,
Might develop an army of startling cracks;
To break all the records of our own land,
(Should some Ducker arise there to build them tracks.)

And there those pestilent, squabbling souls,
The iron-clad, amateur argument men,
Might go in a body; and settling down,
Argue their arguments over again.

But,—to drift back again to our sorrowful friend,
(Whose sorrows won't cease till this come to pass);
I've met him *again*,—just a moment ago,
——He winked at me out of the looking-glass!

PEDALS.

ANOTHER SOUTHERN OUTRAGE.

A RAID ON A BICYCLE CLUB POKER GANG.

SUNDAY morning, March 9th, at 1 A. M., Capt. Frank R. Steele, L. B. Enslow and Alex. H. Myer, members of the Old Dominion Wheelmen, of Richmond, Va., armed with stout sticks, noiselessly crept to the second floor of the Club House on North Second Street, from the rear room of which muffled exclamations of "I'll see you" —"I'll raise you"—"Look a-here, Sam Johnson, no monkeying"—"I've got three Jacks"—&c., were heard.

With one bang of six fists and the combined weight of the three bodies of the aforesaid club members, the door to the said room burst open with a crash. Instantly all was confusion, and loud were the oaths of the fleeing negro poker players, the rattling of scattered and hastily thrown down chips. The window was opened, and the "colored gentlemen" beat a hasty retreat via that opening. Then came sounds of swiftly shuffling footsteps from the alley below, and sounds of scrambling over the back fence were heard, and then a dead silence.

But one "sport" remained, to tell the tale. Lo! the poor janitor! —who, acting as room-keeper, steered the gang, received the room-rent, but, alas! too old to play, had fallen asleep, and was awakened too late to escape. He now wants a bondsman, and the O. D. W. are looking for a janitor.

This was the "first run" of the season for the O. D. W., and the few members participating enjoyed it hugely. Can any other club offer a more novel introduction run? GYP.

A TRIP AWHEEL TO LICK OBSERVATORY VIA SAN JOSE, CAL.

BY H. ALLEN MATHEWS.



JAMES LICK

WITH a day or two here and there I have managed to push my "Columbia" about three and one half thousand miles over roads within a radius of 100 miles of San Francisco and am thoroughly acquainted with the country from Ukiah (Mendocino Co.) on the North, to Lick Observatory and San Jose (Santa Clara Co.) on the South, from Stockton, French Camp and Tracy (San Joaquin Co.) on the East, to Pacific Ocean on the West. The hardest yet most enjoyable, interesting and instructive trip I have found within this territory is to Lick Observatory, via San Jose and return from Brooklyn, 146 miles for the round trip. It is my intention to describe this trip taken last July, as briefly as possible, using instead of "I" the two words "Our Cycler."

Let us now start with our cycler, who left Brooklyn about 3 o'clock on a Saturday afternoon, with the intention of reaching San Jose in the evening and before midnight.

The road and scenery as far as Haywards will not be described, as all are well acquainted with it, if they have read the many descriptions.

From Haywards to Mt. Eden (3.75 miles) the road and scenery was decidedly uninteresting. The former being full of ruts and the latter consisting of bare fields. He then enjoyed a two mile ride of fair road reaching the well known Alvarado Bridge, which is about one mile long. This bridge is decidedly rougher than the bassalt rock surface of the Market street cable track, in San Francisco Co.

Riding off the south end of this bridge our cycler landed about the centre of the town of Alvarado and thence over a well kept and graveled road, leading for 5.90 miles between prosperous farms and orchards to Centreville. The surrounding country as seen from this road towards the South is flat as far as the Eastern Slope of the Santa Cruz Mountains (30 miles away) and is also level towards the east for nearly two miles. Then arising abruptly is a ridge of foot hills surmounted by several peaks. The most prominent is Mission Peak. Situated at the eastern foot of this peak is Mission San Jose, containing as a relic of early California missionary days, a few adobe houses. To the west and seaward several small islands can be seen. Once a ride of two miles, over marsh lands, brought a party of cyclers there, their object being to visit the oyster beds and taste a few of the oysters. At the same time a mile further of similar riding brought them to the Salt Works. These are located a few miles further to the south and nearer Newark.

Our cycler reached Centreville about 5.15 and decided to stop there for supper. It was probably about 7.30 in the evening and about an hour after dark before he was again in the saddle. He then passed through Irvington (formerly Washington Corners) then Harrisburg, also known as Warm Springs. This, by the way, is a peculiar town; it contains one house, which serves as a hotel, post, express and public telephone office, saloon (and possibly a church and Court House when necessity arises. Thence the road led him to Milpitas and following came one or two half way houses. Of course he did not see these owing to the darkness but knew of their existence having seen them by daylight. San Jose came in sight about 10 o'clock and the St. James Hotel (the League Hotel) a few minutes later. After partaking of light refreshments and leaving orders with the night clerk to be called at four o'clock in the morning, our tourist retired to slumber and rest, and thus prepare for the morrow's trip of 100 miles.

Sunday morning did not dawn "the sun bright and promises for" etc., as most accounts of cycling trips read, but a heavy San Jose fog pervaded the atmosphere, when our cycler mounted his wheel at the door of the St. James Hotel at five o'clock. This raised his joy and satisfaction too 500 degrees above zero, as 26.90 miles of mountain riding in the sun would have been anything but pleasant. From St. James Hotel he rode down N. First street and turned east to Santa Clara avenue which led him for two miles between the handsomest residences and flower gardens of the "Garden City." The next two miles of the avenue is slightly "tilted," (Anglise, "hilly") with waving fields of grain on either side. This brought him to Lick avenue and a walk of .70 of a mile, up a grade varying from 4 to 6 feet in 100, brought him to the Junction House. He prepared to be climated by placing his coat on the handle bar of his bicycle, and from dire necessity he alternated riding and walking for the next 5.90 miles to First Summit.

Thus far the road was excellent, being equal to any park driveway. The grade averaged four feet rise in 100, a slight grade, but decidedly tiresome to a cycler when there is much of it. At the summit he stopped and viewed his surroundings. Santa Clara valley was spread before him like a panorama, in shape resembled a horse-shoe, with the open end towards the north. On the west side are the Santa Cruz Mountains. The south and east side being marked by low foot-hills and marsh-lands of San Francisco Bay, on the north. The town of San Jose reposed peacefully about the centre of the valley and Santa Clara about 3.85 miles further to the west. After drinking in the scene, our cycler faced east and proceeding on his way, following the road (now adobe and mixed with a few rocks) down a canon having a grade of 4 feet in 100, to Hall's valley and foot of grade.

The east side of the canon is a treeless, bare and rocky slope, with here and there a tuft of grass. The west side is covered with trees and shrubbery: a decidedly peculiar freak of nature. This is caused by the western slope being protected from the winds which quite frequently blow here at the rate of 35 miles an hour and during storms reach a velocity equal to 65, and even as high as 80 miles within the hour. The eastern slope receiving full benefit. This same "freak" may be seen at Whites Hill (Marin Co.).

From First Summit is a fine "coast" of 2.30 miles, to foot of

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

grade. Then began a climb of 3.50 miles to Second Summit. This last four miles is macadamised with red rock, same as the drives of Golden Gate Park. Our cycler leaned his wheel against Smith's Creek Hotel at 8.30 sharp, having consumed 3 1-2 hours in covering 18.70 miles, having walked and ridden up grade 11.20 miles, riding without a dismount the remaining 7.50. He stopped at Smith's about an hour, took a walk up the creek, tested the temperature of the water by taking a swim a la New York news boy style, which performance decidedly freshened him up. Returning, he sat on the hotel veranda and viewed the Observatory, one mile away via air line, two by trail and 7.20 by road.

To be continued.

KAUGHT WITH A KODAK.

(BY C. E. EDWARDS.)

ONE of the adjuncts to a wheelman's outfit is a small photographic camera. How often does the pedestrian, in his rounds, come upon some scene that is amusing or interesting, that makes him wish for the pencil of an artist in order to perpetuate it by transferring it to paper. The wheelman, more than any other traveler, finds these odd things that entertain the tourist, and to him they are most interesting souvenirs of his trips. The amateur camera, therefore, becomes a part of the necessary impedimenta to the man or woman who keeps a "log-book" of the travels of the wheel. Not only does the diary bring back the incidents of the ramble over hill and dale, but the fleeting scenes have been caught and are speaking witnesses testifying to the pleasant hours on the cycle.

Do you see a beautiful bit of scenery, a pressed button, and its image is yours forever; do you find something interesting in animal life, you catch the shadow and it is immortalized; perchance some mother is seen in the act of chastising her unruly boy, and the negative will send her down the hill of time recorded as following the precept of Solomon; some persistently objectionable small boy has endeavored to make a portion of your life a burden, and you catch the fleeting likeness to an imp and hold him up as an example of total depravity; another small specimen of humanity has probably met with a swift retribution for his meanness, and his ghastly remains are vividly shown as a warning to all coming generations; does the bucolic native stand in gaping amazement at the new Centaur an instant, and the yawning chasm of astonishment is transfixed with the sun's rays, and it goes out to the world as a species of humanity; some road hog, who by the purchase of a horse imagines that he thereby becomes the owner of the road, makes himself particularly obnoxious to the members of the magic circle, and his countenance adorns the rogue's gallery, showing that one more man is to be shunned by respectable people.

This list could be indefinitely prolonged by also showing the pleasant things in life that go to make up the sum of happiness that enlivens the cycler's ride. There are sly glances from fair young girls who never dreamed that the sun picture of that killing look is filed away in the archives of the club, and is a source of pleasure to the elect who are entitled to wander in the sacred precincts; again, two fond lovers may imagine that no human eye beholds the sacred kiss, but the soft rubber tire has allowed the approach of the camera-bearing wheelman, and alas! they have been mirrored in that truthful instrument, and all the local wheelmen know of their love.

The grinning school-boy recognizes his legitimate prey and stoops for a stick or a stone with which he intends to shy at the passing wheel.

Here is another who finds the pleasure of adorning the caudle appendage of a stray cur with a tin medal second to that of yelling at the wheelman, and the dog thus has a brief respite from torture.

A "little German band" discourses music for pennies and at the same time adds to the stock of subjects of the photographer.

Here a descendant of the patriarchal ancestors has a "gray" in his clutches, and will doubtless sell him a new coat that "fits like the paper on the wall" before the wheelmen have finished their ride.

There a fond mother is seen administering a needed correction to an erring offspring, while his howls send a thrill of fiendish glee through the souls of the cyclers, who congregate to enjoy the pleasure of "getting even."

The first-born does not fare so well as does the little one caught in this window, who is held up by the young mother to see the glittering wheels spin by and then turns to be kissed for the cute manner in which the unwonted sight has been received.

But it is not only babies that are seen in windows, and many a curtain only half conceals the form of some one who has expected the draperies of the pane to keep off the gaze of the passer while a glance is taken at the riders.

A particularly refreshing glass of milk has satisfied the cycler at a farm-house, and the grateful man has taken the picture of the animal that furnished the lacteal fluid.

Here on a pleasant knoll is found a number of brother wheelmen who have ended a run with apples, cider, and colic, and the group is taken to be placed on the roll of honor with the other more interesting features of the trip.

A short stop by the wayside brings us many curious people, and a relic of slavery's days is very inquisitive in his examination of the wheel. Thus the two extremes are brought together, and the camera binds barbarism with civilization by one touch of the magic button.

Yonder howls a youthful scion of the old African, who is filled with terror at the bicycle, or the rider, and a fleeting expression is caught and saved for posterity.

The usually stolid descendant of Confucius unbends, and his slant-eyed countenance with its reflectant astonishment is transferred to the sensitive paper ere he is aware that he is noticed. Thus it goes, and in just one hour's ride a most delightful series of pictures is taken and the party is ready to disband, when a roguish maid casts a glance that caused the camera-bearer to tremble to such an extent that he barely retains sufficient nerve to press the button and save his record by adding the last and best picture to the gallery. The foregoing is a sample of what may be found during a short ride in the city by one who keeps his eyes open, and is indicative of what may be found if the wheelman takes a tour through the country in the highways and byways where the face of nature takes on another aspect and the stereotyped types of city life are unknown.

The little things of life are those which go to make up the sum of it, and the little pleasures are the ones that we have every day, these little pleasures are the ones that are found by looking for the bright and amusing things that are always happening, and the cycler with his camera thus adds to his enjoyment of life, while those who sneer at his "boyishness" are traveling along in the same old rut and seeing only the yellow tinge to everything that is painted by their own jaundice.

EXPLANATION.

By means most vividly impressed on our mind, the following remarkable manuscript fell into our hands, and we propose to print it just as we found it; but to spare our readers' feelings, we shall dole it out in small instalments. That the author will never call to reclaim the manuscript we feel pretty well satisfied, as at the time he left the papers he had just negotiated the loan of a V from us, and we rather think that the forgetting to take away these papers was largely due to a paralyzing surprise at being successful in securing the loan.

We hope Mr. Bellamy will not imagine that these feeble scribblings are any plagiarism on his "Looking Back," so we give them as curiosities, and as showing to what extent imagination will carry a man. The idea that seems to possess this dreamer is that the whole economy of life is changed by the introduction of the cycle, all of which will appear from time to time as we print the series of "talks."

We especially ask our readers to *note the dates* on which these articles are supposed to be written. For want of a better name, we shall call the series

TALKS BY THE TUTOR.—NO. 1.

None will gainsay but that your venerable and much to be commended father showed great good sense and judgment, my dear Lucullus, in placing your tender young mind under my fostering care, to so compass and mould same that you may meet and battle successfully with the difficulties of this cycle-a-day world.

That my capacity to teach you from my vast store of knowledge and unlimited experience will prove a boon and a blessing to you, I have no doubt, providing, of course, that you show the proper quality of humility, modesty and tractability. These traits are indeed to be cherished in young and old alike, and from my earliest childhood my estimable *pater* graciously instilled the beauties of modesty into my infantile mind, until this virtue became a part of me, and to this very hour is the ruling force of all my actions.

My method of instruction will not consist in dry homilies and lectures, delivered within the four walls of close, stuffy schools, as was the custom fifty years ago, but will rather be by means of in-

NEW MAIL.

Three ◎ Unsolicited ✻ Letters ◎ Just ◎ Received.

From F. D. ELWELL,
Champion of Pacific Coast.

SAN FRANCISCO, CAL., Feb. 19, 1889

DEAR SIRS:

I desire to express my appreciation of the 56 inch New Mail bicycle purchased four months ago.

The great rigidity and easy steering of the Trigwell Ball Head is a pleasant relief after years of experience with the ordinary cone.

Since receiving the New Mail, I have won from scratch all races in which I have competed, and am more than pleased with its easy running qualities. I truly believe it is the best all-round bicycle manufactured.

F. D. ELWELL,
Champion Cal. Div. L. A. W., 1888.

PROVIDENCE, March 7th, 1889.

MESSRS. WM. READ & SON, Boston, Mass.:

Gentlemen—Kindly send me your bicycle catalogue for '89.

The 58-inch "New Mail" purchased of you last year has given perfect satisfaction. I have tested it in all possible ways, and it gives me pleasure to report that it is the *best* mount I ever had, having been a wheelman for a period of twelve years.

Last season I did the most wheeling of any previous year, the greater part of it being over rough country roads, and not one cent did I expend for repairs; the machine is now apparently as good as new.

Considering the size of my wheel and my weight (168 pounds), too much cannot be said in praise of the "New Mail."

Yours truly, F. N. MACLEOD.

SPRINGFIELD, Illinois, March 12, 1889.

MESSRS. WM. READ & SON, Boston, Mass.

Gentlemen—Please send '89 catalogue. I am happy to say that my wheel (52-inch New Mail) appears to be faultless. Since I bought it new, last June, I have ridden it every week, and almost every day, in all kinds of weather and over all kinds of roads. In this time I have adjusted the head *once, and oiled it only three times*, more on general principles than because it needed it. I must have ridden it very nearly, if not quite, 1000 miles, and now it runs as smoothly and noiselessly as when I first got it. This record is duplicated only by another wheel here, and it is a 54-inch New Mail. While I ride a bicycle I want no other than a New Mail.

Yours respectfully,
A. A. BILLINGSBY.

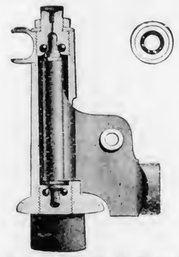
An American Wheel, made at Chicopee, Mass.

ALL STEEL FORGINGS.

DON'T FAIL to send for Catalogue of

NEW MAIL CYCLES,

describing fully their specialties.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and Uniformity of Steering. Greatest Improvement. Obviates Sensitiveness in Steering. Specially adapted to a Safety.

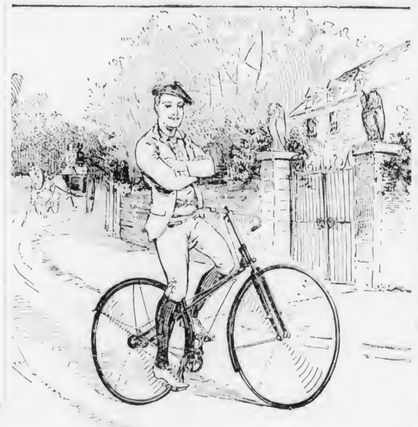
No other has the Trigwell.



Lapped Inside

No Seam Outside. Thickened Metal at Bottom.

GREAT STRENGTH.



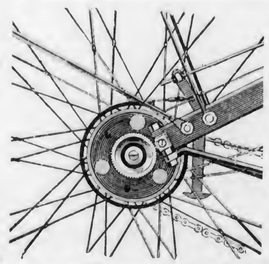
Spring Fork—a direct vertical spring. **No yielding** of spring *sideways*, for such throws the rider one side, and causes front wheel to swerve. **Excessive** spring also is a disadvantage—ours does not interfere with full power for propulsion, as in hill work. *Address*



An American made Safety.—All Steel Forgings and Interchangeable.

PERFECTLY STRAIGHT FORK.

Best shape to avoid sensitiveness of steering. Front wheel less liable to a sudden turn or swerve.



Rear Axle Band Brake.

The place for a Brake—out of the mud and Noiseless.

WM. READ & SONS, - - 107 Washington Street, BOSTON.

COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford,

GENERAL AGENTS FOR CONNECTICUT. AGENTS WANTED IN UNOCCUPIED TERRITORY.

formal talks and chats, held under God's blue canopy, and in company with nature herself; so that while your ear drinks in the words I shall utter, your nostrils can inhale the pure oxygen of the life-laden, unconfined atmosphere.

Even though the whole end and aim of humanity has, during the past half century, focussed on cycling, yet, not to cloy your tender intellect, I shall occasionally digress, and give you a taste of other mind food, never forgetting, however, that cycling is the Alpha and Omega of the present generation of happy mortals.

It will not be the purpose of my conversation to enlarge unduly on the circumstances which have led to the present happy state of affairs. Much blood and much more good writing fluid have been spilled in order that we might reach this Utopian condition of existence. It is now over fifty-five years since the close of the last war in which actual guns and bullets were used to prove that the "other fellows" were in the wrong. This dire event is, however, a matter on which you can gather facts from the excellent text-book of the present day. [The venerable Demetrius evidently refers to the German-American-Samoan dispute. These islands, of course the reader knows, are now known as the "Acme Air" Islands; the Acme Air Cushion Fork Co. having purchased, and are now occupying the entire territory, in the manufacture of the celebrated air cushion fork of that name.—Ed.]

Yes indeed, my son, the bayonet and sword have been turned into spokes, and the steel-armored vessels of the olden days are broken up, and the material is now doing duty as back-bones, rims, and other parts of millions of cycles.

Instead of killing each other nowadays, men and nations settle disputes by a competition exhibition of cycles, and the overwhelming victory of the United States of North and South America lately achieved over Great Britain, in one of their bloodless but instructive engagements, is one of the most remarkable events of modern history.

Let our discourse for this day now close, my son, and as we are some seventy-five miles from home, and it is within half an hour of dinner, let us mount our cycles and return at once, so that we need not use unseemly haste.

(To be continued.)

AN ARTIST ABROAD.

"An Artist Abroad," as he is called, has succumbed to the intense pressure of his profession His wheel, or wheels, or in short his tricycle, reposes some twenty-five or thirty miles away, in the depths of the Forit de Rambullet. It rests, and rusts and grows grimmy in the small but ancient town of St. Lign, some four miles from the old feudal town of Montfort, the birthplace, I believe, of the famous Simon de Montfort. If the tri. is proud of reposing so near the remains of this feudal fiend or not we will not take upon ourselves to say, but we have not the slightest doubt that it continues to rust all the same, and by this time has taken upon itself a beautiful tint of red that will cause the aforesaid "Artist Abroad" some hours of muscular amusement in the spring. But a sojourn of three years amongst the Bohemians of Paris, has given to him the divine power of taking things easy, and therefore he plugs away at his tableaux in the great city of the world, with scarcely a thought of his valiant steed thus slowly dissolving in the depths of a historical forest.

Alas! so are the old loves and friendships of this life cast aside, and left to pine away in solitude while we revel in the pleasures of the new. Malheur! If we could honestly do so we would be excessively delighted to write, for our friends, the readers of the World, a long, eventful and exciting account of a trip down into Auvergne and Brittany, or perhaps even as far as Egypt.

For instance, "A Trip up the Nile on a Tricycle" would have the casket of elegance that would at once sell several editions of the World outside the subscribers. But to tell the truth we have not the courage to tackle it, even if we thought it permissible to suppose that a recorder of truths like the World would publish such a work of fiction. What a pity! How we could pile on the hair-breadth escapes: A race for life, chased by a camel—ten miles across the desert, sand up to our hubs—a view of the Pyramids by moonlight—fight with a lion, with no weapon but a pocket wrench: why, we could fill three or four numbers with this one incident alone.

How in the depths of the silent desert (somewhere about 2.35 A. M.) we were startled from a deep and heavy slumber (weighing somewhere in the neighborhood of several liters of koumeiss) by a roar that caused the spokes of our quadrants, of course, to twang like guitar strings. How two balls of fire shone in the Egyptian darkness; how we sprang from our Arabian rugs and retired behind our wheels; how there was a movement as if the night itself were leaping upon us, and, amidst clouds of dust, descended upon our valiant steeds; how he (the lion, not the night) got tangled in the iron web and rolled with it several leagues, while we calmly pounded poles in his noble cranium with the point of our pocket-wrench: how, when all was still again, and the dust had settled once more onto the peaceful bosom of the earth, we stood with one foot on the quivering carcass of the king of beasts, waving our wrench, dripping with blood, in the air and shouting, "*sic semper tyrannis*." Then we could go into a lengthy description of our wheels, recounting minutely (to make it last through several numbers) the curves of the rims, the parabolic line of the steerer, the spider-leg appearance of the spokes, etc., etc.

You see by this what we might do, what a Victor Hugoist novelette we might produce for the edification of the readers of the World, provided we were not born of poor but honest parents. But, as it is, we resignedly chain up our imagination, and while it is growling within will calmly write about Paris and the life here.

There is little of the bicycle enters into it. A safety or a tricycle now and then passes along the Boulevard Mt. Parnasse, through the quarter, or if we walk down towards the Invalides we see numerous little boys, on ancient mounts, following each other in the form of an endless chain around and around a church, which, fortunately, has a fine concrete laid all about it.

But usually our walks are in the direction of the Louvre, where we go to see how some old fellow painted an eye, or composed his light and shade, or constructed a figure: where we go to fill ourselves with the divine fire of an artistic age in this practical century of iron towns and electric lights.

We fully appreciate iron towns and electric lights, but what a pity there are not painters like Titian and Valasquez and Rembrant for the electric lights to shine upon and to climb up the iron towers. But in lieu of Rembrant, Valasquez and Titian, we have some thousands of students made glorious on the Grand Boulevard and in the dance halls by these same electric lights, and who watch with enthusiastic eyes the prodigious growth of the iron tower.

Two hundred and fifty meters already rise above the banks of the Seine, and the remaining fifty are fast growing.

This enormous skeleton of iron, cried at, hooted at, petitioned against by the art-loving Parisians, rises in its dignity and demands attention.

We cannot argue or reason about it. Every form of reasoning goes conclusively to prove that the thing is inartistic in the extreme. When one thinks of St. Peter's or Notre Dame, or the cathedral at Chartres or Milan, why it is a beastly piece of terrible work. A railroad bridge set up on end. But just stand five minutes before it, and the cathedrals, and St. Peter's even, sort of melt away in your mind.

There is something vital and nervous and modern about the whole thing that strikes at once the feelings of this electric-motor century.

We do not know if it will be possible to give an impression of this strange building in words.

It is a gigantic iron skeleton that sweeps up from the ground in four powerful curves and mounts up and away in converging straight lines until it is lost in the fog. Its massive iron beams seem to grow from the earth and as they rise are laced together by threads of iron that soon lose themselves in a general gray tone and all is swallowed up by the mist.

It is nearly dark and you stand there wondering at the immensity of the whole thing and mentally fixing on a point in the gray atmosphere which may be the end. Suddenly a flash of light attracts your attention away above the imaginary point you had fixed upon—instantly it is dissolved into a little star like that from a skyrocket but remaining stationary. It is the light from a workman's forge and grows in brilliancy, and by its aid you discover the long arm of a derrick or the end of an improvised truss.

You are naturally enthusiastic at once—it is already beyond your imagination and you forget that under a glaring noon-day sun it is simply a great and practical piece of iron construction used heretofore for spanning chasms and connecting the banks of impassible streams. Everywhere it is the iron tower. One can see it from almost every part of Paris and when the original is out of sight there are reproductions of it in bronze, macaroni, straw, tape, spools of cotton or silk, glass and every other conceivable substance.

Men sell official drawings of it for 20 centimes—crowds of people go to watch its growth from the Trocadero where numerous telescopes are arranged with little money boxes placed conveniently at hand marked in big numbers, 10 centimes. It is in part the centre of attraction past and present, and will be, possibly, the key note of the exposition of 1889.

Although it is not a thing of beauty we hope it will be a joy forever.

To be continued.

IN FAVOR OF MIXING ORDINARY AND SAFETY IN RACES.

Editor Bicycling World: I would like to put in a few words concerning the competition of the "dwarf safety" in same races with the "ordinary."

Some men are so constituted that they can or will get more speed out of a safety, and why should they be deprived of taking advantage of this fact? A man who is powerful but cannot acquire the fast pedalling (through lack of nervous force) necessary for the ordinary, finds in the safety, and by the aid of gearing, that he can accomplish a given distance as fast or faster than he could on the ordinary. On the other hand, a man with less strength but with greater nervous action, has no need of the safety. Still others are deterred through fear (and this one fact has kept more than one man from being a fast rider) from putting all their power to the test on an ordinary; the safety gives them a chance with others.

I believe the greatest objection to the safety lies in the supposed or real element of danger. In 1885, Messrs Englehardt and Allard rode safeties in some of the open events at Springfield. There were no accidents caused by them, and I heard no complaints against their riding. Very true they rode "Kangaroos" but they were dwarfs. At the same meet, one of the worst racing accidents occured through the carelessness of a rider of an ordinary; and I think you will find that a large majority of mishaps are caused by these two faults, common to most racing men: *riding up to close*, and *looking around*. When Mr. Van Sicklen and others were injured at Buffalo, last Fall, the rider preceding them was *looking around*. A bad spill at the Berkeley races, in October, was caused by a man *looking around* and, if you go right through the list, you will find it was the rider, not the wheel, at fault. I believe a man can learn to hold a safety as stiff as an ordinary. I failed to see any "wobbling" or bad riding by Fred Allard, last Fall, and I will take him as an example in support of my first argument. On an ordinary he could never get nearer, to scratch, than the 60 yard mark; on a safety, he has made as fast time as the best. I doubt if S. G. Whittaker can ride an ordinary in 2.31, or anywhere near it. If these men and others can do better with the safety, why should they not be allowed to use them? In other sports, competitors use *best and best* implements: why not in 'cycling? If it is the fault of the rider that causes an accident, why not rule *him* out, or suspend *him* instead of attributing it to the machine? Yours, H. S. Cornish.

March 23, 1889.

MR. WORDEV ON THE RACING QUESTION.

Editor Bicycling World: In regard to improving track racing would state that the only way to interest the public is to give handicap and heat races. I must, however, differ with your correspondent, Mr. Corcoran, who thinks a 150 yard handicap is enough for any man in a one mile race. In England, where they had races before we had learned to ride, the handicapper gives starts as high as 250 yards or more to the mile. A 3.10 man would have no chance with a 150 yard handicap, with a 240 man on the scratch. Now that the Racing Board has wisely appointed district handicappers, it should take but a few race meetings before the handicappers should be able to place the competitors where they belong.

Heat races should be 1-4, 1-2, and 1 mile. The one mile would probably be a "waiting race" until the last quarter; but as it would take only three minutes to decide it, the patience of the audience would not be very severely taxed. And first-class men cannot be expected to enter every race on a day's programme with the intention of running themselves all out in every event.

Long races, no matter who the competitors are, bore the public. Take, for example, the ten mile race at Buffalo. Considering the condition of the track and the wind, the race was ridden in good time: yet the public, until the bell rang, were looking everywhere but at the contestants.

The idea another of your correspondents, Mr. R. H. Davis, advances in regard to having men do "donkey work," would say that this may work O. K. in professional events where two or more men work as a team, but it will never work in amateur events. The "small fry," as he designates them, may not be able to do 3 minutes, yet may think as much of being defeated as a first-class man would. Take four men, two being 2.30 men and the others 3 minute men; both 3 minute men afraid of each other, will either of the 3 minute men, having in mind the fact that one man must be 100 yards better in a mile to be able to get away from another, set the pace for all he is worth and pull the "cracks" around? I should say not.

Regarding racing rules. I think the L. A. W. rules, as amended superior to the rules of the A. C. U. These rules show careful study and conscientious work on the part of the board.

I notice Rule 13: "Safety bicycles shall not be ridden in ordinary bicycle races." This must meet the hearty approval of every racing man, as the line of demarcation cannot be too sharply drawn, yet I trust it is not intended to bar safeties from bicycles championships. It is true the Racing Board has established safety championships, yet to bar any machine from a championship at once impairs the openness of the event. I would suggest that the Racing Board run safety championships at the same distances, time and place as ordinary championships, running safety heats after the ordinary heats, then the openness of the events could not be questioned.

I notice Rule 32 is amended to read: "A team shall be limited to three riders, each of whom must be a member of the club entering the team, and a resident of the city where the club has its headquarters." The object of the Racing Board in framing this rule was probably to prevent three "cracks" from different sections of the country, entering in the name of some club and winning the prizes. Would not a rule stating that a man must be an active member of the club from which he enters for one year before the race was run, have had the same effect? The rule as it now reads is manifestly unjust. As a suppositious case: "A," living in Boston, belongs to both the Manhattan Athletic Club of New York, and the Lynn Cycle Club of Lynn, Mass., and numerous other organizations, and has paid his dues in each for years; yet if either of these clubs wishes him to represent them on the track he could not do so, his residence being in Boston.

Trusting that the managers of this year's race meetings will give us plenty of handicap, heat and novice races, and few open events over a mile long, and that their efforts may be appreciated by the public so that their coffers will be filled to overflowing, I remain,

Yours very truly, G. Minturn Worden.

HOW TO LAY A TRACK.

(Continued.)

The second layer.—Having well *rammed* down and given your heavy basis a little time to settle, and having had the roller over it—a steam roller if it can be hired—the next point will be your second layer. This should consist of smaller rubble of the same kind, no *unbroken* stones to be used; whereas your first basis rubble may have measured a foot cube, nothing should now be used larger than four inches cube. The first layer of this should be preceded by a good sifting of gravel, rough cinders, or small broken shingle or clinker into the interstices of layer No. 1, and then the smaller material of layer No. 2 should be put down and *well rammed*, the effort being made all through to get the rubble solidly impacted. Half bricks and similar stuff may be used. This layer should be of varying thickness; if layer No. 1 is very thick, layer No. 2 may not be very heavy; if the base is sound, and layer No. 1 thin, layer No. 2 may be a bit thicker to fill up. Layer No. 1 should have been so arranged as to provide the necessary bevelling or banking, and layer No. 2 should be of an even thickness all over.

The board edge.—A board edge is a great point in a track's favor; it gives a base for accurate measurement, and if the boards are properly chosen and well pitched before being put down, they will last a long time. The board edge should be set in before the last two or three inches of layer No. 2 are put down.

The third layer.—Layer No. 3 should consist of the rough siftings from the gravel, the coarser fragments will be sifted out and laid over layer No. 2. In any case some finer rubble must be used, the first layer being raked and brushed to and fro over layer No. 2 to fill up the interstices. Layer No. 3 is usually of but slight



thickness, and is rammed, raked and rolled until it presents a good even surface. If it can be left to the weather for a bit it will now be better for the track, and the constant use of a heavy roller will be of material service.

The surface.—Although this is to the eye the main point of a track, it is in effect far less important than the base, as the surface can be, comparatively speaking, easily changed, whilst the base is permanent. The material of the surface will depend on circumstances and surroundings. *Finely* sifted blue gravel makes the best surface, and it must be dusted over the surface thinly, each layer being well rolled down before another coating is put on. The finishing coat should be sifted through the finest kind of a sieve. Should a track drain with great rapidity on a sandy or shingly subsoil, burnt clay may be used with care; if, on the other hand, the wet is held, cinders and unburnt coal dust will be found preferable.

The banking.—Tracks made especially for cycling should be well banked. The corners of a twenty-foot track may be lifted three feet if necessary, or even more. The curve should be graduated, and the banking should extend well up into the next straight. The swing out is felt at the middle of a curve, and preparations should be made accordingly. A track should never be *haggard*, ie., made high in the middle and dropping to the sides. The straights should be made dead level, and the corners raised from inside to out.

The inside edge, by the board, should be just level with the grass, which should be pared down or banked up to the level of the inside edge, so as to give every rider an easy escape in case of accident. The edge of the board may be advantageously painted white, but the tin handicap distance marker should be fixed on the fence, and *not* on the board edge, into which, however, a brass-headed nail may be driven to mark the exact spot.

The outside edge.—For reasons known to themselves, most track builders put their fences right on the outside edge of the track. This is a mistake. A yard, or even two, of grass should be left clear, and then the fence should be erected. This gives the rider a chance of a soft fall, and by making a wider circle enables more of the lookers on to get a sight of the racing.

The fence should be a good four-foot fence with battens two inches apart. A mere post and rail is no protector, as boys, dogs, etc., easily push under it, to the detriment of the riders' safety.

Winning posts and distance posts should be set back at least a yard from the inside edge of the track. The cramming of big obstacles of this sort right on the inside edge causes many riders to go wide to the danger of their competitors.

A good path cannot be made in a hurry.—This is an axiom which contains the whole secret of track laying. Time must be allowed for the components of the track to settle down, and the heavy rains, snows and frosts of winter are almost a necessity to success. The frequent use of a heavy roller is also very serviceable. In spite of all this care, *soft places* will often show themselves, the path sinking, and thus causing waves and bumps. Half measures here are no good, and, wherever possible, the best way is to take the bull by the horns and set the matter right in the following way: Get a good long plank, and stand it edgewise on the path; the hollow will be then easily localized. Mark it on either side, and use this "straight-edge" every foot from inside to outside, making a mark where the track first touches on either side; then carefully remove the surface; take out layer 3, and put in very carefully the necessary thickness of layer 2 material, using the rammer most assiduously; replace the other layers, water freely, and roll frequently.

FEMALE CYCLISTS AT OMAHA.

The woman's race at the Coliseum came to a close at 10.30 last Saturday night, Miss Williams, of Omaha, winning, with Lewis second and Baldwin third. Following is the score:

	MILES.	LAPS.
Williams	259	1
Lewis	252	4
Baldwin	249	5
Oakes	246	5
Brown	241	5
Woods	226	9
Armaindo	149	4

The moneys are divided as follows: 22 per cent., 18 per cent., 16 per cent., 14 per cent., 12 per cent., 10 per cent.—92.

Attendance during the week, about thirty thousand people.

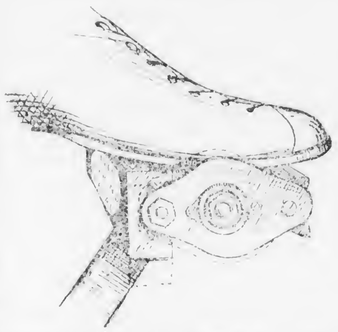
Total receipts about seventeen hundred dollars.

A BOOK FOR MONEY MAKERS TO READ.

Nathaniel C. Fowler, Jr., of the Pope Mfg. Co., can congratulate himself upon producing about the most unique thing in the shape of a book that has appeared in a long time. The production cannot only claim distinctiveness, but usefulness as well. Homilies are seldom interesting, but "The Art of Local Advertising and Commercial Printing" is not only that, it is more. Those matter-of-fact persons who never read books, because there are no dollars and cents in them, will not find that objection here. *It comes as near actually giving specific directions for the acquisition of wealth as is possible for human help to come.* And this information is given so graphically, so entertainingly, that the reader turns the last page before he is aware. The book overflows with bright, pithy suggestions, and, above all, has the essence of truth. "To folks who live on printers' ink" there is not an assertion in it that is not capable of verification. How to advertise, and why; how to write advertisements so people will read, and not only read but heed; how to print them, and where; how to advertise in other ways; to trim windows and decorate stores; disguise newspaper "puffs"; in fact, how to catch the public eye and hold it afterward, is the motif of the work, and that it is cleverly treated cannot be gainsaid. In its way the book is a gem. The book is sent prepaid on receipt of price, two dollars, by the publishers, L. Barta & Co., 54 Pearl St., Boston, Mass.—*Chicago Tribune.*

REST YOUR LOWER EXTREMITIES.

Mr. J. F. Ives, of Meriden, Conn., sends us the cut shown herewith, and a description of the device. He says: "My invention is a hollow steel case, containing coil springs to take the place of the usual rubber, the idea being to reduce all jar and vibration to the muscles and nerves of the legs, and thus avoiding cramps, and the trouble of the foot jarring off the pedal. My argument is that while thousands of dollars have been spent in perfecting a saddle and springs for the body's comfort, no attention has been given to the comfort of the lower limbs, that have to do all the work on a wheel. My attachment being a trifle heavier than rubber, it hangs down, always bringing it under the ball of the foot in use."



AN UNPARALLELED OFFER.

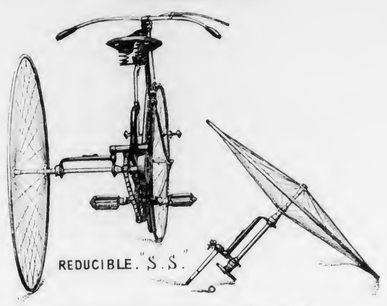
We call the especial attention of our many readers to the generous offer which the John P. Lovell Arms Co. make to the wheelmen in this issue (see advertisement). We have personally examined the Champion Single Barrel Breech Loading Shot Gun which they offer, and find that it is all that they claim for it. It is the popular top action gun, with twist barrel, rebounding lock, patent fore-end, rubber butt plate, and pistol grip finely polished stock.

This house has been established forty-nine years and has won a reputation among the sportsmen of this country which is unequalled, and now we see them coming to the front with a special inducement which they intend the wheeling fraternity shall profit by. It is certainly very gratifying to us to see this stirling firm recognize the value of the wheelmen's trade.

The John P. Lovell Arms Co. have well earned the reputation as an energetic and enterprising business house, and we know that our readers in general will appreciate their offer. They have gone into the bicycle business very extensively this season. A large show room fifty feet long has been fitted up exclusively for this branch of their business, and arrangements have been completed for handling a fine line of bicycles, tricycles and safeties.

This house issues a large 100 page illustrated catalogue which is a complete encyclopædia of sporting goods, and which they will send to any address by mail, on receipt of six cents in postage stamps. In addition to this catalogue, a large list devoted exclusively to bicycles, tricycles, tandems, safeties, and bicycle sundries will be published which they will mail to any address upon application

This catalogue will contain the L. A. W. racing rules in full, just adopted by the Racing Board, and will prove a valuable book for reference. They solicit a personal examination of all of their goods, and we would advise our readers to give them a call and examine their stock before purchasing their outfits for the coming season.



SINGER'S REDUCIBLE FRAME.

The accompanying cut illustrates the reducible frame for a tricycle made by Messrs. Singer. The great trouble with a tricycle is the difficulty of storing same and passing it through a narrow doorway, they have, therefore, designed an axle by means of which the width of the tricycle is reduced, not by telescoping, but by *dividing* the axle. The arrangement used is very simple, and the strength of the axle is not affected. The driving mechanism, brake, gear, etc., are contained in one part of the axle, and this part is not disturbed in the operation of division. The detachable part is separated from the other by removing one nut. By a simple mechanical operation a tapering spindle is then loosened, and the part is removed in a few seconds. The strength of this axle has been severely tested during the last few months.

The details of the tricycle are similar to those of the "S.S." No. 3, except that it is fitted with brake on axle and has ball pedals.

A NOTICE.

The Bicycling World Co., Boston, Mass.:

Gentlemen—Will you please publish the enclosed circular in your next issue, as a letter to the public. We wish it published in full.

Yours respectfully, WARWICK CYCLE MFG. CO.,
March 20, 1889. Geo. K. Tapley, Treasurer.

CIRCULAR.

Having what it believes to be reliable information that the Pope Manufacturing Company of Boston, Mass., and the Overman Wheel Company are attempting by means of threats of litigation, to intimidate the customers of the Warwick Cycle Manufacturing Company and prevent as far as they can, by such proceedings, the sale and use of the said Manufacturing Company's machines, hereby informs its customers and all others interested, that the said Company will defend them in any suits that the Pope Manufacturing Company, the Overman Wheel Company, or any one else may attempt to bring against them, based upon the alleged infringement by said Warwick Cycle Manufacturing Company of any existing bicycle patents, and the Warwick Cycle Manufacturing Company hereby requests all of its customers and correspondents to communicate to it at once any threats, verbal or otherwise, that they may receive as to legal proceedings in the matter of said alleged infringement, or any other papers having relation thereto, in order that it may at once take upon itself the duty of protecting its customers from such annoyance.

Farther, the Warwick Cycle Manufacturing Company hereby informs the public that the rumors which it has reason to believe are circulated by the Pope Manufacturing Company and the Overman Wheel Company, or their agents, to the effect that legal proceedings have been commenced against the Warwick Company for infringement of patents, and that an injunction has been obtained against the said Warwick Company by the Overman Wheel Company, or by anyone else, are utterly without any foundation in fact, and the Warwick Company is pursuing its manufacturing and selling business now as heretofore, and intends so to do.

WARWICK CYCLE MFG. CO.,
George T. Warwick, President.

Springfield, Mass., March 22d, 1889.

THE GORMULLY & JEFFERY MFG. CO.

It was about a year ago that we reproduced some illustrations of the Gormully & Jeffery Co.'s factory, in Chicago, at which time we stated that that concern was the first in the United States to own its own factory and plant for the special manufacture of cycles. We have many times been invited to take a tour through their establishment in Chicago, but we never have been able to go out so far west. Our representative, however, has visited their factory, and he reports what he considers to be one of the most completely equipped establishments of the kind in the country. The Gormully & Jeffery people told our representative that every part of their cycles, with the exception of the rubber tires, was made in the factory, and he remarked, "I should not wonder if they put in a plant to produce even the rubber, as it seems to be their aim and object not to go outside for any of their material, excepting in the raw state. The machinery is such and so complete in detail that they are able to reduce the cost of production to a minimum, thus making competition easy for them. The factories are situated at the corner of North Franklin St., and Chicago Avenue, within fifteen minutes by horse-car from the City Hall.

As manufactures of the special cycling sundries, we doubt if there is a concern in the United States that produces as great a variety. They make their own saddles, tool-bags, lamps, wrenches, bells, etc. They are also very large, in fact, probably one of the largest, jobbers of sundries not of their own manufacture, west of Boston; as they buy in large quantities, they are able to figure way down, so as to compete successfully with other firms.

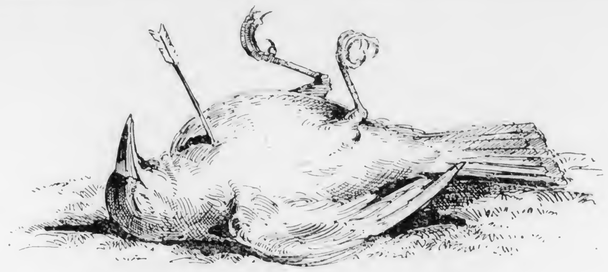
We take pleasure in calling our reader's attention to their long line of bicycles and tricycles, the illustrations and prices of which can be found on pages 366, 367, 368, 369, 370, 371. Their catalogue this year comprises some eighty pages, mostly solid brevier, and describes in detail their different machines. Their novelties this year are the two rear drivers, the American Rambler and Ideal Rambler. The former is an open fronted machine and admirably adapted to the use of a whole family. Its reach runs from 48 to 60 inches. It is very powerfully built, of the best material obtainable. We are assured that nothing but weldless steel tubing, drop forged and pressed steel is used in its construction. Its principal features are the placing of the vibration spring in the rear so that the steering is not effected, fastening the crank directly to the sprocket, thus giving a certain amount of additional power; and its new drop forged steel chain, which is perfectly interchangeable, and is absolutely noiseless when in use. Another nice thing about this chain, it is claimed that it does not depend upon the rivet in the least for its longitudinal strength, the rivets being necessary only to hold the chain together laterally. The American Rambler is geared to either 48, 54, or 60 inches, and is guaranteed to carry any rider up to 200 pounds, over any kind of American road. The American Ideal Rambler is designed to meet that peculiar niche which has long been filled by the American Ideal bicycle. In appearance and design it follows very closely the lines of its elder brother, the Rambler. The tubing is weldless steel, and the parts are all constructed with a view to strength and rigidity. It has the same vibration spring as the Rambler, the same general style of sprocket wheel and crank, and is so strong that a 160 pound trick rider was not able to injure the experimental wheel on rough and hummocky roads, although it is not guaranteed to carry over 125 pounds. In reach it runs from 30 to 48 inches, and will be found a capital machine for most lady riders, and its price, $65, is so very reasonable that young men can afford to have an Ideal Rambler for the use of their lady friends. The standard construction includes ball bearings to both wheels. It is furnished with ball bearings to the other bearing parts for an extra consideration.

The Champion and Light Champion of this year are improved wherever possible. These two machines have successfully held, for the past two seasons, all the important World's Road and Long Distance Records. Like all the G. & J. productions their vital features are original. Most of our readers are tolerably familiar with these wheels, and it is, therefore, hardly necessary for us to dilate upon their merits.

The American Challenge, Safety and Light Safety come before the market again as thoroughly first-class wheels with a long and distinguished record, while the Ideal bicycle is, as it always has been, a first-class boy's machine in every respect.

Gormully & Jeffery have not added to their line of tricycles this year, but offer again the American Challenge and Ideal Tricycles and the American Challenge and Ideal tandems, all of which are two track and therefore practical for American roads.

The foregoing but briefly describes the many excellencies of the American cycles, but to get a thorough understanding of them one must either actually see them, or, if they cannot do that, send for their catalogue, which is cheerfully mailed on application.



QUERY No. 1--Who killed Cock Robin?

QUERY No. 2--Who were the first makers in the world to make bicycles all forged steel?

QUERY No. 3--Who were the first American makers to place on the market bicycles with tangent spokes, hollow rims, spade handles, swing saddles, compressed tires, etc., etc.?

QUERY No. 4--Who made the first American Rover type safety?

QUERY No. 5--What American makers have the habit of leading in high grade cycle making?

Now, in regard to the first of the foregoing momentous questions, probably you are aware that it is quite generally conceded that the atrocity was committed by a rather disreputable member of the lower classes familiarly known in the circles in which he moves as "The Sparrow." However, as to this we know not. We give it up.

HOWEVER, when you come to Nos. 2, 3, 4 and 5—how different the case. Verily here are matters of fact and not of hearsay or opinion.

An odd thing about it is that the answer to all the four questions is the same, and the VICTOR people offer a prize of one of their elegant new catalogues for '89, to any wheelman, actual or prospective, who will publish in next week's World the answer, which they guarantee is made up only of the following letters:—an ***N***, 3 ***E's***, an ***R***, an ***A***, 2 ***O's***, an ***M***, an ***H***, an ***L***, a ***W***, a ***V***, and a ***C***.

THE OVERMAN WHEEL CO.

SEVEN years ago, Mr. Overman, now president of the Overman Wheel Co., established the Overman Wheel Co. They began by adopting the principle that cycle making is worthy the best that can be given it, and this has been the watchword of the company ever since. Finding solid rims, direct spokes, straight handle bars, and old-fashioned long distance saddles, they put in their first bicycles, tangent spokes, hollow rims, cow-horn handle bars, compressed tires, swing saddles and all high grade features, with no extras in the list. Their first bicycles were also of forged steel, and the price for these machines was much below that maintained in the market at the time of their placing these machines on sale. The road was a hard one to travel, the construction of their machines very expensive, and litigation staring them in the face on all sides. They were only able, after a four year's war, to settle their legal difficulties, on account of the fact that they had purchased the Bown ball bearing patent and were able to use that as a lever to get into the trade. If they had not owned this patent, there is little doubt that they would have finally become exhausted with the expensive litigation brought to bear against them. We understand that the profits of the company have, since their organization, been wholly invested in their plant, the stockholders being willing to look to the future for their returns and to devote themselves to founding a plant for cycle manufacture, the best that could be made. Their bicycles have won many of the great road races of the past, and the company were the first American makers of the Rover type safety, now so popular with riders. The company has its own plant at Chicopee Falls, Mass., where it has unsurpassed facilities for cycle work.

THE full page illustrations of Columbia cycles amid rural scenes, are the most artistic kind of outline drawing, and will no doubt attract their full share of just and sincere admiration.

PRESIDENT LESCOMB has invested in a New Mail Safety.

THE question of the day is, "Who killed cock robin?" An illustrated answer appears in our advertising column.

IN the advertisement of the Coventry Machinists' Co., we have neglected to change the announcement so as to read that the catalogues of their concern are now ready for delivery. Send for one of their 32-page catalogues, and keep posted as to what is what.

"Diamonds" seem to be trumps. See the page illustrated with the precious stones.

THE greatest kalamity that kan befall a man is to be without a Kodak Kamera.

THE Kingston Knitting Co. are large and most reliable dealers in knit goods for use by athletes of all kinds. We sincerely commend this firm and their goods to our readers. Their advertisement will be found in another column.

MURRAY, on Columbus avenue, is doing a big business in the hiring of cycles. He also handles the Gormully & Jeffery goods.

WE have received a copy of L. H. Johnson's catalogue, containing handsome illustrations and full description of the Premier Safeties, Sparkbrook Bicyles and Humber Tricycles. Copies may be had direct or from the many agents for these popular wheels.

A WOODEN bicycle is certainly an innovation in this "age of steel." We have this week a new advertiser, the Sterling Cycle Co., who is building a safety and several other styles of wheels, the material used being more than four-fifths wood (hickory). "If this be madness" we suspect that there may be more "method in it" than the casual observer would give credit for. A prominent theatrical manager once said that the only critic he ever feared was the man in the box office. If we are to measure the hickory wheels by this standard, it only need be added that the factory is being run both night and day on orders already booked.

MESSRS. WHITTEN, GODDING & CO., of Providence, R. I., during the past year have increased their business two-fold. They not only keep all the leading cycles in stock for local trade, but are supplying sundries to dealers throughout the country. They are prepared to furnish gymnasiums with all kinds of apparatus, and always have full lines of boxing gloves, foils, etc., etc., which they can furnish to dealers at bottom prices. Clubs who are about to enlarge their athletic outfits would do well to write them.

WE would call the attention of our readers to the advertisement of Messrs. A. G. Spalding & Bros., which announces that they will open a photographic department in connection with their New York house, on April 10th. Cycling and amateur photography may be said to go hand in hand, and as the well-known business methods of this house generally bring them success in all they undertake, we predict that this new venture will prove a success. The new department will be a branch of the bicycle department, managed by Mr. A. B. Barthman, and will be in charge of Mr. J. F. Borland, the the ever smiling "Baldy," as he is familiarly called, who, by the way, has quite a reputation as a racing man, and is an enthusiastic amateur photographer. Baldy has a host of friends, and we extend to him our best wishes in his new undertaking.

AMONG the machines which have earned a reputation to be proud of, the Quadrant Cycle is entitled to a positive right in the front rank. The Messrs. Clark Cycle Co., of Baltimore, advertises in another column the fact that they are selling these splendid tricycles. We know from personal experience what the Quadrants are, and we have nothing but words of praise. The same firm also handle the King of the Road Lamps, than which none better exist.

THE Erie Knitting Mills turn out excellent goods, as is proved by the very flattering testimonials which they print from well-known wheelmen.

NEW YORK ladies should remember that Geo. R. Bidwell is the pioneer in starting a ladies' riding school. Mr. Bidwell's enterprise ought to bring him solid results and increase the number of lady cyclists in Gotham.

DO you want a second-hand wheel? Then read the list of Charles Schwalbach: he certainly can fit you in a machine and at a price that will suit.

MESSRS. CLARK CYCLE CO. of Baltimore, write that never before have the New Rapid Bicycles had such a sale as during the present season. A large order was placed with the St. George's Engineering Co. and the goods were delivered. These have been disposed of and a new order placed, and is now being delivered. The public appreciate a good thing and in placing its confidence in the New Rapid Cycles it demonstrates the truth of the above statement.

THE New Mail seems to be right in front again this year. The Safety is taking immensely, and is much praised.

THE series of full-page engravings which appear in this issue, with the cabalistic word "Columbia" on the old fence, the barn, the mill and other spots, are a most artistic and interesting series, and are worth the most careful preservation.

CAMBRIDGE, Mass., is a perfect nest of New Mail wheels. The clubs there are large and very flourishing.

W. J. NEWMAN, of Cambridge, represents the Premier Cycle for Boston and vicinity. See his advertisement. The Premier are taking well. Mr. Newman also handles New Mail Cycles.

THE Elastic Tip Company have an advertisement in this week's issue. Not only to the rider do they appeal, but to the manufacturer and the repairer. Any part of the bicycle that is rubber can be procured of them, and they also make tire cement and elastic tape. No careful wheelman will be without cement if he is riding ing a wheel on which the tire is cemented.

THE Smith National Cycle Company of Washington are hard at work in their new factory, working "long hours" to get out the Dart machine of which this firm make a specialty. The Dart is not unknown as many were in use last season, and the expectations as to running and other qualities, have proven equal to the hopes of the Washington firm.

HARRY D. HEDGER of 473 Tremont street, Boston, can do about as fine a job of repairing as any in this city. He is also a large dealer in the Singer and other cycles and he has a large line of sundries. Call on him at his new place of business and see how fine and complete an establishment he has.

MESSRS. HOLMES & CO. are a thoroughly reliable firm; what they promise they will fulfil. We refer you to their advertisement for further information. Customers in Boston and vicinity will do well to remember that Holmes & Co. are at No. 109 Kingston street, and there is a free elevator in the building to take you up and down sia ri s.

CERTAINLY the "Rover" safeties, made by the world renowned firm of J. K. Starley & Co. is one of the very best of this now fashionable type of machine. This firm was the first to put the rear driver on the market; hence, the familiar name of Rover type as indicating the rear driver. A reference to the John Wilkinson advertisement will give all information and prices relating to these splendid machines.

WE are in receipt of a leaflet containing excellent reproductions of photos of the Premier Safety, Premier Tandem Safety, the Premier Safety Stand. Mr. L. H. Johnson of Orange, N. J., is agent for the Premier Wheels, and by sending a stamp to Mr. Johnson, he will, no doubt, send you one of these beautiful little leaflets.

THE H. B. Smith Company advise us that the reception of their new rear driver has far exceeded their most sanguine expectations. To be in the swim, now-a-days, one must have a rear driver and a good one withal. The Star rear driver is a machine that will be heard from on the road and hill during the coming summer.





ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

WILMINGTON, DEL., February 13, 1889.

Frank Fairbairn, Esq., Erie, Pa.:

Dear Sir—I have used your jersey garments during the past season, and consider them superior to any I have seen. They are very well made and finished, and make a handsome and durable suit. The great superiority of jersey over cloth or woolen garments is well known, and I expect to use only jerseys in my riding this year.

Yours Truly, S. WALLIS MERRIHEW,
Wilmington Wheel Club.

SIEGRIST BROS.,

MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE.

Price $4.75



OUR SPECIALTIES.

Running, Walking, Tennis, Foot Ball and our Light Weight Base B l oe.



Price $4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

SIEGRIST BROS.,
237 Canal St., cor. Centre, New York.

5 PER CENT. SAVED

By buying BICYCLES of

W. D. CLOYES,

CORTLAND, N. Y.

Second-hand wheels wanted. Established 1879.

UNEXCELLED

Bicycle Tire Cement.

The best thing on the market for cementing Bicycle tires.

Price 25 cents. Discount to Dealers

Address FRED D. FOSTER,
141 State St., Batavia, N. Y.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

☞ Postage stamps not received in payment.

Tra Perego & Co.

General Athletic Outfitters,



.38 FULTON ST., } NEW YORK.
78 NASSAU ST., }

ELASTIC TIP CO.,

MANUFACTURERS OF



Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	$ .50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.55 per box
Electric Tape	$ .25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.

LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27.
ABBOT BASSETT, Secretary.

THE books for renewals are now open and fees will be received from this date. We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory than a notice of renewal written on a note or lette sheet. Club secretaries will be supplied with these blanks free of charge on application. Chief Consuls may have renewa blanks in quantities for recruiting purposes on application.

THE books of the League for 1888-9 are now closed, and those for 1889-90 are opened. Applicants may now send $2 and they will be put on the books for the year ending April 30, 1890. No further lists will be published till April 5, and on that date the candidates will be applicants for membership for the year impending.

Fire Brick Pavement.

Mr. Editor: Fire Brick pavements have been in us on one of the streets of Germantown for over a yea and are in as good condition as when first laid.

I do not know how they would wear with very heavy traffic, the street in question being mostly used by carriages and light teams.

They have been, on the whole, so satisfactory that the authorities are extending the system.

They never get slippery in wet weather.

Fraternally, G. R. NICHOLS.

Three Mile Championship.

The *3 mile L. A. W. Bicycle Championship* is located with the California Division, to be run at their Division Meet, May 30, at Los Angeles. Fraternally,

CHAS. S. DAVOL, Chairman.

Mississippi.

The following are appointments of League hotels, Mississippi:

For Greenville, Miss., New St. Charles, $1.75 per day.
For Natchez, Miss., Foster House, $1.50 per day.

Fraternally, GEO. G. CLARKE,
C. C. Miss. Div.

Greenville, Miss., March 16, 1889.

NEW YORK PETITION.

At the request of the New York Bi. Club, we repeat the petition published last week giving it in larger form:

To His Excellency the Governor, and the Honorable Legislature of the State of New York.

The undersigned respectfully prays that no change be made in the present law establishing a half holiday on Saturday throughout the year; and especially protests against the enactment into law of the bill introduced into the Assembly for the substitution, therefor, of a whole holiday during the months of July and August; which would take away a needed time for rest at that portion of the year when the strain of business life makes it most useful, without any adequate compensation.

Name - - - - - - - - - - - - - - - - - -

Address - - - - - - - - - - - - - - - - -

OFFICERS FOR 1889–90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York.

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER
300 Olive Street, St. Louis. Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Mohrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2508, San Francisco.

COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 380 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 900 Jackson street, Wilmington.

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ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

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KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

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MICHIGAN—Chief Consul, A. Ionia street, Grand Rapids. Secretary-Treasurer, C A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 580, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, W. M. Brewster, 300 Olive street, St. Louis. Secretary-Treasurer, I. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George F. Hill, Great Falls.

NEBRASKA—Not elected.

MARYLAND—Chief Consul, Albert Mott 734 St. Paul street, Baltimore. Secretary-Treasurer G. W. H. Carr, Box 675, Baltimore.

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RHODE ISLAND—Chief Consul, C. S. Davol, Warren. Secretary-Treasurer, N. H. Gibbs, 218 Westminster street, Providence.

[illegible]EE—Chief Consul, J. R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Hugh J. Blakeney, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier. Secretary-Treasurer, F. E. Dubois, West Randolph.

VIRGINIA—Chief Consul, J. C. Carroll, 107 Main street, Norfolk. Secretary-Treasurer, A. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, H. P. Wilkinson, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

Number Holder Letter No.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd..... *Folio*..... *Holder*..... *Letter No*.....

(SECRETARY WILL FILL ABOVE BLANKS.)

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date*..... *1889.*

Enclosed find $1 in..... for dues to April 30, 1890.

1888 Number,..... *Name*,.....

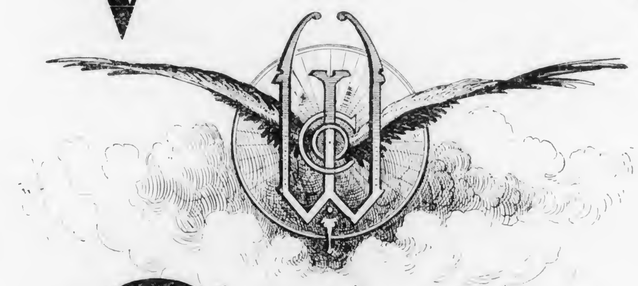
Original Number,..... *Street and No*.....

Club,..... *City*,..... *State*,.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.

VICTOR



CYCLES

OVERMAN WHEEL CO.

182-188 COLUMBUS AVE.

BOSTON

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

FOR SALE—Two Experts; in first class condition. 50 inch, $70; 51 inch, $75; also 51 inch National; in fine condition, $60. BROWN & GREENLEAF, 90 Brattle st., Cambridge, Mass.

CYCLIST'S RECORD BOOK, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

ZOOK, Lititz, Pa.

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.

WHEELS—Pat. Suspension Steel Wheels from 12 inch to 42 inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. L. A. WESTON & CO., Jamesville, N. Y.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Pallard's, 680 Broadway; G. R. Bidwell's, 113 West 55th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE DEALERS,

Send to HOWARD A. SMITH & CO., Newark, N. J., for '89 catalog and discount sheet. Old list cancelled.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 342 Fulton street, Brooklyn, New York, or 1 East 16th street, New York city.

Cycling Photographic Outfits a Specialty.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

TO TRADE for 50 or 52 inch Star with balls or rollers all around.—A 48 Special, 2-3 nickel, half low parts throughout; balls to pilot, new tires, spokes, saddle, etc., just like new but too tall for me. L. C. CROSSMAN, Muscatine, Iowa.

FOR SALE—1 52-inch Victor Bicycle; used but little. Price $95.00. L. P. BURNHAM, 25 Park st., Newton.

FOR SALE—One Swift Safety, this year's pattern; as good as new. Address, E.P. BURNHAM, Newton, Mass.

'88 VICTOR Safety for sale. In good order. WHEELMAN, Utica, N. Y.

TALL FELLOWS.—A 56-inch Club; balls all over, cowhorn handle bars, spade handles, "Fish" saddle,—first-rate order. $80. Write W. R. MOLLNARD, 1010 St. Paul st., Baltimore, Md.

FOR SALE—54 inch Harvard. A 1 order. $50. Address, H. VAN BUREN, 50 Perry st., N. Y.

FOR SALE—44 inch Columbia Semi Roadster. A1 order, Ball pedals, $50. Address, G. D. LUTTON, 52 W. Washington P., N. Y.

VICTOR TRICYCLE—latest pattern; A 1 condition. Cheap. Address LOWE, 693 Main st., Worcester, Mass.

FOR SALE—Tricycle almost new; used very little, cost $225; will take $125 cash. Ball bearing all around. Address H. WELLER, 108 W. 4th st., Cincinnati, Ohio.

FOR SALE—Humber Tandem, new last year. Best offer over $100. A. C. RHODES, Taunton, Mass.

$75 52 inch Rapid Bicycle, excellent condition. $100. Premier Safety, good as new; $130. Sparkbrook Tandem, fine order. Three bargains. Write for particulars. H. L. BIDWELL, Pittsburgh, Pa.

FOR SALE—58 inch Ariel in Challenge; in good order. No reasonable offer refused. Too large for owner. C. F. PARTINI, Waterville, Me.

AMERICAN RAMBLER, nickled spokes, new last fall, ridden 150 miles, fine condition, only $100. L. R. BLAM, Dryden, N. Y.

FOR SALE—Columbia 2 track Tricycle, only shop worn, $100, cost $165. Victor 1888 Safety, new? $120. NILLIS & TABER, Herkimer, N. Y.

WANTED—Good 52-inch Safety or Springfield Roadster. Address with full description and lowest cash price, GEO. A. HARRIS, Gloversville, N. Y.

2 BIS. New 53 inch Rudge Light Roadster, with Butch, hub cyclometer, $87. Facile Safety, A No. 1 condition; $55. D. W. COLEATH, P. O. Box 3335, Boston, Mass.

FOR SALE—Two 52-inch '86 pat. Expert Columbias. One No. 2 '88 pat. Springfield Roadster. All three wheels are ball bearing and in A No. 1 condition. Also a 54 inch Special Star, built to order last season. Has hollow framing, ball bearings to front wheel, and is two thirds nickeled. Prices low. Write for terms. WM. HAVEN, Florence, Mass.

HUMBER TANDEM For Sale—In good order, ball bearings all around, including pedals. Cost $250 in 1887; will sell for $120 cash. FRED A. SPIELMAN, Fairfield, Iowa.

"SPECIAL STAR," Latest 1888 pattern, run but 500 miles; will sell very cheap. M. DAYTON PILMAN, Roann, Indiana.

WANTED—A first-class repairer, with best reference, who is capable of taking entire charge of a hiring and repair depot. Address "X," WORLD office.

FOR SALE—A Singer straight-steering tricycle, with cyclometer and carrier; used one year, tires worn, otherwise first class; price $100.00. Address G. L. C., Providence, R. I.

FOR SALE—52 inch Pony Star, 1887 pattern, has been run only about 300 miles; is in perfect order; 800 buys it. Address DR. M. C. HITCHCOCK, Ansonia, Ct.

FOR SALE—Columbia Light Roadster, 53-inch, in good condition. Apollo Safety, also in good condition. Will sell above cheap. F. ALCOTT PRATT, Box 330, Boston.

WANTED—A good, second hand Rudge Safety, or a Star Bicycle, of 1888 pattern. Address, stating condition, price, and where machine may be seen, "Y," WORLD office, 12 Pearl Street.

FOR SALE—Anyone wishing a new 52 or 54 Victor Light Roadster cheap, address V. R., Lock Box 214, Highlandville, Mass.

52 INCH New Mail, in fine condition; never ridden 50 miles; Butcher Cyclometer and tools; $75.00. Address Box No. 135, Everett, Mass.

FOR SALE—'88 Victor Safety, good condition. Address F. C. WIGHT, 182 Columbus Ave., Boston.

FOR SALE—A Special Quadrant Tricycle, cost $200; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

54 INCH Apollo, in first-class condition; has been ridden about 800 miles; half nickel, spade handles and cyclometer. Will sell for $75.00; a bargain. H. A. THAYER, 38 Bromfield St., Boston.

FOR SALE CHEAP—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., West field, Chautauqua Co., N. Y.

FOR SALE—54 inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

56 INCH Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cowhorn bars. Cost $115; will sell for $65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

FOR SALE—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. McGARRETT, Box 143, Springfield, Mass.

SPECIAL Humber Cripper tricycle, nearly new. An elegant machine at a great bargain. Cost $260. L. H. PORTER, East Orange, N. J.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $80. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

FOR SALE—A Convertible Sociable Tricycle Cost $220. Will sell for $75. Address P. O. Box 1810, Philipsburg, Centre Co., Pa.

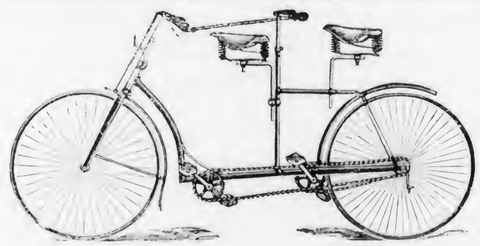
$75. Rapid Bicycle, excellent condition. $100. Premier Safety; good as new. $130. Sparkbrook Tandem; fine order. Three bargains. Write for particulars. H. L. BIDWELL, Pittsburg, Pa.

FOR SALE—48 inch American Star; new last season; good condition. Price $50. C. A. CONOVER, Coldwater, Mich.

TWO GENUINE BARGAINS—One Veloce Columbia; good as the day it left the factory, barring tires; $105 cash. One '88 pattern Springfield Roadster; run one week only, spade handles; plain bearings. $55 cash. Write quick. F. C. WESTON, Bangor, Me.

FOR SALE—45-inch Columbia Light Roadster; built to order; only used five times; perfect condition. 527 Franklin St., Baltimore, Md.

FOR SALE—American Rambler Safety; nearly new; ball bearings; only ridden 300 miles; fine condition. $95. J. V. DUNBAR, Parkersburg, W. Va.



PREMIER TAMDEM SAFETY.

PRICE $200.

Suitable for Lady and Gentleman. The leading machine in England and the Tandem Safety which has stood the test of American roads, with two heavy men, and come out at the end of the season without costing a cent for repairs. The Special Premier Safety, Suitable for Lady or Gent, is a beauty. Price only $135. Send three 2-cent stamps for handsome photo, with specifications of these machines. Sole Agent for Massachusetts.

W. J. NEWMAN, Harvard Row, Cambridge, Mass.
HARVARD SQR.

Now's your chance! Taken in trade for new Victors.

52	Expert, 1887, ridden 200 miles	$80
48	Expert, good condition	75
52	Columbia Light Roadster, good condition	75
50	Mail, 1888, fine condition	95
50	Rapid, good condition	75
53	Springfield Roadster, 1887, ball bearings, fine condition	75
54	Victor Safeties, fine condition	110
1	Veloce Columbia, fine condition	110
52	Victor, 1888, good as new	100

Philadelphia Bicycle Co., Ltd.
831 Arch St.
Philadelphia.





This represents the

VICTOR LIGHT ROADSTER,

but art is weak when it comes to such subjects. To appreciate the "lines," the strength, the grace, the finish of it, you must see the the thing itself. The men who ride it will tell you all about it, ask them, any of them. It has won more and better road races than any other machine in the market. Never mind the little ones, here are a few of the good ones, notice that they were ALL 100 MILE RACES, OPEN TO THE WORLD, and contested by all the leading makes.

BOSTON CLUB. BIG 4. ***CRAWFORDSVILLE.***

SPORTING LIFE (Philadelphia).

CLARKSVILLE. ***BICYCLING WORLD (Buffalo).***

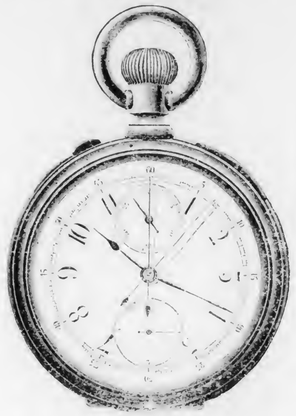
The last mentioned is said to have been the severest test of machines of any race EVER RUN. Eighteen to start, six to finish, and ***FIVE*** of them ***VICTORS. THIS TALKS!!***

OVERMAN WHEEL CO.,
Makers of Victor Cycles,
BOSTON.

Special Agents:
A. G. SPALDING & BROS.,
New York and Chicago.



HEADQUARTERS FOR TIMING WATCHES AND ATHLETIC PRIZES.



OUR SPECIALTIES.

1. Nickel Timer, with MINUTE REGISTER, - $8.00
2. Silver, open-face, FLY BACK, Chronograph, - 25.00
3. 14-kt. gold, open-face, SPLIT SECONDS, FLY-BACK, Chronograph, - - - - - - 125.00
4. 14-kt. gold, hunting, SPLIT SECONDS, FLY-BACK, Chronograph, - - - - - - 135.00
5. Extra heavy, 18-kt., open-face or hunting, SPLIT SECONDS, FLY-BACK, Chronograph, WITH MINUTE REGISTER, - - - - - 200.00
6. Extra heavy, 18-kt., open-face or hunting, 1-4 or 1-5 INDEPENDENT, SPLIT SECONDS, FLY-BACK, Chronograph (TRIPLE FLY-BACK). 265.00
7. Same as No. 6, but with MINUTE REGISTER and QUADRUPLE FLY-BACK (see cut). - 300.00







ADDRESS OR APPLY TO

JENS F. PEDERSEN,

Importer * of * Watches,

11-2 MAIDEN LANE, NEW YORK.

Also the most extensive manufacturer of HIGH CLASS MEDALS in the country,

CORRESPONDENCE WILL RECEIVE PROMPT AND CHEERFUL ATTENTION.

HOLMES & CO. 109 KINGSTON ST., BOSTON.

WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR

CATALOGUE FOR 1889.

OUR NEW HEADQUARTERS.



Jersey-Fitting Pants.

Full Pants. Knee Pants.





Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam being a selvedged edge, is small and flat, and will not rip. *Buttoned in Front, same as Pantaloons, without Certain Objections.*

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Ladies'

Jersey-Fitting Tricycle Pants.

A NEW THING.





These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream Colored Cotton, Drab, Red, or any colors in Worsteds.

TRADE MARK.

Jersey-Fitting Shirts.

Laced Front, Long Sleeves, Turn-over Collar.



JERSEY-FITTING SHIRTS,

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy, or any Color.

PLAIN OR STRIPE.

Each garment bears our **Trade Mark,** and are endorsed by the best manufactures of Bicycles and by Professional Gymnasts.

In ordering these goods be particulars to give full name or style of each garment ordered.

JERSEY-FITTING GARMENTS.

We call special attention of Clubs and all Athletes to our Catalogue for 1889.

Jersey-Fitting Shirts,

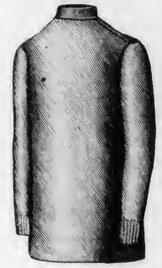
FOR

Bicycle Riders.
Lawn Tennis Players.
Yachting and Rowing,
Base Ball and Foot Ball.
Gymnasium,
League Color, Gray Mixed,
Black, Navy, or any Color,
Plain or Stripe.

Long Sleeves, Low Neck.



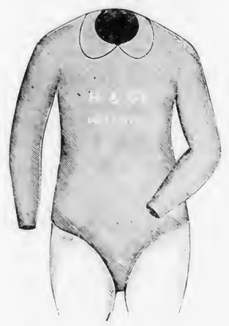
Long Sleeves, Standing Collar.

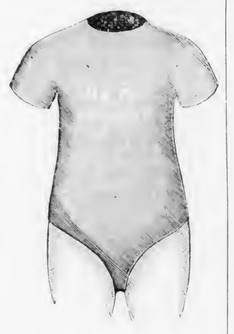


Gymnasium.



Every wheelman and Sportsman will give these garments his approval when he examines the SHOULDERS, ARM HOLES and NECK, as they are made to fit. These goods are *gut titch*, and all infringements will be prosecuted to the full extent of the law.

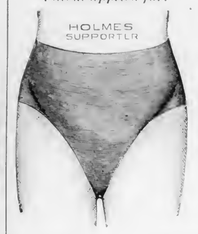




We call special attention to a new feature in Jersey shirts for gymnasium use. The cut represents the shape and its use. It not only keeps the garment down in place but acts as a supporter. Bathers will see an advantage in this style improved shirt. Any Jersey Shirt in our new catalogue made of heavy weight, we make with this improvement. We have sold Jerseys through A. G. Spalding & Brother, of New York and Chicago, to all the League Base Ball Clubs in the country with this improvement. We invite all gymnasts to try them.

Jersey-Fitting Supporter.

Patent applied for.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.* Price, $1.00. Will send by mail on receipt of price. Send size of Waist and Hip. Send for Illustrated Catalogue and Price List.

Ladies' and Gents' Bathing Suits.

Racing Tights.





Bicycle Knee Tights.



TESTIMONIALS.

Battle Creek, Mich., April 16, 1887

Gents:—Just received the tights in good order, they are the best I ever saw and I shall be sure to get of you in the future. Yours truly, C. E. Adams.

Philadelphia, Penna., Sept. 27, 1887

Messrs. Holmes & Co., Gentlemen:—I received my full tights and trunks on the 11th, and after a thorough trial, am more than satisfied with them. They are a perfect fit, and so comfortable that I would not now be willing to wear any other costume for cycling.

Yours very truly, John A. Well.

Birmingham, Conn., August 28, 1888

Messrs. Holmes & Co., Boston, Mass., Gentlemen:—The Jersey Supporter ordered from you, which I am using, gives splendid satisfaction, and I may add a great deal of comfort. Respectfully yours, H. A. Hough.

Trenton, N. J., Sept. 7, 1888.

Messrs. Holmes & Co., Dear Sirs:—In reply to your letter of enquiry in reference to the supporter recently received from you, I can report that it is satisfactory in every way. It almost entirely obviates the trouble of which I wrote you, it is pleasant to wear, and if it has any objectionable features I have not yet discovered them. I am much pleased with it.

Yours truly, Alfred C. Stokes.

Newton Falls, O., Sept. 18, 1888

Messrs. Holmes & Co., Boston, Mass., Gentlemen:—In reply to yours of the 6th, would say, am highly pleased with the Supporter I purchased of you. For Bicycling it is the thing and cannot be beat. Have tried several, can recommend yours above all.

Am very truly yours, Wallace Heyburn.

Messrs. Holmes & Co., Gents:—The Supporter is a very necessary article to Bicyclists and gives one a feeling of ease that cannot be experienced without the use of some kind, the "Holmes" is the best I have tried. Yours truly, C. C. Briggs, Jr.

Evansville Seminary, Evansville, Wis., April 10, 1887

Holmes & Co., Boston, Mass., Sirs:—The knee pants and letter of the 11th received. Please find enclosed postal note to balance accounts. I am well pleased with the goods, and shall take occasion to recommend them to my friends.

Yours truly, Geo. T. Sellew.

If our garments are not kept by your best dealer, send to us for circular and price list. Any garment sent out by us are warranted to give satisfaction. ***SEND FOR PRICE LIST.***

HOLMES & CO., 109 Kingston Street, Boston, Mass.



The Elliott Safety

Weight complete, 42 pounds. Price, $90.00.

Will carry five times its own weight.

Our ideas as to how and of what material wheels should be constructed differ somewhat from those commonly accepted by the wheeling public, and we are glad they do. For if we are wrong, we shall, by means of our failure, still farther confirm the prevailing custom, and that would be justice.

If on the other hand our departure in wheel construction shall be vindicated (and to this end we are doing something more than to hope), then we shall not have lived in vain. However, we have the

Hickory Wheels

in tangible form, and are pleased to furnish particulars to all who may want more light. You can get more *weight anywhere*.

STERLING CYCLE CO.,
NEWTON, MASS.

Second-Hand Wheels,



Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.

Bicycles on Easy Payments.

Victor, Springfield Roadster, Columbia, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.50 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.



CLINTON CYCLE CO.

BICYCLES, TRICYCLES AND SAFETIES

of all the leading makes.

Second-Hand Wheels Bought and Sold.

Spade Handles, Cyclometers, Jerseys, and everything in the cycling line.

REPAIRING DONE IN FIRST-CLASS MANNER.

Our prices speak for themselves. Write us or send for Catalogue.

C. C. CO.,
NORTH HIGH ST., - - CLINTON, MASS.

The "BICYCLE" Free.

Send names of 10 who talk of buying a wheel this year, and we will send you the *Bicycle* Free.

BICYCLE, West Randolph, Vt.

BARGAINS IN NEW BICYCLES.

Any of the American, Columbia, or Premier Cycles from $5 to $10 below the price. Write us what you want, and we will let you know how we do it.

NAZARETH CYCLING AGENCY,
Nazareth, Pa.

CEMENT!

Manufacturers, Dealers and Repairers.

Do you want a Cement equal to London's at one-half the price? We have it; just perfected. Send for sample.

Philadelphia Bicycle Co., Ltd.,
831 Arch St., Philadelphia, Pa.

BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,
27 Kingston St., Boston

If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe

without the Patent Mark, Aug. 1, '82, stamped on the bottom, put him down as a fraud.



STRICKLAND & PIERCE.

High grade bicycle and sporting shoes of all kinds. Our Boston flexible bicycle shoe is still in the lead. If your dealer does not keep them send direct to us or to our Boston agents:

John P. Lovell Arms Co., Horace Partridge & Co., Wright & Ditson, Thayer, McNeal & Hodgkins, W. W. Stall, William Read & Son.

Sent direct from factory, post paid.

No. 1, Hand-sewed and Hand-stitched, $5.00
No. 2, Hand-sewed and Hand-stitched, $3.50

STRICKLAND & PEIRCE,
RANDOLPH, MASS.

New "ACME" Rubber Tires.

BICYCLES

	Factory Price.	Our Price.
52 in....	$60 00.....	$36 00
50 in....	55 00.....	33 00
48 in....	50 00.....	30 00
46 in....	45 00.....	27 00
44 in....	40 00.....	24 00
42 in....	35 00.....	21 00

All Wheels furnished with Tool Bag and Tools.

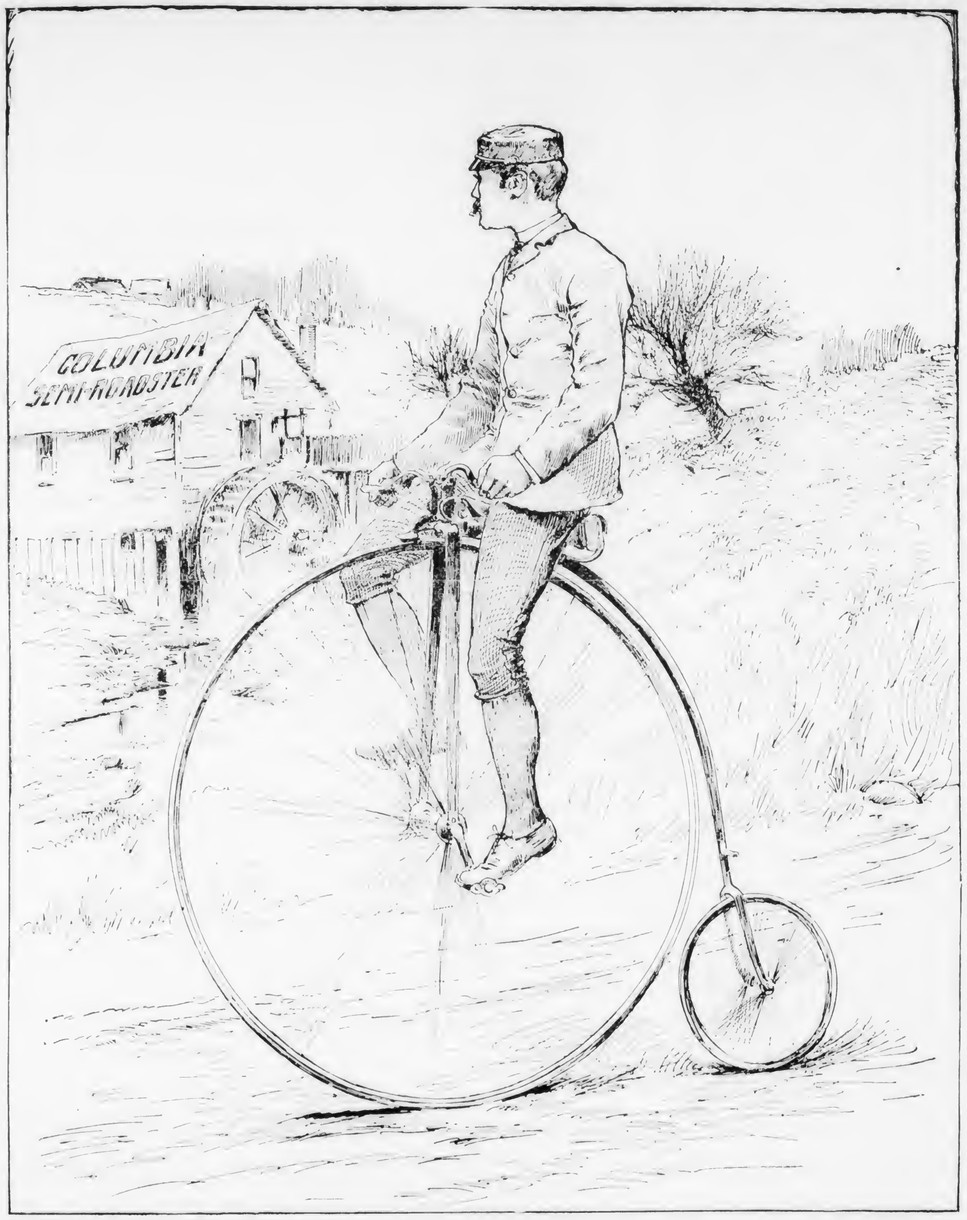


SAFETY BICYCLES

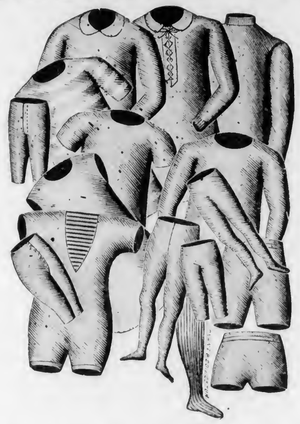
SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings...$25.00
Large Boys' 24 in., with brake and mud guards... 35.00
Ladies' or Men's 30 in., ball bearings to both wheels. 75.00
Ladies' or Men's 30 in., ball bearings, ALL OVER. 90.00

ST. LOUIS, MO. **E. C. MEACHAM ARMS CO.**



HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey-Fitting Garments

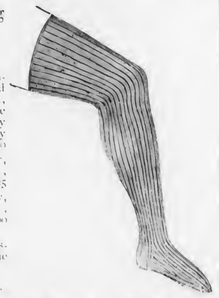
Holmes' Thigh Stocking.



IMPROVED.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

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Broome Street,

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The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

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DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

LINCOLN HOLLAND & CO.,

Worcester, Mass.

Howard A. Smith & Co.

Want Agents for their goods in all unoccupied territory.

Agents wanted for a line of machines in all the Counties of New Jersey in addition to their entire line of Sundries.

Second-hand machines from $25.00 to 95.00.

Immense reductions in prices. Send for lists.

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No more **Rattle.**

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Made for all **Safeties.**

Registers 2500 Miles.

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Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 300 shop worn and second hand Cycles, Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

	Factory Price.	Our Price.
NEW	48 in. $50 00	$27 00
ACME	46 in. 45 00	25 00
BICYCLES.	44 in. 40 00	23 00

Rubber tires with tool bag and tools.

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A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Good Live Agents Wanted

In every town where these wheels are not already represented. Correspondence solicited.

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American Champion Bicycle, American Light Champion Bicycle.

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FRAME FRAME FRAME

FRAME

THE SPECIAL PREMIER SAFETY. An Answer to our Query of the 15th.

Montpelier, Vt., 3, 15, 1889.

Mr. L. H. Johnson,

Dear Sir:—

The Special Premier Safety reached me to-day at the machine shop, in Al order. It was immediately inspected by a number of skilled machinists, who without an exception, pronounced it as handsome and as good a machine as is possible for mechanical skill to devise. The machine is more than I expected; the distribution of metal is a most marked feature of the Special Premier. The construction is such as makes a good ladies' bicycle, while it is equal in appearance to any gentleman's machine. In less than an hour after the machine reached me, your agent received an order for another Premier Safety.

Yours truly,

J. J. Williams.

Prompt delivery. Send for New Calatogue, just out, containing full particulars of this machine as well as the Premier Tandem Safety, Popular Premier Safety, and others.

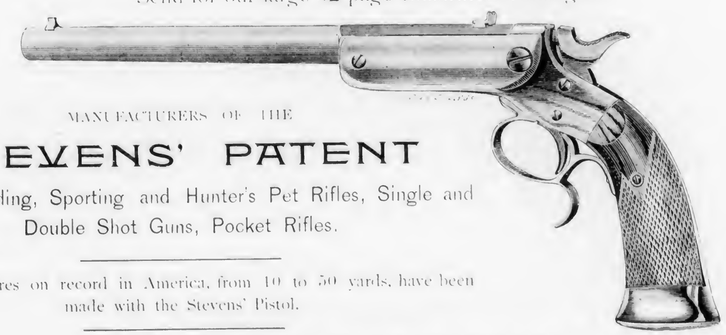
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The Best Scores on record in America, from 10 to 50 yards, have been made with the Stevens' Pistol.

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Known throughout the world as possessing unsurpassed accuracy, perfect of form and finish. The professional shots all unhesitatingly select the Stevens Pistols to perform the most difficult feats of markmanship.

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Arranged Upon an Original Plan.

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Free to Bicycle Clubs and Wheelmen within 25 Miles of Boston upon application to Advertising Department POPE MFG. CO., 77 Franklin St., Boston.

A number of Second-Hand and Shop Worn Machines at very low prices. Send for Special List.

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New Rapids.

Safeties, for Men and Women.
Full Roadster, Straight Wheels,
Light Roadster, Straight Wheels.

Quadrant Tricycles.

No, 15. Tandems, for either sex.
No. 8, for Men [record 2:38 on the road].
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Improved Patterns for Safeties,
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And for Everybody.

DON'T BUY until you have seen our CATALOG.

The Clark Cycle Company, Baltimore.

☞ If there is no agent for our goods in your town, write for terms.



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Speaking of anti-vibration devices, The C. T. C. Gazette (London), for Jan. 1889, says, editorially :

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while a ball bearing is fitted to every joint.

It is a pity that Messrs. Overman Wheel Co., the makers, do not put it upon the English market, or license some of our manufacturers to make it under royalty."

The Springfield Roadster Bicycles

Hold the World's Records.

No. 1	Wheel, plain and cone-bearing, 50-inch,	$75
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No. 5	" ball-bearing, 50-inch, - - - -	110
	This wheel has tangent spokes and hollow rim.	
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	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing. - - - - -	115

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Which enables us to produce a finish in every respect equal to that of the best factories.
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Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*
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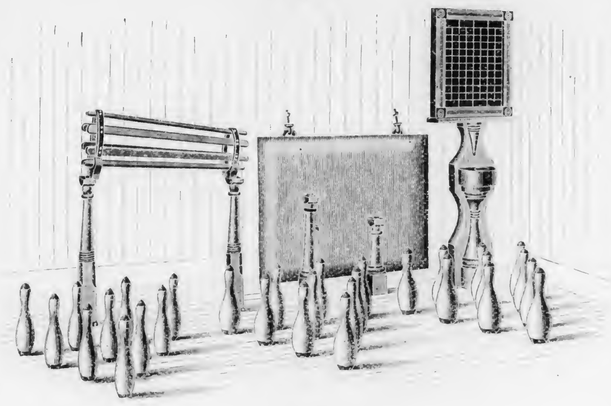


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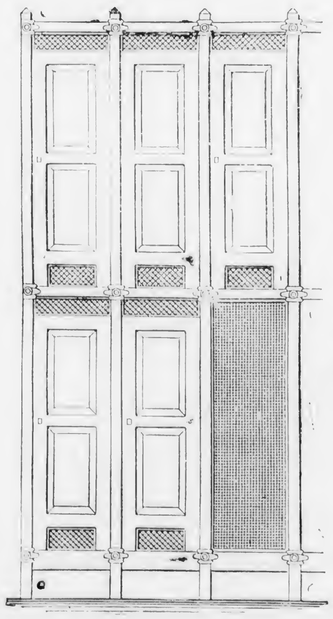
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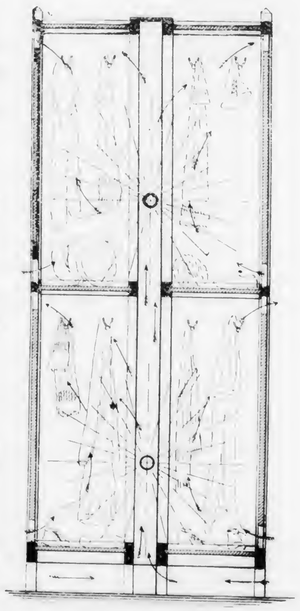
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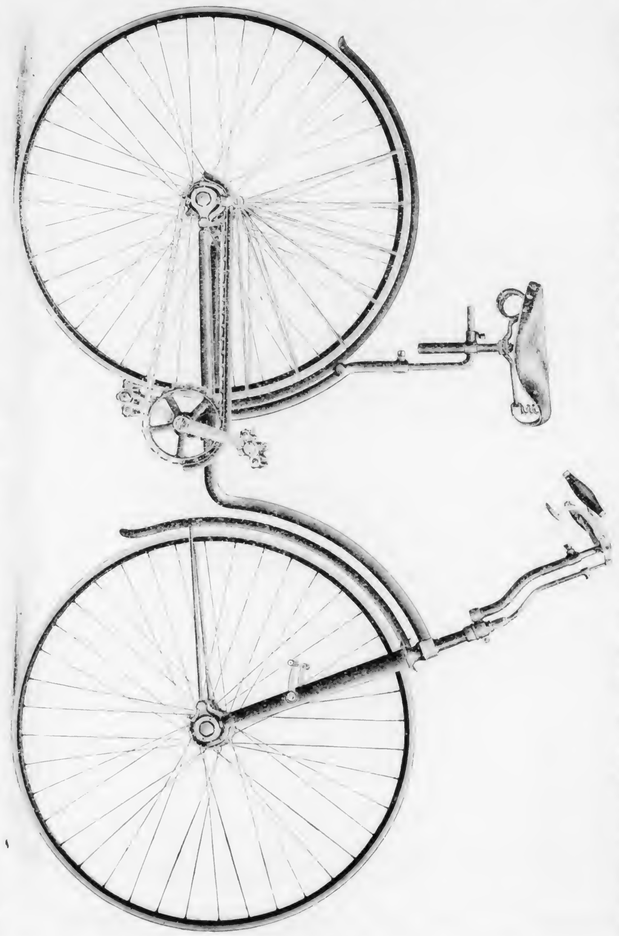
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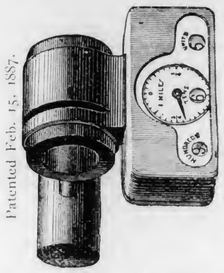
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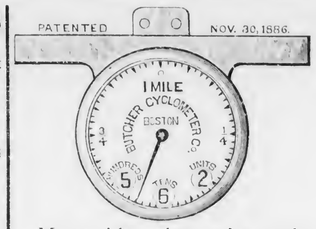
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Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

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Columbia Light Roadster, used one year, $90.00; Singer, very good, $55.00; Marlboro' Light Roadster, new last fall, excellent, $115.00; Columbia Tandem, excellent, $150.00; Marlboro' Tandem, '88 pattern, as good as new, $105.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find advantageous to write

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PATENTS procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,836.)

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We give you the best the price will buy.

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The twelfth season since we began the sale and manufacture of bicycles has just opened, and it is particularly appropriate and opportune at this time to extend to the American wheelmen our most sincere thanks for their magnificent patronage and uniform courtesy. We have always believed wholly in high grade machines, considering that only the highest grade machine is economical, and the Columbia factory has never turned out any bicycle, tricycle, or safety which has not been the result of our honest endeavor to present to the American wheelmen machines as near perfection as modern mechanical skill could produce. Our endeavors have always been appreciated by the majority of American wheelmen, who agree with us that a poorly made bicycle, even though sold at a seemingly low price, is a poor investment, and with their advice and hearty co-operation, we, for the twelfth time, present a new season's line of Columbias.

The cyclers' obedient servants,

POPE MFG. CO.

Read & Remember,

That Ladies can learn to ride the Ladies' Safety Bicycle at

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Only a few lessons necessary to become proficient.

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Lessons private, only two pupils on the floor at one time.

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$3.00 $3.00



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FOR YOUR SAFETY.
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The trade supplied.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich Street, New York.

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Second-hand Bicycles, Tricycles, Tandems, Safeties, &c.

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98	52 inch Expert Columbia, Full Nickel, Ball Pedals, Victor Saddle, Cowhorn Bars and Wheel, in splendid order; a Cheap Wheel who gets it	80.00
99	52 inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel in good order	80.00
100	52 inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel has only been ridden 15 miles, and a bargain at	100.00
101	54 inch Expert Columbia, Enamel Finish, Cowhorn Bars, Ball Bearings, Kirk Saddle, all equal to new	100.00
102	54 inch Standard Columbia, Full Nickel, Straight Bars, Ties in very fair order	30.00
103	54 inch Standard Columbia, same as above	30.00
104	54 inch American Rudge, Enamel Finish, Wheel in prime riding order, Cowhorn Bars, Ball Bearings	60.00
105	54 inch Standard Columbia, Enamel Finish, a very strong and durable machine for beginners	30.00

TERMS CASH.

Machines sent C. O. D. on approval on receipt of freight charges both ways and cost of crating.

MACHINES TO RENT by the DAY, WEEK or MONTH.

Repairing a Specialty, all work done on the premises.

Sole Agent for

New Mail, Columbia and Club Bicycles, Tricycles and Safeties.

All Branches of the Bicycle Business, Riding Academy with competent instructor, perfect riding guaranteed. All Sundries and Parts for Sale. It will pay you to send or call before buying elsewhere.

Testimonials.

Owosso, Mich., Feb. 19, 1889.

H. B. Smith Machine Co.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,
Frank J. Woodard.

Westerly, R. I., Feb. 11, 1889.

H. B. Smith Machine Co.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.
Very cordially yours,
Dr. J. Howard Morgan.

Marva, Ill., Dec. 7, 1888.

H. B. Smith Machine Co.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.
Yours respectfully,
Silas Long.

Jackson Centre, O., Aug. 21, 1888.

H. B. Smith Machine Co.

Dear Sir—I can say in regard to the wheel (Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully.
J. E. Meranda.

Chester, Pa., Dec. 7, 1888.

The Star Mfg. Co.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the Chester *Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,
T. W. Entwisle.



THE NEW STAR, 39×24

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - Smithville, N. J.

MANUFACTURERS OF

SAFETIES AND ORDINARIES.



30 inch "National" for Men made in two grades.

Price, $75 and $90.

Ladies' 30 inch "National."
Price, $75 and $90.

Girls' 26 inch.
Price, $45.



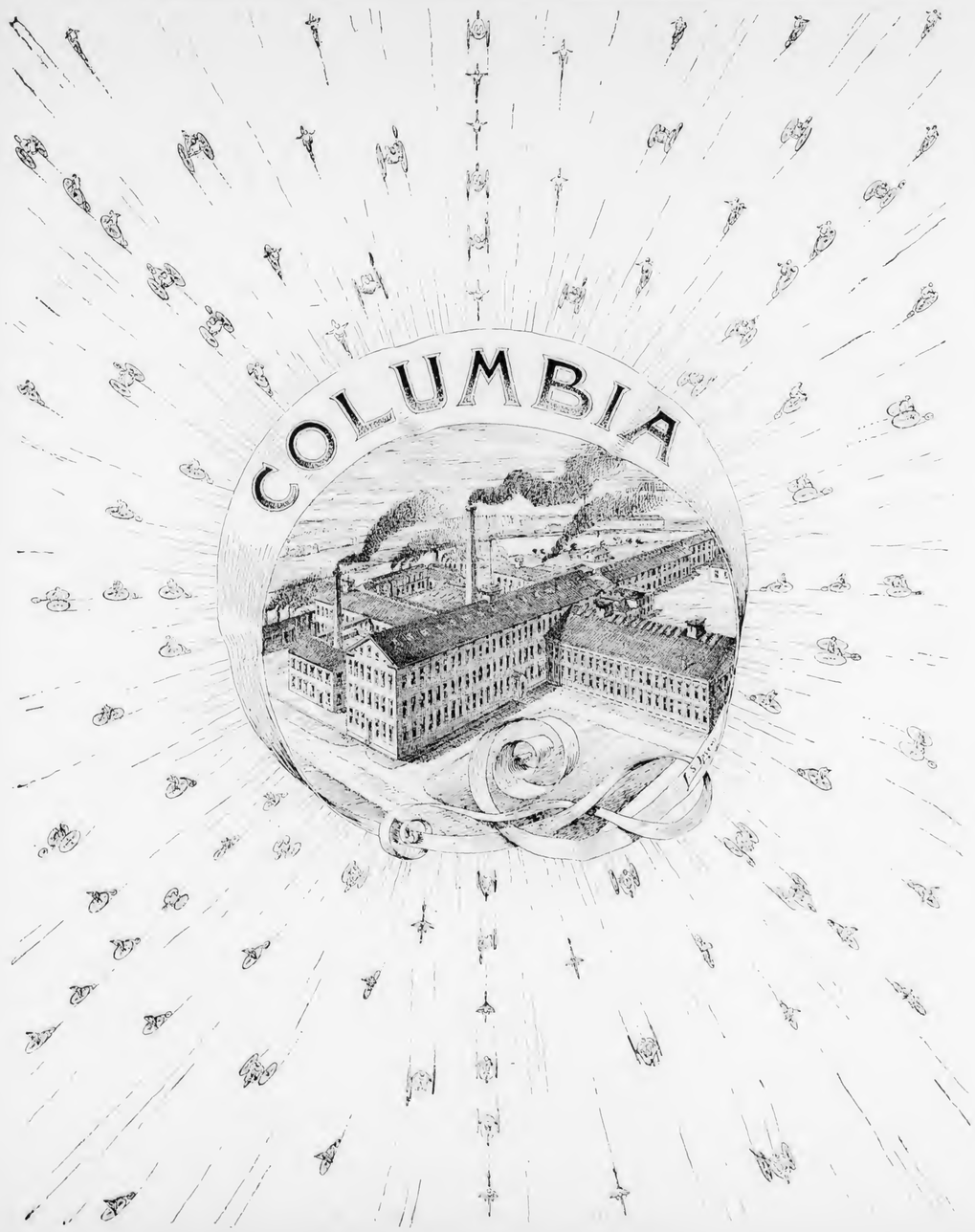


Boys', 24 in. "Electrics," Price, $35
" 20 " " " 25
" 20 " " " 18
" 20 " " " 12

Dealers will be furnished with Catalogue and Discounts upon application.

ST NICHOLAS MFG CO.

FACTORY, 784 to 794 MADISON STREET, CHICAGO.



PRESS OF H. G. COLLINS, 93 FEDERAL ST., BOSTON.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 5 APRIL, 1889.

Volume XVIII.
Number 23.

VIBRATION IN CYCLING was the subject of a paper recently read by Dr. Benjamin Ward Richardson, at a meeting of the Society of Cyclists (London). "I am of the opinion," says the Doctor, "that nothing produces so much injurious fatigue, or so bad an effect on the health in cycling as vibration. It is a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, is very inconvenient, and which in a feeble person may be attended with actual risk."

The cause of the mischief is what medical men call "spinal shock." It is very much like, and in essence is the same as that kind of shock which is noted in railway accidents, the difference being that in railway accidents the shock is inflicted by one or two violent concussions, while in cycling the shock is produced by a number of minor shocks, which produce the injurious effect from an accumulative action upon the spinal cord, and, through it, to some extent, on the brain. Excessive vibration causes a general fatigue and a painful reduction of muscular power in the lower limbs.

An efficient spring fork annihilates vibration.

A perfected spring fork is found only in the Victor Safety.

Testimonials.

WEST RANDOLPH, Vt., Sept. 21, 1888.
H. B. SMITH MACHINE Co.

Dear Sirs—Enclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

---

to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

NORWICH PHARMACAL COMPANY.
Laboratory and office E. Main St.
NORWICH, N. Y., March 25th, 1889.
H. B. SMITH MACHINE Co., Smithville, N. J.

Gentlemen—I ride a 48-inch Special, and am more than suited with it. This is the third season and it is as sound as a new wheel. I never had a spoke grip on it yet.

Yours truly,

M. P. GREEN.

---

easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. If you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale. Yours,

D. B. BONNETT.

PORTLAND, Me., March 11th, 1889.
H. B. SMITH MACHINE Co.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you



THE NEW STAR, 39x24

Mohegan Lake School, PEEKSKILL, N. Y.
H. B. SMITH MACHINE Co.

Dears Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As

414 South Broad St.,
ELIZABETH, N. J., March 16th, 1889.
H. B. SMITH MACHINE Co.

Gentlemen—Star received on the 14th. Handle bar and brake lever very satisfactory. This is quite a machine, I like it better than either the 45 or 48-inch Star; it is the

claim for it: we take pleasure in ordering *two* more, which we desire for our own use. We want 39x24, 2-3 nickel, with balls, front and Hollow Spade Bar. You may send us one of the large size leather touring bags when you ship wheels. Yours truly,

SIMONS & DOW.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.



The Elliott Safety

Weight complete, 42 pounds. Price, $90.00.

Having a brace rod in a bicycle when it is to be ridden by a 125-pound man or boy, and taking it out to accommodate a 175 pound woman, reminds us of a gentleman who made a hole in his cabin door large enough for the *cat*, and along side of it a smaller one for the *kitten*.

The Hickory Bicycle

Is strong enough for any rider of either sex We claim that when a machine is in the best shape for a lady it is best for *anybody*.

STERLING CYCLE CO.,
NEWTON, MASS.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,
18 So. Broad Street. Philadelphia.

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

KIRK BROWN,
No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

Howard A. Smith & Co.

Will appoint Agents for their immense line of Sundries in all unoccupied territory.

SPECIALTIES.

Bundle Carriers,	Hose Supporters.
Stockings.	Adhesive Tire Tape.
Standard Gloves,	Spoke Grips.
Whistles.	Standard Oil.
Newark Enamel.	Newark Lamps.
Cement.	Graphite.

Caps, Belts, Jersey Suits, etc., etc.

ORATON HALL, NEWARK, N. J.

Store and Riding Hall open Evenings.

ELASTIC TIP CO.,



MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades, in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	.50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.55 per box
Electric Tape	.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

WILMINGTON, DEL., February 13, 1889.

Frank Fairbairn, Esq., Erie, Pa.:

Dear Sir—I have used your jersey garments during the past season, and consider them superior to any I have seen. They are very well made and finished, and make a handsome and durable suit. The great superiority of jersey over cloth or woolen garments is well known, and I expect to use only jerseys in my riding this year.

Yours Truly, S. WALLIS MERRITHEW,
Wilmington Wheel Club.

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

IN AND AR UND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Curtis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.



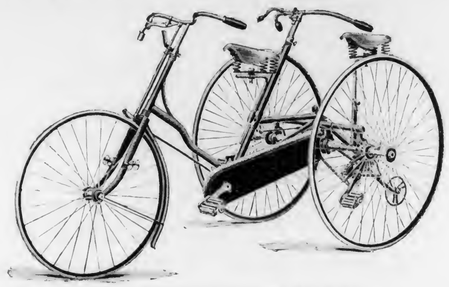
INCER CYCLES

OVER 57,000 IN USE.

LARGEST MAKERS

* IN THE WORLD *

WITHOUT EXCEPTION.



THE SINGER TANDEM,

A thoroughly *strong, safe,* and comfortable tandem, well tried during last season. The steering is controlled by either rider, and two independent brakes are fitted—one for each rider. It is of best quality throughout, is fitted with our patent axle, and has ball bearings to all running parts, including pedals. It is convertible to a single machine by a very simple arrangement, by which the back part is made detachable. SIZE.—36 in. side wheels, 7/8 in. tires, 28 in. front wheel, 3-4 in. tires. Speeded 54 in. Plated hubs, cranks, axle-tubes, handle-bars, and fittings; remainder enamelled black. **Price $250.00.**

Out of all the "S.S.S." Tandems supplied during 1888, we have *not heard of a single case of breakage*, while, on the other hand, we have the most satisfactory accounts of their efficiency.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

NEW MAIL.

Three ◎ Unsolicited ✻ Letters ◎ Just ◎ Received.

From F. D. ELWELL,
Champion of Pacific Coast.

SAN FRANCISCO, CAL., Feb. 19, 1889.
DEAR SIRS:

I desire to express my appreciation of the 56 inch New Mail bicycle purchased four months ago.

The great rigidity and easy steering of the Trigwell Ball Head is a pleasant relief after years of experience with the ordinary cone.

Since receiving the New Mail, I have won from scratch all races in which I have competed, and am more than pleased with its easy running qualities. I truly believe it is the best all-round bicycle manufactured.

F. D. ELWELL,
Champion Cal. Div. L. A. W., 1888.

PROVIDENCE, March 7th, 1889.
MESSRS. WM. READ & SON., Boston, Mass.:

Gentlemen—Kindly send me your bicycle catalogue for '89.

The 58-inch "New Mail" purchased of you last year has given perfect satisfaction. I have tested it in all possible ways, and it gives me pleasure to report that it is the *best* mount I ever had, having been a wheelman for a period of twelve years.

Last season I did the most wheeling of any previous year, the greater part of it being over rough country roads, and not one cent did I expend for repairs; the machine is now apparently as good as new.

Considering the size of my wheel and my weight (168 pounds), too much cannot be said in praise of the "New Mail."

Yours truly, F. N. MACLEOD.

SPRINGFIELD, Illinois, March 12, 1889.
MESSRS. WM. READ & SON, Boston, Mass.:

Gentlemen—Please send '89 catalogue. I am happy to say that my wheel (52-inch New Mail) appears to be faultless. Since I bought it new, last June, I have ridden it every week, and almost every day, in all kinds of weather and over all kinds of roads. In this time I have adjusted the head *once, and oiled it only three times*, more on general principles than because it needed it. I must have ridden it very nearly, if not quite, 1000 miles, and now it runs as smoothly and noiselessly as when I first got it. This record is duplicated only by another wheel here, and it is a 54-inch New Mail. While I ride a bicycle I want no other than a New Mail.

Yours respectfully,
A. A. BILLINGSBY.

An American Wheel, made at Chicopee, Mass.

☞ ALL STEEL FORGINGS.

WM. READ & SONS, 107 Washington Street, - - BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

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MESSRS. LINDSAY & TAYLER, 150 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 5 APRIL, 1889.

WE present to our lady readers Miss Helen Grey, who will hereafter conduct the ladies' column. We hope she will have the support that she asks for from our patrons.

WE are more and more convinced that the manufacturers do a wise thing in refusing to supply the riding public with a lighter safety than is now being made. The reason why we commend their wisdom is because the general rider has no sort of consideration for his wheel, nor apparently the slightest idea that the resisting powers of steel have any limit. These remarks are particularly applied to the riders of the safeties, many of whom seem to delight in testing the safe qualities of his machine by riding down and over obstructions just to prove how "safe it is." In this way the machine gets strains and tests never intended by the maker or designer. Sometimes, under these unnecessary and unreasonable strains the machine goes to the eternal smash, and then the rider d——ns the maker, d——ns the machine, but forgets to d——n himself for his idiocy. No, the manufacturers are all right, and just so long as the apparent aim and object of some riders is to experiment and see how much the machine will stand, just so long must the makers provide for the possible contingency of a thoughtless experiment-riding public, and so build for strength—ergo weight.

OUR esteemed contemporary, the *Sporting Life*, of Philadelphia, in the following item, draws a rather florid comparison, nevertheless hits the nail pretty squarely on the head: "The bicycle is the modern alchemist's oven: you shove in an *old man*, shut the door: there is a sizzling sound for a few moments, the door flies open, and out steps a *youth*." Extreme as is the simile used, there is truth for the foundation, and no doubt had Ponce de Leon lived in these days he would not have searched for the Fountain of Perpetual Youth in the everglades of Florida, but he would have turned his attention to the great cycle emporiums and factories for the Fountain, the use of which would keep old age and decay at arm's length, for an indefinite time.

In these days of artificial living, confining and brain wearying occupations, the true humanitarian hails with delight the evident tendency of the age towards sports and pastimes which will take the brain worker and the man of sedentary habits out into the pure air of the rural districts.

Sometimes a very serious warning is heard in just such sad and fatal cases as that of the late Mr. Stout. It cannot, in all fairness, be said that cycling is responsible for these happily rare catastrophes, as in almost every case the cause can be traced to some decided violation of the laws of nature by the sufferer.

IN another column we print an obituary of Mr. Stout, and also an account of his death. From this account we learn that the deceased drank copiously of cold water while he was in an overheated condition; a most dangerous thing to do, as the sad results recorded have fearfully proven.

Cycling is pre-eminently a healthful pastime, but it must be born in mind that Nature will not allow even the sturdy cyclist to disregard her laws, without incurring a penalty of more or less severity. In such cases it is not the Sport that is to blame, but rather the unfortunate victim himself, who brings dire disaster on his own person by overdoing and in other ways abusing the powers that God has given him to use and not abuse.

WHILE the attention and the influence of wheelmen and citizens generally is turned towards roads improvement legislation, we wish that something could be done towards suppressing, or rather, governing that destroyer of good roads and streets, the "sprinkler fiend."

The sprinkling is usually "contracted" for, and the contractor, of course, wants to travel over the streets as few times as possible, hence he "drenches" the surface instead of "sprinkling" it. We wish that cities and towns would make a law to govern these fellows, and see to it that the distributing pipe contained so many holes of a certain size. As far as Boston is concerned, we wish the city authorities would insist on the use of sprinkling carts exactly like those used at Chestnut Hill Reservoir and on the park driveways. Those carts *sprinkle* and don't drench. As a matter of economy we should think City Fathers would regulate this matter, as the methods used by these contractors ruin the streets, and cost the city hundreds of thousands in repairs. Now, gentlemen, let us turn our attention to this little matter and see what can be done.

IN accordance with the suggestion made by Gov. Ames in his inaugural, bearing on the appointment of skilled persons to have oversight of the State roads and bridges, a bill has been drawn appointing a "commissioner of roads and bridges," which will be presented as a substitute for the adverse report of the committee now upon the table in the House.

Outside of the benefit to cyclists which will naturally accrue from better roads as the result of the appointment of the commissioner, this bill has great merit.

Massachusetts is blessed with an abundance of good road material; to know what to use and how to use it is all that is needed for better roads. Some stone when crushed is first class for road building, other stone is useless; some gravel is fit only for a base, other is excellent for surface. A first class civil engineer, who has had experience, can select the proper material almost at a glance.

A bill has already passed the legislature this session providing for a superintendent of streets in each town; this is a long step toward better roads, over the old system of highway surveyors, but towns cannot afford to hire a first class civil engineer with a knowl-

edge of road building for superintendent of streets; the person appointed as superintendent will need the advice of an expert, and this bill gives him the much needed advice, with no charge, at a cost to the State of only $5000, or less. It practically provides a scientific expert on road building for each town at this small expense.

The judicious use of the money at present expended, under the direction and advice of an expert will show material results in better roads within three years.

In regard to bridges, the commissioner is likely to save thousands of dollars to towns and even cities.

In many places where proper stone is abundant a stone arch, practically eternal, can be constructed at the same cost as some flimsy structure such as we now see, which in a few years becomes unsafe and has to be rebuilt.

Such an officer in the State, with the information which his office will gather, will be a rich paying investment for the tax-payer.

Every farmer, merchant, stableman, and all persons interested in better roads should use all the influence at his command, either by a personal interview or by letter, to induce the representative to the legislature from his district to favor this bill.

In so doing it would be better to keep cycling in the background, lest unjust prejudice be aroused.

WHEN the League and all well regulated cyclists are fighting for equal rights on the highways and fighting such fossilized notions as those presented in the "Warner bill," of Missouri, it is rather discouraging to get cutting letters constantly, complaining of the actions of the "sidewalk hog." The latest section heard from on this question is Rochester, N. Y. We hold it is no excuse for a rider in the crowded city to use the sidewalk because the street is unrideable. In such cases *walking* is good enough. If the bicycle is a "vehicle," as we hold it is, then we must insist that it be used only on that part of the street especially allotted for use by vehicles. The cycle *must* be kept off the sidewalk, even at the possible discomfort of the rider. We wish that this Rochester complaint was to be the last of the kind ever to be made. These kind of things hurt cycling and put us back just so much.

WE are aware that the racing rules, as adopted by the League, are the best that organization has ever had, and we are at the same time aware that suggestions have always been accepted in the same spirit as offered. We therefore would respectfully suggest that the remuneration fixed to be paid the handicapper is far below its actual value. Fifty cents a race is not enough to pay a man who conscientiously performs this difficult duty. It makes the services of the handicapper practically gratuitous, and the proposed fee is so ridiculously low as to make the "remuneration" absolutely nothing. We think the fee should be *at least* twenty-five cents per entry, and we hope the Board will see it to be in the interest of good handicapping to make the fee not less than the amount we suggest above, either do that or wipe out the "50 cent per race fee" altogether. It does not pay a man, this fifty cents, and so he might as well be asked to perform the duties gratuitously.

DEATH OF MR. F. BOYDEN.

In our Chicago notes this week our correspondent reports an accident which occurred to Mr. Fred Boyden a week ago. Last Wednesday we received a telegram from the Stroller, which reads as follows:

"Boyden died Tuesday morning, unconscious for six days and to the last."

MERRITHEW, McDaniel and Elliot on Victor Safety and Victor Light Roadster established new records for Philadelphia and Wilmington in the 100 miles in less than 12 hours, and McDaniel on the Victor Safety doing up Dalleth records made last year.

HERE & THERE

CHICAGO.

THE "STROLLER."

THE Fool Tournament resulted in a victory for the Chicago's, their team defeating the Lincoln team to the tune of seven series to two, thereby winning the twenty-five dollar cup. Bode, of the Chicago's, won the ten dollar cup, he losing the least number of games during the tournament. A challenge is now expected from the Illinois Club.

BOYDEN, of the Illinois Club, met with what may prove to be a fatal accident, last week. While riding west on Jackson street, at the Ashland avenue crossing, he was run into by a wheelman coming at full speed down Ashland avenue. Boyden was thrown heavily from his wheel, fracturing his skull, and at present writing has not recovered consciousness, and grave doubts are entertained of his recovery, by his physician. This is the second bad accident on this boulevard this spring. About two weeks ago a wheelman while coming at racing speed took a header and broke both arms, to say nothing of other minor injuries. The boulevard is of astphalt, and as smooth as a floor for a mile, and some of our wheelman seem to be unable to resist the temptation of riding at the utmost speed there, which habit, if kept up, will result in all wheelmen being barred from the boulevards here entirely. Boyden has the sympathy of all Chicago wheelmen in his misfortune, and all hope that his recovery will be speedy.

MR. BREWSTER and Mr. Childs (brother of A. Kennedy) and Bert Owens, of Washington, were recent visitors at this burg.

THE six day tournament to be held here, under the management of Sam Miles, will commence May 13th. The Exposition building has finally been secured, and arrangements are rapidly being completed for the tournament.

CYCLING is on the boom here this spring, for sure. One dealer's sales last Monday making a total of $2000.

HARWOOD, of the Chicago's, has left for Texas. If any of the Houston wheelmen get roped in on a game of pool by a Chicago wheelman, they may be sure his name is Harwood.

I SAW Chief Consul Davis without his cycling costume on the other day, and that is a rare thing for him. I was going to ask him wherefore the reason of this change, but Roe and Oliver appeared upon the scene, and I fled in dismay.

SLOAN, the president of the Illinois, keeps away from the club house since a party of the officers went to see Hoyt's "Brass Monkey" on his recommendation.

ST. LOUIS.

"LINNEUS."

NOW that it is about settled that there will be no national meet this summer, the division meetings should have all the more attention. Right here in Missouri we have several large towns centrally located and surrounded by good riding districts, such as Sedalia and Moberly, which would be materially benefitted in a cycling way if the meet was held within their gates. Both of these towns have good race tracks, and the division championships could be contested thereon. In addition to this, fine riding can be had in and around the towns mentioned, the most popular tours being from Moberly to Paris, a distance of 42 miles, and from Sedalia to Windsor, 20 miles, over fine, level prairie roads. The Missouri Division never yet gave a well attended meet, and if this thing is taken hold of properly, success is sure to result. No better, or more easily accessible towns could be selected, and in my opinion it all depends on Consuls Jennings and Kelly to say where the meet shall be held.

CAPTAIN HILDEBRAND writes in lavish praises of the treatment he received at the hands of Boston cyclists, particularly Dr. Emery and Geo. Hendee, during his brief stay there.

A MEETING of the cyclists of Quincy, Hannibal, Louisiana, St. Louis and Clarksville, to be held at the latter place during the first week in May, is talked of. Last year's gathering at this place was the most enjoyable one I ever attended, and I hope to see this take shape.

THE Missouris have sixteen applications awaiting action. How's that for boom.

JNO. S. RICHARDS and Will Carlin, while riding on the Olive street road, near Lake P. O. a few Sundays ago, met a farmer who tried to run the latter down and he narrowly escaped serious injury. It seems the $600 lesson taught Farmer Ehlert is not heeded by some of these road hogs.

WHILE riding on Jefferson avenue last Sunday, on the return from their run to Pt. Breeze, the Missouris were shot at by some cowardly miscreant, and several of the members narrowly escaped being hit. The whizzing of the bullet was distinctly heard by both Alex Lewis and Robt. Holm. They are naturally very indignant about it.

ST. LOUIS is to hold a grand Washington Centennial Celebration April 30, the main features being parades and speeches. This offers a fine opportunity for the local cyclists to give a parade. This would make a parade some five miles long, and would open the eyes of the non-cycling public.

NOTICING the great amount of printers' ink used in heralding the approach of the lady's bicycle, led me to make some inquiries here as to how many, if any, ladies ride. Investigation proves that St. Louis has, at present, not a single lady bicycle rider, and the only extended run taken by the fair sex on tandems was the trip to Manchester, a few years ago, by the sisters of Art. Young and Percy Stone.

DE SOTO, which was formerly known as the starting point of all that was tough in cycling, has, through the efforts of Consul Coxwell, experienced a big cycling boom, and there are now some ten wheels ridden in the town. Clubs who intend taking that tamous run should notify Consul Coxwell, and he will do all in his power to make their stay pleasant.

MACON.

"RAMBLER."

MORE letters of interest in any issue of the WORLD than appeared in the last two numbers I do not remember ever having seen, and the general make up of the paper was pleasing to the extreme. I can't rest in peace and see my brother wheelmen writing of places and things, and not have my district represented, so here goes:

IN the first place, I don't care to monopolize so much territory, and shall hereafter be located in Macon, and not "Georgia."

THOUGH the riding season has hardly begun with *you* yet, I notice that you are talking of tournaments, so I guess I will have my little say, too. Under the auspices of the Central City Wheelmen and the Georgia State Agricultural Society, the former will hold a four days' race meet, while the annual fair of the latter is in progress here next October. There will be between twenty and thirty events in all, and a main feature is that all professionals are barred. It is quite likely that some of your Boston manufacturers will make an exhibit at the time.

IN my opinion there is no one subject that is being discussed by the cycling press of more interest than the safety wheel. Several parties here would have had mounts now but for their inability of deciding between that and the ordinary. There is no doubt though but that the former will forge ahead in time, as there will soon be several on our roads, and down this way the latest thing goes. I'm going down the street to buy a new one now, and as I havn't an accident policy, please—I was going to say pray for my safety, but as I hadn't observed the pun I think I'm excusable.

KANSAS CITY.

"KAW."

IN glancing through the WORLD, I note with pleasure the numerous tours that are being talked up by various clubs, and wishing to see the United Wheelmen included in the ranks, I'll proceed to unravel. Messrs. Edwards and Boyd have mapped out a two weeks' tour through Kansas, which will take in a number of the principal cities and towns. About fourteen of the boys have made up their minds to go, and when Shortie and Fritz put their heads together you can look out for a cyclone of fun.

"ERRATIC QUILL" has written you about a few of the social events here. We are at present working up a wheelman's ball, as the grand finale of the winter season; spike-tail coats and knee breeches will be in order. This will be the grandest of all our social events.

THE club house is a thing of beauty in its new coat of paint. The boys having tired of being painters, metaphorically speaking, made the landlord spill considerable on the house. Red seems to be the predominant color, as being appropriate.

THE boys have the laugh on George Curtis in great shape. It appears that Curtis is the happy possessor of a Kodak camera, and the other Sunday being a nice day for outside work, he mounted his bike and went on a grand shooting jaunt. But alas! George got excited and forgot to pull the string after each event; consequence, twenty-five exposures on one negative. Talk about composite photography! When anyone asks him about those pictures, he quietly pushes himself out of sight.

MESSRS. W. L. HUTCHISON and John J. Wirtner gave us a call on Friday evening a week ago. A very pleasant evening was spent, in which some of the club's talent shone forth in music, both vocal and instrumental. They say that the boys want to keep their eyes on the date of the Buffalo tournament this fall. Ducker will not have charge this time. The Fair Association will do the "artistic" themselves this time, and it will be done up in good colors.

DENVER NOTES.

"AMERICUS."

WHEELMEN here are awake to the fact that the L. A. W. rules, as regards racing, are sadly deficient. With a view to making some improvements in that direction, which will put a more liberal construction on the word "professionalism," an organization has just been formed, called "The Union League of Cyclists." Already the undertaking seems to have met with a good deal of favor, as letters from all parts of the country are daily being received, asking for particulars. Membership in the proposed organization will in no way affect standing in the L. A. W. [Experience will prove to you, as it has to us, that the amateur rule, as "she is," is the only rule that will work. We frankly acknowledge it.—ED.]

THE members of the Social Wheel Club, on the evening of the 21st, gave the first of a series of social hops, at which about fifty couples enjoyed themselves. The affair was an entire success.

"AMERICUS" is indebted to Mr. "Occasional" for the gratifying information that he "Americus" is a "tenderfoot." Poor, deluded boy, I fear that his bump of discernment is as poorly developed as are his powers of journalism. [Now, gentlemen, this controversy must cease.—ED.]

MORRISON is a small village lying in among the foot hills, about eighteen miles from Denver. The village itself possesses no particular attractions, but its picturesque surroundings draw a good many visitors to the place. On Sunday, the 17th, a party of the Social Club had a run over there, and after dinner several of them started for a five-mile tramp through Turkey Creek Canon. It is a beautiful place, and we drank in the wondrous beauties of nature for a long time in silence. At last, tiring of so mild a form of amusement, we commenced to entertain ourselves by starting huge boulders rolling down the mountain side. We were suddenly startled by the sound of a shrill whistle, rising from the valley below, which was at once recognized as the signal of the Denver Ramblers. It was then discovered that the latter club was also reveling among the beauties of nature, and that an immense rock had narrowly missed bringing the earthly existence of Mr. "Parkins, of Colorado," to an untimely end.

AT a recent meeting of Western Railroad Passenger Agents, held at Chicago, the practice of checking bicycles, as baggage, was adversely commented upon.

NEW YORK.

"HAWKSHAW."

THERE is a policeman on the beat fronting the New York Club house, whose name is Graham, and who is, literally as well as figuratively "one of the finest," standing, as he does, six feet six inches in height. But it is not to the credit of his length of frame that Officer Graham owes the fame of being introduced to your 14,000 readers, but to the fact that he has taken to putting this height of frame upon a 60-inch wheel. Now for Graham a wheel of this size is as much too small as a 52-inch wheel would be for Dr. Beckwith, and when he sits astride of it, with every up stroke of the pedals bringing his knees in contact with the handle-bars, the sight is indeed most ludicrous. Added to the comicality of the whole affair, is the appearance of this magnificent specimen of manhood clad in the abbreviated jacket and knee breeches of a wheelman, which do not, to the uninitiated, differ much from those worn by our younger brothers, in fact this is, in the case of Graham, accented to an excessive degree, owing to his immense proportions, and a wag at the club the other evening hit the entire fact off very appropriately when he dubbed Graham "the Little Lord Fauntleroy of the wheel." Here's the finest chance for some enterprising manufacturer to get an advertisement I have ever seen. Let Graham have constructed for him, say a 65-inch ordinary, which will be about his proper size, and if the result won't be the best advertisement in the wheel world, I don't know what will.

I DON'T think that the fact that Louis Harrison is a relative of the President has heretofore appeared in print, has it? Well, it's a fact, and Harrison's recent trip West wasn't entirely to hunt buffalos and "sour mash," but had something to do with collecting "influoence" in the direction of a foreign consulate. I am sure I don't wish him any ill luck, but I do hope he won't succeed, as he is too good a fellow to exile, and he has taken out his papers here as a citizen of this village and joined the New York Club, so I do not want to see him sent as an American offering of toothsomeness to the festive cannibal, or in some other way expatiated, just when we are beginning to know him.

How appropriate sometimes is one's name! I see the Captain of the Moscow Bicycle Club is Stanilaus Kunawisky, which, taken in connection with his riding, seems an ominous cognomen, I think.

NEW HAVEN.

"ELM CITY."

THE safety is doing missionary work here in New Haven, as the "grave and reverend" professors of Yale are taking to this style of machine in great shape. Many of our staid and venerable business men who could not adopt the ordinary as a regular mount are happy, in that the dwarf comes in as a compromise. Not only are the middle aged and venerable taking to the rear driver, but many of our most rapid scorchers are also riding the geared machine. The ordinary is good enough for me, however.

THE New Haven Club had its regular smoker a week ago, and the punch and tobacco furnished were most thoroughly enjoyed. The entertainment consisted of music by Mowers' orchestra, and the following members contributed towards the general jollity: John Moxley gave a cornet solo; a comic song by Chief Consul Larom, and this same gentleman also gave a speech as an encore; sparring between Le Heup, Bacon, Tell, Vann, Blatchley and Morse. These smokers are very much enjoyed, and are helping to bring new members into the club. There are five names on the bulletin board to be voted in at the next meeting, and others will come in later. We have 52 members now, and are one of the few old clubs (organized Jan 24, 1880) who have not degenerated into a social club; but all our membgrs are riders and own a wheel, and several of the members own two or more wheels.

LOOK out for our big tournament next fall. We have not had a race meet here for four years, and we are just starving for one—a *good one*. We are having a new track built, and we guess it will be just as fast as ever the Springfield track was.

IN the report of the L. A. W. Committee on Transportation it mentioned a few railroads that do not carry wheels free, but among them it did not mention two of the most important ones that give wheelmen the most trouble, namely, the N. Y. N. H. and Hfd. R. R. Co. and the Long Island R. R. It costs $1 to carry a wheel from New Haven to Boston, and 50 cents for any distance, no matter how short, and the Long Island road is just as bad, and you can make no terms with them. I think these ought to be named in the list.

NEWS AND COMMENT.

THE coat of arms of the Town Club, of Boston, and which adorns a large space over the fire-place of the parlor, is a beautiful work of art, from the brush of Mr. C. W. Reed, who, together, with Papa Weston, designed same. It is "quartered," and in the different quarterings are represented the bicycle, tricycle, tally ho coach, the celebrated dog Bess, fishing tackle, canoe, yacht, guns and saddle and bridle, all indicative of the aims of the club. This club owes its origin, inception and establishment to the Boston Bicycle Club. Long may the joint occupancy of the beautiful new quarters, at 14 Boyston street, be enjoyed by the New and the Old.

WE could not help being late last week. It's quite a job to get out a 76-page paper.

EX-CHIEF CONSUL HAYES has returned from Para, Brazil, after a six weeks' stay in that country. He says that six weeks was enough time to prove to him that Para is not the kind of a city where an American can make himself content. Boston is good enough for him.

THE Winsted, Conn., Wheel Club will have a series of races, on Decoration Day.

A WHEELMAN of Hartford, Conn., was seen one day last week putting out for Windsor. Since he left the city limits he has not been heard of. The services of a dredge have been secured to drag for his remains at the bottom of the canal of liquid mud, "yclept," the Windsor Lock Road.

THE New Haven, Conn., Club held a smoker at the club rooms last week Tuesday. A light feed and plenty of cigars and fun made the hours to pass quickly.

WE are glad to notice the name of the Waltham, Mass., Cycle Club and "activity" in close communion again. The Walthams used to be the liveliest of the lively, and they now promise to revive the good old times of active riding during the coming season.

FROM a pro-pectus sent us we learn that a firm in Philadelphia has been formed for the purpose of manufacturing noiseless cab and carriage wheels, now so popular in London and on the Continent.

ALL the clubs in and around Boston called runs for Fast Day. At this writing the weather looks dubious.

Two hundred and fifty members of the various Brooklyn, N. Y., bicycle clubs went to the Brooklyn Park Theatre the other night, to see the "Pearl of Pekin." After the theatre the party went to the Clarendon Hotel, where dinner was served. We think this is record for the "largest."

A LADIES' bicycle club will be one of the new things for Cincinnati this season.

THE Chicago *Journal* says: "Along Ashland boulevard, from Madison to Twelfth streets, this city, the residents declare the bicycling a nuisance. It is said a petition is now being circulated, and will be presented at the next meeting of the West Park Board, asking the prohibition of bicycle riding on the boulevard."

AN Ansonia, Conn., writer says: "A number of bicyclists are contemplating a trip to Washington on their wheels, this summer. If they go that far and once get in the city, they will either stay there or sell their wheels when they return. Washington is the city for cycling, and comparisons are odious."

THE Kings Co. Wheelmen, Brooklyn, N. Y., are considering the advisability of holding a two day's race meeting on the Washington Park base ball grounds in Brooklyn. Schwalback and Murphy are the committee, and so we think it will be a "go."

WE regret to learn that Mr. Ed. D. Fisher, of Nashville, has been seriously ill with pneumonia, but we are pleased to hear that he is at this time convalescing.

THE Taunton, Mass., Club will endeavor to have the association of which it is a member, hold a tournament at Taunton soon. The other clubs in the association are North Attleboro, Fall River and New Bedford.

THE *Call*, of Newark, N. J., in answer to our query as to "where, oh where will the L. A. W. meet be held this year?" says, "What's the matter with Newark or Orange?" Echo answers what? Now, Newark and Orange-peelers, what say you?

THE Saco wheelmen, of Biddiford, Me., will hold races on the driving park in connection with the State meet, May 30th.

ALLARD & Lee, at Buffalo, stated their belief that no man living had complete control over a safety at a high rate of speed. Both these men are of the opinion that it is not safe to allow the two types to meet in the same race. This from safety riders of undoubted skill, has weight as an argument.

DR. EMERY, Chief Consul for Massachusetts, spoke to upwards of two hundred wheelmen, at Worcester, last Thursday evening. The theme of his discourse was of course the advantages offered by the League, and his words also had the effect to stir up the wheelmen of that city to push their local legislators towards adopting laws for road improvements.

OUR Australian contemporary, the *Cycling News*, has ceased to exist. It breathed its last Feb. 5, 1889.

THE Roxbury Bi. Club annual ball will take place at Orienta Hall, Roxbury, on the coming April 17th.

THE Cincinnati (Ohio) Bi. Club is domiciled in its new headquarters. Great indignation is expressed at the fact that the valuable library of "back numbers" and ancient almanacs have been stolen from the club room.

ANOTHER proof has been added to the already long list that shows conclusively that Cincinnati is a musical centre. The genial, handsome, and ingenious Charley Hanauer has attached the crank of a small music box to the rear sprocket wheel of his safety. In the future he will start out on club runs to the tune of "Tramp, Tramp, Tramp, the Boys are Coming," and return to the tune of "Home Sweet Home."

A BILL has passed the Ohio State Legislature authorizing the issuing of bonds for paving the streets of Cumminsville with granite. The "hog wallows," as the streets out there are called by the natives, will soon therefore be in a ridable condition.

IT is reported that the Centrals, of Cincinnati, Ohio, are to reorganize and consolidate with the Brightons, of the same city. As both clubs are composed of scorchers of the hottest kind, their consolidation is very appropriate.



ROAD HOG—There's one 'er them pesky bicyclers, Jake. Lets run him down?

JAKE—"Run him down a heap!" Didn't I chase that same feller for most two miles t'other day, and couldn't get more'n near enough to catch his dust, and the old mare can do better than three minutes, too!

R. H.—Yes! but don't you see he's a try'n to ride the thing backwards; we can be on him 'fore he can turn it around.

JAKE—That's just where I got fooled; its ment to go that way; they say it's a new kind of machine, and that you can't make them take headers any more; it's no use chase'n them. They can ride over just as rough ground as we can, and that feller there can lift up that little wheel of hisen and ride more'n a mile all on the big 'un. They say down in town that it's called "The Eagle," and "by gosh" it does come purty near to flyen.

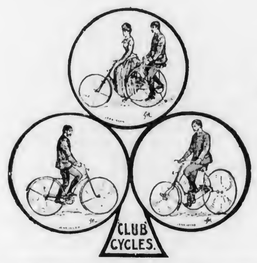
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TO AGENTS:

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GENERAL AGENTS FOR CONNECTICUT. AGENTS WANTED IN UNOCCUPIED TERRITORY.

C. C. EMERY will speak in Springfield, Mass., on the 10th, Northampton on the 9th, and Holyoke on a date not yet settled.

NEXT Monday evening, April 8th, at America Hall, 734 Washington street, a meeting is called by C. C. Emery, for city and suburban cyclists. The object, to boom the League and insure proper legislation towards the improvements of the highways. All cyclists are invited, and it is hoped they will show their interest by being present. Opportunities will be given to all who desire to suggest plans for the general good of riders, both practical and social.

ON to Chicago May 13th to 18th. This will be the biggest tournament the West has ever seen.

A CLUB made up of the newspaper men of Boston was informally organized last Saturday, at the *Herald* Office. Committees were appointed to nominate permanent officers, and to present constitution by-laws for the same. The club will start with a membership of some twenty-five.

SYNYER, Osmond, Sharpe, Hinchcliff, York, Archer, Bromson, Adams, Robinson, Williams, and Stroud, all English cracks, have signed an agreement not to race in any open event, in which safeties are allowed to enter against ordinaries. The championships, which have to be open, are excepted in this agreement.

THE Missouri Bi. Club has sent to all Chicago wheelmen, through Mr. Miles, an invitation to attend the Stone-Lumsden race on May 25th, and remain over the next day as guests of the club. Quite a number will accept.

Two thousand cycling photographs will be on exhibition at the Chicago tournament. They will include the champions of America, England, Ireland, Scotland, France, Germany and Australia, besides celebrated newspaper men, manufacturers and officers of various institutions.

A BICYCLE collision occurred on the sidewalk leading to the depot at Rising Sun, Md., recently, between Harvey Bouden, who was riding the bicycle, and Jacob Grist, which developed in a fistiana opposite the post office. Dr. Kirk, who is the Town Commissioner, ordered the fight off and also the bicycles off of the sidewalks. No arrests.

"THE big four," Dampman, Merrihew, McDaniel and Elliott, is a road team which we believe cannot be beaten by any other four amateur road riders from one locality in the country.

ISAAC HINDS, of the Baltimore Club, met with a serious accident not long ago, while returning from Druid Hill Park. He took a header on Eutaw Place, and knocked out several teeth, cut his head, and split his chin. It will be some time before he can get out.

There was a jolly party assembled in Newton last week, met for the purpose of trying the ladies' bicycle. Mr. Elliott furnished the machines and there were present, Mr. and Mrs. Hopkins, Dr. and Mrs. Southwell, Mrs. Elliott and several others. The ladies easily learned to master the wheel and those who were persistent became good riders before the evening was over.

BUYING UP THE FAST MEN.

Editor Bicycling World: I will beg a little of your room if you will permit. The subject I desire to air is one that I think will soon need attention, if "amateur" cycling is to be kept pure, and would like to hear from some of your many readers if they think—Should not the reducing of initiation fee or annual dues, paying the entrance fee to races and *all* expenses of a racing man, in order to secure the fastest men from smaller clubs (that are devoted to only *one* sport) by general "athletic clubs" be sufficient cause to debar such racing members from competing under L. A. W. rules?

Such athletic clubs do not want these men "as members," but as an attraction and a money making scheme, the same as "Barnum" would, only he (Barnum) pays by the month, and such clubs by a reduction of dues or initiation fee and expenses at races, and if wheels are broken, paying same repaired free to racer.

How a man can say "I am an amateur," who has left his bicycle club that has stood by him through many a race, and his fellow members who have been ready to swear by him and always ready and willing to render any assistance to him, can become an attraction under such a ban, is more than I can quite understand.

I am not against athletic clubs which keep in their place, they have attractions enough in their race track, tennis courts, base ball, grounds, etc., without trying to *buy* the fast men from canoe, tennis cycling and other clubs that are devoted to their one sport. These clubs need and love their fast men, want them to *associate* with and not to make money by. I hope I have not crowded too much of your good reading out. I am fraternally. L. A. W. 820.

TALKS BY THE TUTOR.—NO. II.

[When we specially called attention, last week, to the date of the article under this heading, and when we found that the compos and proof reader had played us false and omitted said dates, we felt sanguinarely inclined. The papers are dated 1940. The crime of murder does not blot our soul.—ED.]

LAZINESS and sloth, my dear pupil, are the very sappers and miners of our healthy enjoyments; they impede the circulation, they dull the brain, and are allies of indigestion and its kindred evils. Thrice did I rap on thy door, my Lucellus, ere thou answered me this morning, and now the sun is two hours high, and instead of being a hundred miles on our way, barely five and twenty lay behind us. I will not chide thee, because my thoughts are tender this morning.

Somehow, I never can look on those twin, silver spires which crown those saint-containing shrines on Corey Hill, without the tenderest feelings welling up in my heart.

To you, Lucullus, the fact that in that magnificent shrine the sacred remains, St. Pope and St. Overman, repose side by side, excites a feeling of reverence only, but in me, your aged preceptor, the knowledge that two of the founders of the greatest and most powerful institution on earth, the "College of Cycling," rest there, is more than a mere, cold fact of history. Why?—well, because I knew those noble men, Lucellus; I have grasped their warm hands, I have eaten their good dinners, drank their choice wine, smoked their most excellent cigars. What if my voice does falter, what if the tear does come unbidden, canst thou chide and deride my emotion, my pupil?

I have seen these men and enjoyed sweet converse with both, and Oh, my son, what a power they were when in the flesh; what a power they are, even though they have gone. Linked together through life, arm in arm, fighting the good fight, subduing the universe with cycles, establishing a new order of things; never ceasing in joint work, joint support and sympathy, until the Cycle Era was an accomplished fact: then, and not till then, did these staunch allies lay down their peaceful instruments of subjection and die, and now side by side they lie and have their reward. Pardon, Lucellus my son, 'tis but the emotional tribute of a weak old man to his personal recollections of the the two Fathers of the Cycling Epoch.

Thanks, my pupil, the rest in the cool spot has brought my feelings to a calm again, and in answer to your question as the other members of this great college, there are now living, the most venerable Director Gormully, the most excellent and supreme Father Warwick, and the Senior Father (lovingly called Papa) Weston. Westminster Abbey, you know, my son, has lately been cleared out, so that on the happy demise of these "Venerables," their remains alone will occupy the former resting place of England's greatest dead.

But, my son, we linger; we must make Chicago for lunch, or we cannot reach San Francisco by evening.

To be continued.

"WHAT SHALL I RIDE?"

Is there a cycle editor living who has not been approached in a confidential way by some callow youth or foxy veteran, and perchance also by those with the most honest and guileless intentions, with the question which heads this article, "What shall I ride?"

On such momentous occasions the editor has a chance to put in his best licks and establish a reputation of dealing in a vast quantity of "glittering generalities. "What shall he ride, forsooth!" Now when a physician visits a patient and comes to some conclusion as to what his sick man needs, he prescribes and doses, and in case the diagnosis is not correct and the physic not the proper remedy, the patient is none the wiser as to the real cause of the medicine not proving efficacious, but rather he lays it to the stubbornness of the disease, and he has another "go" at it.

Now how different the case of a cyclist, who is sick for a cycle, and nothing will cure him but a dose of "the best mount." He

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looks to ye editor, as an expert who can diagnose his case and administer the proper cycle. Ye "foolish editor" prescribes, and the individual in search of a cure takes the scribe's advice, buys and takes the prescription. So far the doctor and the editor are even—on a par, so to speak—but alas, while the patient cannot prove that the physician has made a bull, the cyclist will pretty soon discover that he is *not* cured if the cycle does not suit, and then how he does "bless" (?) the sapient scribbler!!

You cannot choose for another man what a *satisfactory mount would be*. We have an idea of what *we* want, but the machine we choose may not cover the requirements of our friend Jumbo, Skinney, Jones, or even Smith.

For general guidance we can lay down a few rules which may aid the groping ones. If your roads are sandy and very deep ruts, then stick to the ordinary, the Star or the Eagle, as there is no doubt but that these machines still lead in utility over roads heavy with sand or scarred with ruts.

If the roads are hard surfaced, no matter how rough, then the dwarf can be used. "But *what kind?*" Ah, there's another point. Are you a scorcher and road racer? then get a machine with stiff forks; or if you are an ordinary potterer, and one who likes an eight to ten miles an hour gait, and further, love comfort, then take a spring fork machine.

Unless you weigh less than 130 pounds, don't think of getting a machine that weighs less than 30 to 40 pounds.

If the ordinary or the safety do not fit the idea, then we can show you the Star and the Eagle, both of which machines, in the hands of skillful riders, are practically unicycles, as the little pilot "skims" the ground more than it "rolls" over it. We have seen skillful men on these two machines riding along with the little wheel touching just enough to give steering.

Now just make up your *own* mind as to what you must ride. Take into consideration the roads you are to ride over, the weight of your own person, the ease or roughness with which you use a machine, and the question as to whether vibration upsets your nerve centres, and you will be able to make a much more satisfactory selection for yourself than even we could make for you, with all our fathomless knowledge and cycling lore.

LADIES' RECEPTION ROOM.

[All communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—Ed.]

At first I was astounded; then urgent pleadings made me take the matter into serious consideration. Then I met the common fate of the woman who hesitates. I feel that I have taken up a burden that, without assistance, will be more than I can bear. How easy it is to say, "sit down and write something on this or that topic," but, my dear reader, what can we do without ideas well backed by inspiration? Your editor must be in touch with all that the world is doing if he would furnish mental pabulum that the world is hungry for. And therein is the keynote to my talk this week.

Ladies, the editor has asked me to conduct a column in your interest. I can do this if you will help me. If, in a word, you will keep me in touch with all that is going on, so that I may tell the ladies of Massachusetts what their sisters in Chicago are doing, and so that New York and Brooklyn ladies may know what is going on in Washington and in Philadelphia. I have consented to act the part of hostess, and will give you kindly greeting at the door, but you are expected to contribute your mite to the entertainment of the company, and to do what you can to make this department one that even the gentlemen will not neglect. Address communications to me, care of the editor.

The lady's bicycle is now the object of our earnest thought. I have been asked, I don't know how many times, if I should ride it. Now I never was much of an enthusiast, and I have a dread of new-fangled notions. I don't know: I can see very many advantages possessed by the single-track, light weight machine, and I am not blind to several disadvantages. She who rides the bicycle can easily run away from her sister on the tricycle, and she will cover a given distance with less fatigue. Moreover, she can go over roads impassable to the tricycle. But, on the other hand, there must be no little nervous force expended in keeping the balance, though after a time this may be imperceptible, and one who is timid, as I confess to be, will miss the security felt when she is hemmed in by the wheels of a tricycle, and therefore safe from the attacks of dogs. Is this latter point a thing of little consequence and not worth serious thought? 'Tis a fact. I have had ferocious dogs chase me again and again, and I do not know how I should have escaped them on a bicycle.

I am not writing this to turn away the thoughts of the ladies from the bicycle. Perish the thought. But there are always two sides to every question and I hope that this one will be duly considered in all its bearings. I do not believe that the tricycle is going out. It has advantages in its luggage and bundle-carrying possibilities that never can obtain with the bicycle, and the ability to stop without dismounting is of no little importance. I do not believe the end of lightness has yet been reached in the tricycle. Makers have made machines to carry two hundred pounds or more of masculine humanity and poor feminine humanity has been forced to propel just about twice as much steel and iron as she need to. There are better days ahead for us whether we ride the bicycle or that light tricycle that I hope will soon be given us.

I saw two very pretty girls on bicycles at the Reservoir last week. It was indeed a beautiful sight. They rode well, they were dressed in exquisite taste, and the faces glowed with the exhilartion induced by the ride. If you have gained the idea that I have a prejudice against the bicycle let me say that I cannot believe that so pretty a picture could be un-folded to my gaze had these young ladies been on tricycles. But I have no prejudice against the bicycle.

HELEN GREY.

CHICAGO TOURNAMENT.

After some hitches the Exposition Building has been positively secured for the *Referee* Tournament and Exhibition, and so now Miles is happy, and the thing will surely go.

During the past week a general meeting was held. A business committee, consisting of Messrs. J. M. Erwin, Lincoln C. C., Frank Riggs, Illinois C. C., N. H. Van Sicklen, Chicago C. C., E. F. M'Pike, Oakland W. C., Thomas Bray, Æolus C. C., H. J. Gottlieff, Douglas C. C., and Geo. Dennison, Englewood C. C., has been appointed to assist Mr. Mills in selecting committees for various duties. The racing committee will meet in a day or two, and arrange the programme, which, however, will contain, among other events, the following: Scratch events, one and three mile novices; one mile for men who have never raced; two miles, members of suburban clubs only; quarter-mile dash, open; one mile, three minute class; two miles, six minute class; two miles, 6-20 class; two miles, safety, Rover type, open; one mile, flying start, open; five-miles, open; half-mile unicycle, open; two-mile tandem, open; ten-miles, open. Handicaps: one-mile, safety, Rover type; one-mile, two-miles, three-miles, five miles and ten miles, all open; one-mile, local, Lumsden, Van Sicklen, Rob. Ehlert, Winship and Hammel barred; one mile, boys under, sixteen; one mile, boys under seventeen; two miles, L. A. W. members only. Special events: three-mile teams of three from any club in the world; club-drill; fancy riding.

The president of each club has been requested to appoint two of his members to serve on a reception committee. It was considered impossible to arrange to meet all teams, but large parties, notifying the committee, in advance of its arrival, will be met and taken care of. For the benefit of those who arrive by twos and threes, headquarters will be established, at which some one will always be in attendance to meet them.

The exhibit of wheels is expected to be the largest on record in America, but as there are over 30,000 feet of space available, there will be no crowding, and each exhibitor will be able to secure a desirable location.

Communications should be addressed to S. A. Miles, 199 S. Clark street, Chicago.

THE COLUMBIA FOLK "RECEIVE."

The hospitalities of the Pope Manufacturing Co. was enjoyed by some 650 people on Saturday evening, the 30th, and it goes without saying that the affair was most enjoyable and the supper which was set before the guests was, to use the expressions of the guests themselves, "elaborate, plentiful and delicious." The Boston Mandolin Club, the best organization of the class anywhere, rendered delightful music and their efforts were applauded to the echo. The affair took on the semblance of a gigantic smoker, and there were over sixteen boxes of cigars consumed. The Committee of Arrangements are certainly to be congratulated on the grand success of the affair. The following gentlemen were on the Committee of Arrangements, and acted as Reception Committee, assisted by the entire force of employees: President, Col. Albert A. Pope; Treasurer, Edward W. Pope; Secretary, A. E. Pattison; Charles E. Pratt; and Advertising Manager, N. C. Fowler, Jr.

"EN MASQUE."

The Cambridgeport (Mass.) Club gave a grand masquerade party at Central Square Armory last week Wednesday. One hundred couples appeared in costume, and the range of costume covered a list from the humble nineteenth century milkmaid to Cleopatra, the magnificent. Mr. J. W. Bean officiated as floor director in an efficient manner, and was fortunate in having such assistants as Edwin P. Craig, Arthur E. Hutchinson, Fred C. Ball, David Rice, John A. Crocker, Frank E. Carman, Charles E. Fayard, A. J. Schaffer. The grand march, led by Floor Director Bean and lady, was started at 8.45, and the music of Edmand's orchestra did not die away until two in the morning.

THE CAMBRIDGE CLUB DINNER.

The Cambridge, Mass., Bicycle Club shows a good deal of vitality for an organization about the existence of which sinister rumors have circulated lately. The club is very much alive, and thanks to the push and energy of those who had faith the Cambridge Club is revivified and strengthened so that to day it is stronger than ever.

Last Wednesday, at Young's, this club celebrated its seventh anniversary by a dinner, to which about fifty wheelmen sat down. Distinguished guests were present, and the speeches were above the average.

ROUTE WANTED.

Editor Bicycling World: A small party of wheelmen of this place (including myself) are going to "wheel it" to New York City the coming season. Perhaps some of your readers can give us the needed information as to the route and roads, etc. Can we go by way of Pittsburg, Pa., without encountering much rough road? or will it be a better route to keep south of that city?

FRANK M. HARTMAN, No. 18 Sq.
Washington Court House, Ohio.

THE BUGGY HAS GOT TO VAMOOSE.

The Washington *Post*, of Monday last, printed an article on the economy of tricycle riding in that city in comparison with that of the buggy, in which it said that the impecunious clerk who cannot afford a buggy ride on his munificent salary of $7 per week, is perfectly willing to invest $1.50, which is the hire of a machine for the afternoon in that city, for the delectation of his girl. There is a growing increase in the number of tricycles used in that city on Sunday, and it seems as if the prosaic buggy is no more to be the Sunday afternoon vehicle for love-making. It is said that last Sunday there were over 300 hired machines on the roads surrounding the city; a great majority of them were double machines. There is more joy in riding them, and the pastime is becoming more popular, and it is only a matter of time before "Will you take a tricycle ride?" will be a more popular question than "Will you go buggy riding?"

NORVAL.

ANOTHER LOCAL RECORD FOR THE WILMINGTON TEAM.

Last Saturday night Mr. McDaniel missed the midnight train from this city to Wilmington, and he started out on his safety for the latter town, riding the thirty miles on a moonless night and over the roughest kind of roads. After two hours' sleep he started out with Merrihew and Elliott (or rather after them, they having started at 7 o'clock, while McDaniel did not get off until 7.27) for Dover, which they reached at nearly 1 o'clock. After putting away a dinner that astonished the hotel keeper, they turned their wheels toward Wilmington at 1.30. The pace soon became a lively one, and Elliott, who was riding in remarkably good shape, began making it warmer and warmer for the other two, and for a while it was a regular scorch. The roads were in too poor a condition to enable this to be kept up, however, and the gait settled down to a steady one, that brought the trio into Wilmington about 7 o'clock, making the 100 miles in less than twelve hours, breaking the local records; while McDaniel's mileage for the 24 hours beats Dallett's figures, made last summer, on the Lancaster pike and one of the country roads.

It is the intention of McDaniel, and either Elliott or Merrihew, to go for the pike records as soon as the weather permits—both tandem and single—and I violate no confidence when I state that I think some of those figures will have to go. "ARIEL."

Philadelphia, March 31, 1889.

"STARLEY" NOT "STANLEY."

Last week we printed the advertisement of John Wilkinson Co., as selling the "*Stanley*" Rover. Heaven save the mark and also shrive the soul of the mutilated and dead compositors who, for some inscrutable reason took out an R and substituted an N after the proof and revise had been corrected. We make amends by printing the advertisement correctly this week, and asking the pardon of the John Wilkinson Co. See the advertisement.

WHAT GOOD ROADS MEAN.

What good roads mean is this, described in a letter from a bicyclist, who rode over some of the South Ohio highways, and found them all to be desired. At Hamilton, in the auditor's office, a gentleman told me that he thought farms were worth one half more for being on the pike than if they were off it. Pikes are certainly worth many times their cost to the people.

The auditor of Union County told me that their pikes cost them $2000 to $2500 per mile, according to the distance of the gravel, and that they sometimes hauled the gravel as much as four miles. The Hardin County plan of taxation seems to me to be the best for making roads. They assess half the cost on the property owners of the road, and the other half on the general duplicate of the whole county. By this plan the city has to stand a share of the expense, which I think is only right, considering that they will be benefited almost as much as the farmers. This farmer I mentioned, in speaking of prices, said he got from four to ten cents a bushel more for his grain, in consequence of having good roads. He said the grain was brought in slowly and regularly, and there was no forcing down of prices by a rush to town when the roads happened to be good. His roads were good all the year round.—*Ravena Ohio Republican.*

A COUNTER-"NOTICE."

The Bicycling World Co.,

Gentlemen: As you permitted the Warwick Cycle Co., to publish in your columns a disingenuous and untruthful statement to the public under the diaphanous disguise of "what it believes,"—will you please permit us to say to your many readers briefly that we have made no threats of litigation, are not attempting to intimidate its customers, and have not circulated any rumors to the prejudice of that Company. If that Co. were half as industrious in getting at the truth as it is in advertising what it hasn't got and abusing its neighbors, it could have found out whether its absurd information was correct more courteously, at least.

Now that that Co. has itself raised the question, we may answer it as publicly—that its advertisements show that its machines, if constructed as described, infringe three or more of our patents, as we have been advised; but so far we have been unable to find any of its machines to examine. When the long advertised "Warwick Cycles" are really on the market and examined so that we have facts to go by, if we find they do in our belief infringe, we shall according to our custom notify the makers of our claims, and proceed according to law and business courtesy, but without "threats verbal or otherwise" to it or its customers and correspondents."

Pardon us for resenting an unfair and misleading attack in the eyes of the generous bicycling public with whom we have endeavored to deal honorably during these many years of business, and believe us, Yours with respect. POPE MFG. CO.

THE "ADAMS" MEDALS FOR HIGHEST MONTH'S MILEAGE.

Messrs. Adams & Sons, the manufacturers of Adams Tutti Frutti Chewing Gum, so extensively used in this country and abroad, are unique advertisers. Their latest form of advertising is an enterprising step, which will be appreciated by all road fiends. Messrs. Adams & Sons have offered two gold medals, valued at $100 and $30, the first of which will be presented to the American wheelman who makes the highest one month's record between the first day of May, 1889, and the first day of November, 1889. The fifty dollar medal will be presented to the wheelman making the second highest record. The first medal will be more costly and valuable than the first prize presented at the Pullman Road Race of last May.

The conditions are as follows: All records must be submitted to C. W. Fourdrinier, of the Bicycling World or to Mr. F. R. Prial, of the *Wheel*. The records must be accompanied by sworn affidavits of the rider and captain of the club to which he belongs. The affidavit must state distance ridden each day and cyclometer must be inspected before and after the trial. The cyclometer used must be tested before final awards are made. The records will be published from time to time.

Entries for the Pullman road race this year will close on May 10, handicapped May 12, and made known after the tournament.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

National Committees.

National Committees for the year 1889 are hereby appointed and announced as follows:

Executive and Finance—The President and Vice Presidents,(as by the Constitution required.)

Membership—Geo. A. Jessup of Pennsylvania; A. E. Mealey of Maryland and F. L. Casselberry of Ohio.

Rights and Privileges—A. Moore Berry of Missouri, Geo. A. Perkins of Massachusetts and Isaac B. Potter of New York.

Rules and Regulations—Wm. H. Emery of Massachusetts, W. A. Davis of Illinois and Charles L. Brockway of Connecticut.

Improvement of Highways—Charles S. Butler of New York, William W. Share of New York and Junius E. Beal of Michigan.

Transportation—W. M. Brewster of Missouri and others to be hereafter designated.

Racing—C. S. Davol of Rhode Island, G. S. Atwater of District of Columbia, H. H. Hodgson of Louisiana, Geo. Collister of Ohio and R. A. Smyth of California.

The Committee on Hotel System, ordered at the last meeting of the National Assembly, is appointed and announced as follows:

Abbot Bassett of Massachusetts, J. H. Cooley of New Jersey and E. A. Demaray of District of Columbia.

All members of the League of American Wheelmen having matters of information or importance to the wheeling interests, are requested to confer with the appropriate committee. Yours fraternally,

Charles H. Luscomb, President L. A. W.

Tennessee Appointment.

Mr. J. W. Sparks, Jr. is hereby appointed Consul for Murfreesboro for the unexpired term.

Jos. R. Wilson, Jr. Chief Consul.

Connecticut.

I do hereby appoint Mr. W. E. Hibbord as Local Consul for Manchester. C. E. Larom, C. C.

Circular No. 11.

MASS. DIV. L. A. W.
Office of Chief Consul.

Boston, April 2, 1889.

To wheelmen of Boston and vicinity.

A meeting of wheelmen will be held at America Hall, 724 Washington street, Boston, on Monday evening, April 8th at 8 o'clock, to consider plans in the interest of better roads, the advancement of the interests of the League and any scheme which will benefit wheelmen the coming season.

Let every cyclist be present. Good speaking.

Fraternally, Wm. H. Emery, Chief Consul.

Rhode Island.

To the members of the Rhode Island Division:

I desire to call the attention of League members in Rhode Island to the renewal season. The books of the League are now open for renewals, and Local Consuls are supplied with the necessary blanks. Hand $1.00 to any Local Consul, and he will forward it to League headquarters. Every wheelman in Rhode Island should join the L. A. W. The paper alone being worth the dues, not to mention the tours and meets, reduced hotel rates and road books.

The League strives continually to attain benefits for its members, and a wheelman, who does not aid in the good work, must feel mean indeed to take advantage of these benefits, secured by other wheelmen's money and efforts. The work accomplished by this Division in the past year is well known to every rider in the State, and every cyclist should be proud to know that they are assisting to push forward the cause of wheeling. This they can easily do at an expense of less than two cents per week. More members, means more money, and with more money a greater number of benefits can be obtained. Every old member should use his best efforts to bring other wheelmen into the fold, because by so doing they not only assist the cause of cycling; but indirectly benefit themselves Rhode Island *must* reach 350 members this year, and consuls are earnestly requested to increase the membership in their districts if possible.

Wheelmen who desire to join the League may obtain full information of the Local Consul, and if there is no consul in their vicinity, a letter addressed to the Chief Consul, at Warren, will receive prompt attention.

Fraternally, Chas. S. Davol, Chief Consul.

New York.

To the members of the New York State Division:

In accordance with the By laws of this Division, I hereby assume the duties of Chief Consul vice Mr. George R. Bidwell resigned.

Closely associated with Mr. Bidwell as I have been for the past three years in the capacity of Vice Consul I have had abundant opportunity to know of his unselfish labors in the cause of wheeling rendered oftentimes at the expense of his own private business affairs. The wise judgement and unrivalled executive ability displayed by him in the interest of, and by which he has made, the Division of the Empire State the Empire Division of the League deserves grateful acknowledgement. I desire, therefore, to express the thanks of the New York State Division to Mr. George R. Bidwell for his great labors and untiring zeal in behalf of our organization.

Hoping to receive from the officers and members of the Division the same hearty support they have accorded my predecessor I desire to call attention to the necessity of promptly renewing membership and of recruiting new members. All the energies and resources of the Division are being devoted to securing an improvement in our highways. In order to secure the necessary legislation we need a largely increased membership.

As improved roads, and the right to use them which has been secured to all wheelmen by our organization, appeal to every cyclist there should be no trouble in adding to our strength it each member will only bear in mind that the privilege of membership in the League of American Wheelmen is not without its accompanying duties. The most important of these *should be the endeavor on the part of every member to increase the numerical strength of the organization*, thereby advancing its interests and extending its influence.

Trusting that it will only be necessary to call attention to the urgency of an earnest and immediate effort on the part of every member and anticipating a largely increased membership. I am, Yours fraternally,

W. S. Bull, Chief Consul.

To Consuls—New York State Division:

In assuming the duties of Chief Consul, the support of the Local Consuls is asked for, in maintaining the present high standard of the Division, and also in making a concerted effort for its increase.

Your attention is called to the following:

"Consuls shall acquire and give information concerning roads, laws, hotels and other matters of interest in their localities, when called upon to do so, to members of the League only; perform such duties as the Chief Consul may require of them, and generally promote the interests of the League and its members. Consuls' term of office shall expire on the 1st day of September of each year."

It is my desire to have a corps of Consuls in this State, who will be ready and willing to perform the duties as above, and also take an active interest in increasing the membership. An acceptance of a re-appointment would be very gratifying from those who will continue to devote the attention to the office that has been given in the past.

Those who cannot give the necessary time and attention to the duties of the office, are asked to suggest some League member of their locality. In the event of acceptance please return to me *at once* the application, properly filled out and signed. Yours fraternally,

W. S. Bull, Chief Consul.

To the members of the New York State Division:

I hereby appoint Dr. George E. Blackham of Dunkirk, N. Y., third member of the Executive Committee vice, Mr. John C. Gulick, resigned.

W. S. Bull, Chief Consul.

Buffalo, N. Y., March 25th, 1889.

Membership Statistics.

The following table shows the membership of the League at the close of the present year. The numbers at the left indicate rank by numerical strength:

6	California	143	25	Vermont	58
24	Colorado	67	18	Virginia	121
7	Connecticut	470	29	W. Virginia	58
27	Delaware	46	22	Wisconsin	100
10	Dist. of Col.	105	32	Alabama	14
5	Illinois	770	35	Arizona	8
13	Indiana	197	34	Arkansas	11
14	Iowa	173	33	Dakota	12
15	Kansas	169	30	Florida	17
23	Kentucky	92	31	Georgia	16
20	Louisiana	57	32	Mississippi	14
17	Maine	150	38	Montana	2
8	Maryland	472	28	Nevada	2
3	Massachusetts	1250	35	New Mexico	8
11	Michigan	357	39	North Carolina	5
26	Minnesota	75	35	South Carolina	8
16	Missouri	304	33	Utah	12
24	Nebraska	98	39	Washington	1
21	New Hampshire	163	37	Wyoming	4
9	New Jersey	753	39	Bermuda	1
1	New York	2510	34	Canada	11
4	Ohio	699	37	England	4
2	Pennsylvania	1292	38	Nova Scotia	8
12	Rhode Island	270	30	Switzerland	1
19	Tennessee	117			
28	Texas	39		Total	14163

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 183—Total 200—

Boston, April 5, 1889

California Division—10—

S. F. Bi. Club.

21500 Gilliland, Adam, 313 California st., San Francisco
21501 McKenzie, A. W., 127 Kearny st., "
21503 Lowry, W. G., 118 California st., "
21502 Pike, Arthur W., 313 Taylor st., "
21504 Soule, W. F., 303 California st., "
21062 Christ, Edward, 42 Fremont st., "
21093 Clarke, W. H., 127 Kearny st., "
21064 Cummins, J. T., 1830 Eddy st., "
21095 Owens, Len. D., 700 Van Ness ave., "

Unattached.

21534 Pierce, W. Frank, Oakland

Connecticut Division—22—

New Haven Bi. Club.

21030 Severy, Ernest Elisha, 303 Temple st., New Haven

Rambling Wheelmen.

21015 Sherman, H. D., Adams st., W. Stratford

Unattached.

21040 Tucker, J. M., 29 Arctic st., Bridgeport
21500 Fenton, I. R., Lime Rock
21507 Thorpe, W. A., "
21500 Thorpe, Geo. B., L. Box P "
21508 Wakeman, Walter, "
21702 Howard, F. E., Ansonia
21703 Staub, V. P., "
21704 Wilson, H. H., "
21700 Andrews, John B., Avon
21705 Alcott, Dr. R. W., "
21707 Gabriel, Geo. H., "
21708 Miller, E. L., "
21709 Joyce, James J., "
21710 Woodford, J. K., "

Meriden Wheel Club.

21040 Borst, Jno. E., Meriden
21097 Hatch, W. L., "
21098 Hemingway, G. S., "
21080 Fairchild, F. L., "
21700 Rolfe, H. J., "
21701 Wilcox, W. L., "

District of Columbia Division—3—

Unattached.

21041 French, C. J., 5th and D sts., N. W., Washington
21037 Niver, Edwin B., Civil Service Com. "
21727 Mitchell, Guy E., 1459 S. st., N. W., "

Illinois Division—20—

Aeolus C. C.

21042 Consoer, Edw. J., 130 Park st., Chicago
21043 Kirkeby, Martin C., 177 N. Robey "
21044 Riverson, L. H., 577 N. Robey, "
21045 Ryerson, W. B., 577 N. Robey, "

Capital City C. C.

21711 Pierik, Herman, 600 N. 5th st., Springfield
21712 Patton, Will L., Ridgley Nat. Bank, "
21713 Ranson, Chas., "

Carrollton Bi. Club.

21508 Surbridge, R. C., Harvard, Cambridge

Springfield Bi. Club.

21523 Trask, Chas. B., care Weaver, Shipman & Co. Springfield

Taunton Bi. Club.

21521 Gibson, Chas., 102 Weir st., Taunton
21513 Ramsdell, T. H., 47 City sq., "

Whitinsville Bi. Club.

21514 Blanchard, G. E., Whitinsville
21050 Peters, H. Cushing, Box 108, "
21001 Schofield, John M., "

Unattached.

21009 Thomas, Wm. 4 Hichborn st., Allston
21048 Carpenter, Chas. H., Box 80, Attleboro
21511 King, L. S., Belmont
21500 Burnham, L. 24 Exchange Pl., Boston
21520 Dean, Richard A., Box 2057, "
21527 Hunter, J. H., 33 Sumner st., "
21020 Lane, Frederick, 52 Purchase st., "
21501 Mumford, C. A., 140 Dartmouth st., "
21511 Russell, John G., 13 Arlington st., "
21511 Willett, Arthur, 01 Warrenton st., "
21020 Reed, Fred W., Box 202, Canton
21540 Hall, Lewis, 2nd 14 Kirkland Pl., Cambridge
21500 Harding, B. F., 1 Mercer Circle, "
21507 Hibbard, W. G. Jr., 18 Appian Way, "
21051 Whitely, Harold, Chicopee
21053 Conway, Jed J., Box 171, Chicopee Falls
21051 Chapin, H. W., Overman Wheel Co., "
21052 Kennedy, D., Box 151, "
21500 Pope, W. Howard, 1137 Adams st., Dorchester
21533 Millar, Clinton F., 93 Eutaw st., E. Boston
21500 Pingree, Eugene J., 27 Franklin st., Haverhill
21515 Robinson, John T., 33 Childs st., Hyde Park
21507 Rasmussen, Einar, 10 Allen ave., Lynn
21025 Quint, Harry L., 1 Tacoma st., "
21021 Wightman, Merle J., T. H. Electric Co., "
21017 Jones, Chas. W., River st., Mattapan
21504 Rogers, Sr. Walter, Box 130, Millbury
21520 Sisson, W. H. A., Box 228 New Bedford
21572 Viereck, Louis A., 102 Fourth st., "
21033 Marden, J. Wm. Taber & Co., "
21035 Almy, Walter T., 107 Union st., "
21020 Sackett, Jasper L., Pearl st., Newton
21040 Hardon, Kenneth W., 28 Copley st., "
21021 Tower, H. Linwood, 91 Braswell ave., N. Adams
21582 Clark, J. B., Smith Coll. Northampton
21530 Gower, Wm. H., Salem
21503 Horton, Wm. A., "
21502 Manson, F. C., Box 702, So. Framingham
21501 Batley, Frank E., 60 Auburn st., Springfield
21512 Dodge, Walter P., care Barney & Berry, "
21502 Rice, Leslie L., 10 Autumn st., "
21050 Richter, Herman, Walnut Hill
21512 Massey, A. N., 33 East Brittania st., Taunton
21583 Williams, Alston E., Nat'l Bank, "
21530 Donahue, Thomas P., Box 15, West Quincy
21505 Plummer, H. H., Box 328, Winchester
21515 Wood, Edward M., 6 Ripley st., Worcester
21532 Overman, A. H., 182 Columbus ave., Boston
21533 Overman, W. C., 182 Columbus ave., "
21534 Chandler, Norman W., Nat'l Bank, Palmer
21538 Sabin, H. M., Box 204, Lexington
21530 Cobb, John N., Box 357, Abington
21537 Amsden, H. B., Box 1200, Clinton
21510 Merchant, S. P., Box 43, Highlandville

Michigan Division—6—

Unattached.

21508 Eisel, Wm., Adrian
21500 Hulett, Burton, Armada
21075 Veeder, C. H., Calumet
21000 Wade, R. F., Drawer D, Ludington
21055 Wemer, Joseph, 105 Reed, Grand Rapids
21050 Jar. 18, W. B., 1 Monroe st., "

Minnesota Division—1—

Unattached.

21581 Landon, C. G., Winona

Mississippi Division—2—

Unattached.

21575 Pepperman, Marks, Greenville
21551 Sallis, Fleming, "

Missouri Division—9—

Mo. Bi. Club.

21742 Cunningham, E. H., 2021 Pine st., St. Louis
21743 Bulkley, Louis C., 3012 Lucas ave., "

United Wheelmen.

21747 Logan, Henry B., 12 W. 5th st., Kansas City

Unattached.

21001 Randall, R. G., 115 No. 8, St. Joseph
21057 Whittemore, C. L., State Bank, St. Louis
21741 Page, Elliott B., Box 050, "
21744 Mac Gunnitie, H. J., 5500 Cabanne Pl., "
21745 Wolfe, M. G., 3119 Wash. ave., "
21740 Collins, E. P., 2713 Stoddard st., "

Nebraska Division—4—

Lexington Wheel Club.

21050 Danis, L. J., Lexington

Lincoln Wheel Club.

21748 Righter, E. J., Union Sav. Bank, Lincoln

Kankakee Ramblers.

21710 Plante, Edwin C., Kankakee
21717 Plante, B. A., "
21715 Savoie, Frank, "
21719 Marr, L. F., "
21720 Todd, Church G., "
21721 Burchard, S. B. jr., "
21722 Drake, J. A., "

Grayville Bi. Club.

21570 Matthews, J. F., Grayville

Unattached.

21010 Thompson, Chas. A., 115 So. Lasalle Aurora
21038 Ulrici, Henry, "
21505 Brenton, H. N., Chicago
21028 Thompson, L. B., 127 Dearborn ave., "
21588 Boyd, Edwin C., 100 Jackson st., Danville
21518 Shephard, H. A., Jerseyville
21548 Butler, C. A., 615 Clinton st., Joliet
21570 Barrett, J. W., Lincoln
21096 Kocti, Frank M., Box 273, St. Joseph
21714 Leroy A., 304 Adams st., Springfield

Indiana Division—4—

Unattached.

21047 Lohr, Mason, Abbot House, Muncie
21513 Markle, A. M., Crown Point
21723 Stansbury, Robert J., Ligonier
21724 Scott, Elias, Box 42, La Fontaine

Iowa Division—3—

Osceola Wheel Club.

21580 Hyland, W. M., Box 177, Osceola
21540 Jedrey, W. C., "
21550 Smith, O. F., 201 Yale, "

Kansas Division—1—

Olathe Wheelmen.

21535 Harder, H. H. Olathe

Kentucky Division—4—

Lou. Cycle Club.

21728 Johnson, G. E., 1010 Floyd st., Louisville
21720 Walters, Warren M., 3410 High ave., "
21730 Meek, Walter H., 018 5th st., "

Unattached.

21571 Wilson, R. D., 43 Main st., Lexington

Louisiana Division—2—

N. O. B. C.

21725 Chapman, C. P., 817 Carondelet st., New Orleans

Unattached.

21726 Kennard, John Hansom, 33 Carondelet st., New Orleans

Maine Division—14—

Volunteer Wheel Club.

21552 Bryson, J. Frank, Houlton
21553 Champeon, De Forrest, "
21554 Fox, Theodore L., Box 154, "
21555 Hutchinson, M. L., "
21551 Lunt, C. G., "
21551 Mulherrin, J. C. "
21557 Philbrick, Merchie E., "
21558 Putnam, Amos, "
21560 Whitcomb, C. B., "
21560 Whitcomb, Geo. G., "

Unattached.

21530 Hutchins, E. B., Box 701, Bangor
21071 Catland, Thos. R., 120 Lisbon st., Lewiston
21551 Stetson, E. S., 65 Lisbon st., "
21525 Goldstein, G., Lisbon Falls

Maryland Division—2—

Unattached.

21032 Flack, David, 1820 N. Charles st., Baltimore
21731 Seal, A. G., Box 894, "

Massachusetts Division—71—

Berkshire Rovers.

21738 Ackert, D. H., 6 Freeman ave., No. Adams
21730 Worden, M. S., "

New Bedford C. C.

21510 Batchelder, Percy E., 31 Dartmouth st., New Bedford
21580 Coggeshall, John L., 59 Hillman st., "
21520 Howland, Cyrus C., 152 Gunnell st., "
21510 Parlow, Albert M., 3 Richmond st., "
21528 Rogers, Chester G., 395 Acushnet ave., "
21034 Weeks, Arthur R., 25 Willis st., "

Northampton Wheel C.

21573 Leigh, Lewis E., 88 Wash. ave., Northampton

No. Easton Wheel C.

21512 Holmes, C. B., No. Easton

Outing Bi. Club.

21508 Surbridge, R. C., Harvard, Cambridge

Springfield Bi. Club.

21715 Chenoweth, J. M., Carrollton

Unattached.

21002 Perrigo, A. H., 1315 Dodge st., Omaha
21058 Frew, W. L., Sutton

New Hampshire Division—2—

Exeter Bi. Club.

21740 Smith, Sam. B., Exeter
21750 Taylor, Chas. W., "

New Jersey Division—5—

Atlanta Wheelmen.

21524 Struck, Leo. O., 100 Bleecker st., Newark

Unattached.

21031 Winsor, T. J., Bound Brook
21003 Cox, John T., 232 Cooper st., Camden
21027 Berry, Anson Traver, Chatham
21570 Schmedes, H. C., 182 Hudson st., Hoboken

New York Division—17—

Buffalo Bi. Club.

21751 *Chase, Eva S.*, 580 Masten st., Buffalo

N. Y. Athletic Club.

21753 Grael, H. C., 58 E. 57th st., New York

Harlem Wheelmen.

21007 Clemons, B., 15 Maiden Lane, New York
21008 Fitzgerald, J., 5th ave. and 22d st., "
21092 Healy, A. B., 149 W. 57th st., "
21094 Lichtenstein, W. H., 150 W. 34th st., "
21000 *Newcome, Mrs. L. A.*, 200 W. 123rd "
21005 Rauchfuss, A., 230 W. 48 st., "
21003 Simmons, E. E., 128 E. 123, "
21085 Taintor, H. H., 320 E. 57th st., "

Unattached.

21060 Tynel, Benj. L., 117 Bergen st., Brooklyn
21501 Barney, Geo. F., 347 E. 30th st., New York
21091 Grall, Isaac P., 18 West 33rd st., "
21537 Palmenberg, W. C., 100 Broome st., "
21593 Darling, D. H., 25 Lake st., Owego
21752 Chappell, W. J., 114 10th st., Buffalo
21751 Becraft, Frank, Tuxedo Park

Ohio Division—11—

Painesville Ramblers.

21086 Gage, John W., Box 520, Painesville
21085 Hadeler, Edw. W., Box 450, "
21067 Talmadge, Niel, Box 655, "
21088 Wold, Wm. J., Box 100, "
21089 Young, Since F., Box 417, "

Quaker City Wheelmen.

21091 Thomas, Will F., 248 New Garden st., Salem

Unattached.

21531 Sturgeon, O. C., 91 Water st., Cleveland
21505 Garlow, Samuel. Lebanon
21577 Freeman, Paul, Ravenna
21755 Green, W. R., Uniopolis

Pennsylvania Division—33—

Chambersburg Wheel Club.

21005 Hassler, B. K., 048 So. Main st., Chambersburg
21000 Hollinberger, H. W., "
21007 Lane, Geo. H., "
21008 Remick, J. W., "
21009 Shull, Geo. W., "

Frankfort B. C.

21750 Krewson, J. Ward, 1331 Chestnut st., Philadelphia
21757 Lottenberger, Geo. L., Sandiford, 23d Ward, Philadelphia
21758 Roberts, Chas. E., 401 Bridge st., Frankford, Philadelphia

Pennsylvania Bi. Club.

21676 Haveus, F. B., 1723 Master st., "

Warren Cycle Club.

21557 Heck, W. Boyd, Warren
21580 Stewart, Richard B., M. D., "

Unattached.

21073 Brevillier, C. G., 121 E. 10th st., Erie
21012 Walton, W. H. Jr., 4033 Wayne av. Germantown
21023 Denison, Clarence, Hotel Barker, Hanover
21070 Schmuck, Percival, Box 383 "
21547 Clark, Alden D., Kane
21078 Sweely, H. W., Box 20, "
21072 Sanford, E. L., Mansfield Valley
21011 Case, Harry L., Oil City
21010 Tracy, G. B., "
21750 Innis, Chas. F., Box 440, "
21709 Reed, J. M., "
21701 Stephenson, W. B., care Green Line, "
21702 Sowers, Frank, Box 03, "
21703 Jones, Thos. F., Wissahickon ave. Germantown
21510 Hartshorne, Edw. Y., 228 So. 3d st., Philadelphia
21030 Lybrand, Wm. M., 2017 Norris st., "
21022 Royal, Jos., 1000 Market st., "
21036 Simon, Hermann, 515 Holly st., "
21578 Yeager, Chas. A., 1831 Nth 22d st., "

21677 Clark, W. E., 113 Fourth ave., Pittsburg
21671 Brown, W. T., Wayne
21670 Rhodes, Edw. W., "

RHODE ISLAND DIVISION—10—

Friends Cycle Club.

21682 Shipley, Wm. Ellis, Friends School, Providence

Providence High School Wheelmen.

21614 Barker-Roy Sedgwick, 9 Custom House st., Providence

Unattached.

21539 Johnson, Henry L., 12 Maple st., Providence
21680 Rands, Wm. C., 13 Weybosset st., "
21613 Smith, Arthur M., 9 Custom House st., "
21683 Tanner, H. S., 40 Westminster st., "
21684 Thurston, Warren G., 209 Westminster st., Providence
21538 Tinkham, D. C. H., 283 Westminster st., "
21681 Shaw, Eddy M., Locomotive Works, "
21703 Monroe, Chas. H., 25 High st., Pawtucket

VIRGINIA DIVISION—1—

Unattached.

21517 Evans, T. Davis, 906 Federal st., Lynchburg

WEST VIRGINIA DIVISION—1—

Wheeling Wheelmen.

21532 Pipes, Dr. John R., 2131 Market st., Wheeling

NEW MEXICO—1—

Unattached.

21709 Stubbey, Serg't John W., 10th Inf'y, Santa Fe

TEXAS—1—

San Antonio C. C.

21765 Hensley, Frank A., 233 E. Houston st., San Antonio

New York.

I hereby appoint Mr. Chas. W. Adams of Buffalo, a representative to the New York State Division Board of Officers to fill the vacancy caused by the death of Dr. H. T. Appleby.

W. S. BULL, Chief Consul.

Buffalo, March 25th, 1889.

Pennsylvania.

I have designated "High Falls Hotel" Dingmans Ferry Pike Co., Pa., as a League Hotel. Rates to L. A. W. members $3.00 per week and $2.00 per day.

GEO. A. JESSUP, Chief Consul.

Renewal List.

BOSTON, April 5, 1889.

List No. 1

California	35	Tennessee	5
Colorado	9	Texas	3
Connecticut	59	Vermont	5
Delaware	9	Virginia	5
Dist. of Col.	31	W. Virginia	3
Illinois	86	Wisconsin	7
Indiana	24	Alabama	2
Iowa	17	Arkansas	2
Kansas	7	Dakota	1
Kentucky	16	Florida	1
Louisiana	1	Georgia	2
Maine	12	Mississippi	3
Maryland	35	Montana	1
Massachusetts	253	New Mexico	1
Michigan	22	North Carolina	1
Minnesota	24	South Carolina	1
Missouri	38	Utah	2
Nebraska	6	Washington	2
New Hampshire	7	Wyoming	1
New Jersey	75	Canada	2
New York	180	England	1
Ohio	8	Nova Scotia	1
Pennsylvania	217		
Rhode Island	24	Total	1334

Number Holder Letter No.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find* $..... *for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name.....

Club,..... *St. and Number, or Box*.....

References:..... *City*.....

State.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd..... *Folio*..... *Holder*..... *Letter No*.....

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date*..... *1889.*

Enclosed find $1 in.....*for dues to April 30, 1890.*

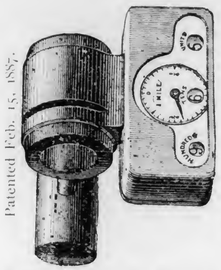
1888 Number,..... *Name*.....

Original Number,..... *Street and No*.....

Club,..... *City*..... *State*.....

Enclosed..... *for Holder.*

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.



Patented Feb. 15, 1887.

Ordinary Bicycle, $10.00
Safety Bicycle, $11.00

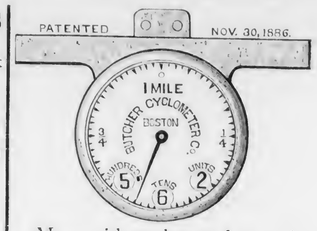
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338 Washington Street,
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Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



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NEW YORK,
DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39&24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

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(Late Foreman Rudge Agency Repair Shop,)

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Be sure and send for Samples and Blanks.

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Columbia Light Roadster, used one year, $80.00; Singer, very good, $55.00; Marlboro' Light Roadster, new last fall, excellent, $115.00; Columbia Tandem, excellent, $150.00; Marlboro' Tandem, '88 pattern, as good as new, $105.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find it advantageous to write.

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PROVIDENCE, R. I.

PATENTS procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,830.)

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ONLY 4

Vacancies remain for the

European 'Cycle Tour.

Write or telegraph *at once* to

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	52	50	48	46	44	42
Psychos or Singer Safety	145	135	125	115	105	95
Tandem Bicycle	$300					
Ladies' Psycho	145	135	125	115	105	95
Gents' Psycho	145	135	125	115	105	95
Special Singer	140	130	120	110	100	90
Gents' Singer	135	125	115	105	95	85
Ladies' Singer	135	125	115	105	95	85
Apollo Safety	125	115	105	95	85	75
Counter Safety						70
Counter Safety, Special						75
Counter Safety, Ladies'						75
Wanderer Safety						85
Little Jewel, Size 35						35

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill.

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Write to BROWN BROS. MFG. CO., CHICAGO, ILL.

New "ACME" Rubber Tires.

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All Wheels furnished with Tool Bag and Tools.

	Factory Price.	Our Price.
52 in.	$60 00	$36 00
50 in.	55 00	33 00
48 in.	50 00	30 00
46 in.	45 00	27 00
44 in.	40 00	24 00
42 in.	35 00	21 00

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SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings..$25.00
Large Boys' 24 in., with brake and mud guards... 35.00
Ladies' or Men's 20 in., ball bearings to both wheels, 75.00
Ladies' or Men's 20 in., ball bearings ALL OVER. 90.00

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Hold the World's Records.

No. 1	Wheel, plain and cone-bearing, 50-inch,	$75
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No. 3	" plain and cone-bearing, 46-inch,	75
No. 4	" ball-bearing, 46-inch, - - -	100
No. 5	" ball-bearing, 50-inch, - - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 6	Wheel, ball-bearing, 46-inch, - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - - -	115

SPEED, SAFETY, BEAUTY, DURABILITY

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Large Buttons, 5c. each.
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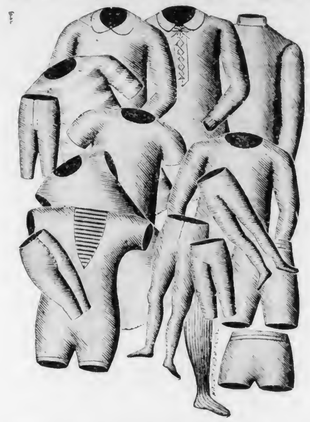
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IMPROVED.

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3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50
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Large Buttons, 5c. each.
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Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.
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Send to **A. W. GUMP & CO., Dayton, O.**, for Prices. Over 400 shop worn and second hand Cycles, Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

		Factory Price.	Our Price.
NEW	48 in.	$50 00	$27 00
ACME	46 in.	45 00	25 00
BICYCLES.	44 in.	40 00	23 00

Rubber tires with tool bag and tools.

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Should not fail to write
A. W. GUMP & CO., Dayton, O.,
if they are in need of any
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Describe what you want and about what price.
Mention this paper.

Good Live Agents Wanted

In every town where these wheels are not already represented. Correspondence solicited.

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American Ideal Rambler Safety, for either Girl or Boy.
American Ideal Tricycle. American Challenge Tricycle,
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Standard Cyclometer.
Greatly Improved for 1889.
No more **Rattle.**
Simplest and Best Instrument ever Invented.
Made for all **Safeties.**
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WESTFIELD, MASS.
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Manufacturers, Dealers and Repairers.
Do you want a Cement equal to London's at one-half the price? We have it; just perfected. Send for sample.
Philadelphia Bicycle Co., Ltd.,
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That Ladies can learn to ride the Ladies' Safety Bicycle at

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104	54-inch American Rudge, Enamel Finish, Wheel in prime riding order, Cowhorn Bars, Ball Bearings	60.00
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DEAR SIRS—Please send us at least afew more of your Ramblers, just as soon as possible, for we are entirely out excepting sample, and are needing them badly. This machine is taking wonderfully well, and we hear nothing but favorable comments on all sides. We are glad that you have made it ridable by ladies as well as gentlemen, and we are much mistaken if numbers of them do not sell to ladies. We find it especially liked on account of its steering and also because of the entire freedom from vibration, which you obtain by the use of a rocking joint, without complicating the machine a particle. The new chain is a feature in itself, and is the most original and most noiseless chain on the market. In fact the machine bristles with good points, and is well worthy of the large demand.

Very truly,

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SPECIAL PREMIER SAFETY—$135. Cold-drawn seamless steel tube, Ball-Bearings all round, 30 and 28-inch wheels, Hancock's non-slipping tyres, weight 46 lbs. Light, strong, graceful, and the best steering Safety made; no dip in turning. The only light Safety suitable for both ladies and gentlemen.

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30 inch wheels, 7-8 tires to both wheels, guaranteed to carry any weight rider over any kind of road.

Weight Complete, . . . 47 Pounds.

Ladies' Safety (NEW RAPID), ready for delivery in April.

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Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.



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FOR SALE—Columbia Two Track Tricycle, in first class condition. J. S. NEGUS, 210 Putnam ave., Brooklyn, N. Y.

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$55. CASH buys a 52-inch Pony Star; enamel finish; nickel trimmed; silent ratchet; balls to front wheel; cow horn bars; tires in A No. 1 condition. Address M. S. WORDEN, Box No. 93, North Adams, Mass.

FOR SALE—Victor Safety Bicycle; new June last; perfect order. W. M. W., No. 19 Halsey Street, Brooklyn, N. Y.

FOR SALE—Humber Cripper Tricycle with bell; in perfect order; ridden about 20 miles; balls all around. Price $150. EDWARD W. STURDEVANT, Wilkes Barre, Pa.

CHEAP—Complete League Suit, half-price; good condition. P. B. S., Box 1582, Philadelphia, Pa.

SEVENTY-FIVE DOLLARS buys a new Springfield Roadster, ball bearing, spade handles; never ridden a hundred miles. Can be seen at 160 Centre st., Jamaica Plain. For particulars address H. M. SHAW, 9 Myrtle st., Jamaica Plain.

FOR SALE CHEAP—Victor L. R. Bicycle; enamel finish; A1 condition. Price $80. Address WHEELMAN, Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—48-inch New Rapid Bicycle; late pattern; almost good as new, with ball head; 2 handle bars go with wheel; ramshorn and spade. Will sell cheap. Address E. D. FAHRNEY, Waynesboro, Penn.

FOR SALE—At 2419 Van Pelt st., Philadelphia, Pa., Columbia Single Tricycle, $95.00; good repair.

FOR SALE—A Columbia Light Roadster Tricycle. A Bargain. Address G. J. McARTHUR, 23 Union St., Boston.

K. OF R. LAMP, brass axle bearing, $3.75; carrier, 50 cents; bell $1. 15 Sanders avenue, W. Philadelphia.

55 INCH New Mail; ridden 57 miles; enamel not scratched; perfect condition. A fine bargain. P. W. DAVIS, 153 Brattle street, Cambridge, Mass.



The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

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Manufactured by the

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The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**

FOR SALE—1 52-inch Victor Bicycle; used but little. Price $65.00. E. P. BURNHAM, 25 Park st., Newton.

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VICTOR TRICYCLE—latest pattern. A 1 condition. Cheap. Address LOWE, 630 Main st., Worcester, Mass.

FOR SALE—Tricycle almost new; used very little, cost $225; will take $125 cash. Ball bearing all around. Address JEWELER, 108 W. 4th st., Cincinnati, Ohio.

FOR SALE—Humber Tandem; new last year. Best offer over $100. A. C. RHODES, Taunton, Mass.

WANTED—A first class repairer, with best reference, who is capable of taking entire charge of a luring and repair depot. Address "X," Wood Brothers.

FOR SALE—A Singer straight steering tricycle, with cyclometer and carrier; used one year; tires worn, otherwise first class; price $100.00. Address G. L., C, Providence, R. I.

FOR SALE—52 inch Pony Star, 1887 pattern, has been run only about 500 miles; is in perfect order; $60 buys it. Address DR. M. C. HITCHCOCK, Ansonia, Ct.

FOR SALE—'88 Victor Safety, good condition. Address F. C. WIGHT, 182 Columbus Ave., Boston.

FOR SALE—A Special Quadrant Tricycle, cost $280; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

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FOR SALE—54 inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

56 INCH Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow horn bars. Cost $115; will sell for $65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

FOR SALE—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. McGARRETT, Box 124, Springfield, Mass.

SPECIAL Humber Cripper tricycle, nearly new. A1 elegant machine at a great bargain. Cost $200. L. H. PORTER, East Orange, N. J.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $145. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

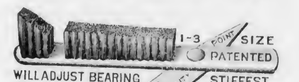
FOR SALE—A Convertible Sociable Tricycle. Cost $200. Will sell for $75. Address P. O. Box 1810, Philipsburg, Centre Co., Pa.

Now's your chance! Taken in trade for new Victors.

52	Expert, 1887, ridden 200 miles,	$	80	F.	35	$	75	Philadelphia Bicycle Co., Ltd. 831 Arch St., Philadelphia.	
48	Expert, good condition		50						
52	Columbia Light Roadster		50						
54	Mail, 1888, fine condition		50						
54	Rapid, good condition		50						
52	Special Road Racer, Ball bearings, fine condition		75						
54	Victor Safety, fine condition		75						
54	Victor Columbia, fine condition		70						
52	Victor, 1888, good as new		100						

Gret value for 50 cents.

The Cycle Brush Tool.



FOR SALE BY THE TRADE.

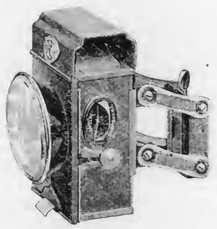
Springfield Roadster,

Very little worn. $60.00. 48 inch Special Star; balls to front wheel; first-class order; $75.00. Both bargains at the price. E. & W. VAN WAGONER, Newport, R. I.

"An Ever Glowing Stream of Light."

We have recently closed an arrangement to handle the INVINCIBLE SAFETY AND TRICYCLE LANTERN, the most satisfactory that we have seen of domestic or foreign make. It has an adjustable grip socket to fit the clip of almost any machine, attached to the lantern with a parallel link and spring arrangement which reduces vibration to a minimum and checks sudden jars. The glasses and reflector are good-sized, and it is a splendid lantern in every respect. Price, japanned, $6.





New Columbia Riding School,

47 Franklin Street, Boston.

POPE MFG. CO., Boston, New York, Chicago.

BICYCLE BARGAINS. Unprecedented opportunity to secure first-class machines at second-class prices. A number of second-hand and shop-worn high-grade machines for sale at extremely low prices. Send for special list.

SHALL WE HAVE ROAD RACING?

Editor Bicycling World: The announcement that Missouri's Legislature has sent to be engrossed a bill to prohibit road racing, brings to the surface the question of whether or not cyclists should not as a body, by word and example, discourage this abuse of our highways. The very wording of Missouri's bill may cause to those who are not racing in competition but are indulging in a burst of speed, a judicial investigation and serious annoyance. I appreciate the certain value road racing possesses and its influence upon the trade. I know that much benefit has resulted from the convincing proofs of the speed and capacity of cycles when well ridden; but the question to be considered is, What on the whole is the best for the largest number. It must be admitted that the use of highways for racing is an abuse of them. The public has, hitherto, been exceedingly indulgent; but with the increase in the number of road races and the large entries, we may expect opposition. The most likely form of this opposition will be in restricted legislation enactments. It should be always born in mind, that ninety-nine wheelmen out of every hundred are not personally interested in racing, and only ask to be allowed to use the roads in common with others and in a proper and rational manner. Nothing will do more harm to the sport than to have it under constant police supervision. To make the public an enemy by the abuse of our undoubted rights, and I contend that road racing is an abuse of them, will put us upon the defensive—a position wheelmen cannot afford to occupy. The League should discourage and, if possible, prevent open road races, especially for the short distances. The dealers, too, if they will consult their best interests, should not encourage this abuse by promoting road competitions.

X. Y. Z.

THE ORDINARY vs. THE SAFETY.

Editor Bicycling World: I have been in the wheelman's harness for something like six years, and I have watched with much interest the fluctuations of the cycling mind. Some cyclers seem to have the bump of variableness particularly prominent; their satisfaction with any particular machine appears to be of not exceeding a year's duration. This vacillating opinion and practice is particularly noticeable this season, which has marked what enthusiastic Safety riders call "The Beginning of the Age of Safeties." Frequent articles appear in the cycling and secular press, from which one would gather the idea that the Safety bicycle is to be the bicycle of the future, and that the ordinary crank machine would be ridden into an ignominious grave. I have taken pains to make inquiries and while I find there is a great demand for Safeties among the older and timid riders, the great majority of the wheelmen will ride the crank machine this season, and will probably ride that machine until they become old and will then descend to the safety. Do not understand that I intend to say anything against the advantages of the Safety; for I consider that the Safety has advantages over the crank machine, as much as I consider that the crank machine has advantages over the Safety. Both of the machines have their mission, but that the Safety is generally taking the place of the crank machine, except under peculiar conditions, is not so, and any statement to that effect is born of sentiment and prejudice, and cannot be substantiated by present or apparent fact. For the majority of American wheelmen the crank machine is the machine to ride: the rider looks better on it, there is less friction to it, and consequently I hold that it must ride easier, than the Safety machine.

A MIDDLE-AGED RIDER.

MR. O. S. BARRETT of Adrian, Mich. was, during the Rebellion, a lieutenant in Co. B, 4th Mich. Vols. At Gettysburg, he was shot in the legs, the ball breaking the bones and shattering the nerves. Rheumatism and neuralgia set in, resulting in paralysis of both legs and hips. Some ten years ago, it was suggested that he buy a Singer Velocimen; as to the result we will allow Mr. Barrett to tell his story in a letter written to Mess. Singer & Co.

I have used the Tricycle Velociman two years and a half. It is a hand power exclusively, not being able to use my feet. I have been run into by a run-away horse and vehicle. The left big wheel was twisted out of all semblance of a wheel, yet nothing was broken except two or three spokes were twisted off. I had it repaired by Frank McKinster, a mechanic here who, by the way is capable of building a cycle. It has been examined by experts; they could not tell it had been delapidated from its appearance. I speak of this to show the good qualities of the material of which it is composed. I will say to any who are unfortunate like myself, they will not learn what a genuine pleasure is until they mount a velociman and perambulate their surroundings. It is exhilerating, especially in the bloom of springtime. My condition is such I have to be put upon my steed, and also lifted off, and a rail around my seat to hold me in place. I have but imperfect use of my arms, yet I can make a speed of 6 to 8 miles an hour on average according to track; a strong man can make ten miles an hour. I would not change it for the best equine and phaeton to be found. This statement is for no boom, but facts."

FROM Easton, Md.—It will not be many weeks before a bicycle club is organized in Talbot County. There are about twenty-five riders here. It is probable that the cyclers all over the Eastern Shore, which has over a hundred riders, will form a subdivision of the Maryland Division L. A. W. Baltimore City should have, they claim, the Chief Consul and one Representative, the Vice Consul should go to Western Maryland, and the other Representative should be from this side of the Chesapeake. Few members are at present members of the L. A. W., they say they cannot see what benefit they will derive!!

PROF. E. C. Klipstem astonished the natives of Springfield, Mass. recently by pedalling down their Pig Alley Hill and riding over 12 inch logs, "just to test the Warwick Perfection, he says.

WHO has not heard of Nicoll, the Tailor, one of the best known clothiers of the United States, with branches in every city of the Union, announces with this issue a new departure, viz: "a specialty of making uniform suits." He has purchased a large line of cloths suitable for uniforms and expects a big demand for them. His announcement on another page is short and crisp, and will, no doubt, meet with the approval it merits. Branches—72 Washington st., Boston, Mass.; 50 Asylum st., Hartford, Conn.; 615 & 617 Pennsylvania ave., Washington, D. C.; 313 Smithfield st. Pittsburgh, Pa.; 67 E. Main st., Rochester, N. Y.; Headquarters, 145 & 147 Bowery, and Broadway & 9th st., N. Y. The same prices rule in all the branches.

THE Star received the first prize in the Melbourne, Australia, Exhibition. This is certainly a fact over which the H. B. Smith Machine Co. are naturally gratified.

MR. H. G. PRIEST, of the Quadrant Tricycle Co., is now in Boston. We refer our readers and the importers to the advertisement of the Quadrant Co.

The White Cycle Co. will have their catalogue out in a few days. All dealers and wheelmen should have one. Address Westboro, Mass.

THE Pope Mfg. Co. has opened a riding school at 47 Franklin st., Boston.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

The John Wilkinson Co.

55 STATE STREET, CHICAGO,

DIRECT IMPORTERS OF THE NEW

STARLEY ROVER,

The Handsomest Safety in the American Market. The Highest Possible Grade in every Particular. Absolutely the Most Elegant Ladies' Bicycle ever Produced, and equally as desirable for Gentlemen.

Holds the World's Record of Half-mile ON THE ROAD in 1 Min. 9 2-5 Seconds.

PRICE, STANDARD FINISH, - - - $115.00.
NICKELED (except Wheels), - $125.00.

Our Line of American Wheels is the Most Complete in the West, including the following Leaders:

SAFETIES.

Am. Rambler. (Ladies' or Gents'.)
Am. Ideal Rambler (Youths' or Misses'.)
National. (Ladies'.)
National. (Gents'.)
National. (Youths'.)
National. (Misses'.)
Princess. (Ladies'.)
Crescent. (Gents'.)
Little Fairy. (Children's.)



ORDINARIES.

Am. Light Champ.
Am. Champion.
Am. Challenge.
Am. Ideal.
National.
Rival.
Wilkins'n Roadst'r
Wilkinson Special.
Wilkinson Youths'.

American Challenge Tandem and Single Tricycles. Full Line of Children's Tricycles and Velocipedes.

All Goods pertaining to the wants of Wheelmen.

SECOND-HAND BICYCLES TAKEN IN EXCHANGE FOR NEW. DIFFICULT REPAIRING AND FIRST-CLASS NICKEL PLATING AT MODERATE PRICES.

See our complete Spring Catalogue before placing your orders for the coming season.

ACTIVE AGENTS WANTED FOR THE ROVER SAFETY.

THE JOHN WILKINSON COMPANY, - 55 State Street, Chicago.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 12 APRIL, 1889.

Volume XVIII.
Number 24.

VIBRATION IN CYCLING was the subject of a paper recently read by Dr. Benjamin Ward Richardson, at a meeting of the Society of Cyclists (London). "I am of the opinion," says the Doctor, "that nothing produces so much injurious fatigue, or so bad an effect on the health in cycling as vibration. It is a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, is very inconvenient, and which in a feeble person may be attended with actual risk."

The cause of the mischief is what medical men call "spinal shock." It is very much like, and in essence is the same as that kind of shock which is noted in railway accidents, the difference being that in railway accidents the shock is inflicted by one or two violent concussions, while in cycling the shock is produced by a number of minor shocks, which produce the injurious effect from an accumulative action upon the spinal cord, and, through it, to some extent, on the brain. Excessive vibration causes a general fatigue and a painful reduction of muscular power in the lower limbs.

An efficient spring fork annihilates vibration.

A perfected spring fork is found only in the Victor Safety.

Testimonials.

WEST RANDOLPH, Vt., Sept. 21, 1888.
H. B. SMITH MACHINE Co.

Dear Sirs—Enclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

NORWICH PHARMACAL COMPANY.
Laboratory and office E. Main St.
NORWICH, N. Y., March 25th, 1889.
H. B. SMITH MACHINE Co., Smithville, N. J.

Gentlemen—I ride a 48-inch Special, and am more than suited with it. This is the third season and it is as sound as a new wheel. I never had a spoke grip on it yet.

Yours truly,

M. P. GREEN.

easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. If you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale.

Yours,

D. B. BONNETT.

PORTLAND, Me., March 11th, 1889.
H. B. SMITH MACHINE Co.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you



THE NEW STAR, 39x24

Mohegan Lake School, PEEKSKILL, N. Y.
H. B. SMITH MACHINE Co.

Dears Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As

414 South Broad St.,
ELIZABETH, N. J., March 16th, 1889.
H. B. SMITH MACHINE Co.

Gentlemen—Star received on the 14th. Handle bar and brake lever very satisfactory. This is quite a machine, I like it better than either the 45 or 48-inch Star; it is the

claim for it; we take pleasure in ordering *two* more, which we desire for our own use. We want 39x24, 2-3 nickel, with balls, front and Hollow Spade Bar. You may send us one of the large size leather touring bags when you ship wheels. Yours truly,

SIMONS & DOW.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

Continued from page 465.

List 181—Total 171—

BOSTON, April 12, 1889.

CALIFORNIA DIVISION—3—

Unattached.
21768 Bliss, John Geo., Q. M. Dept., San Francisco
21797 Elliott, R. J., 110 Eddy ave., "
21891 Pierce, Jos. C., Laurel Hall San Mateo
21895 Smith, Stanley, L., 1054 Hill, "

COLORADO DIVISION—2—

21630 Briscois, A., Box 721, Leadville
21631 McCormick, L. A., Box 721, "

CONNECTICUT DIVISION—7—

New Haven B. C.
21891 Bennett, E. C., 112 Orange t., New Haven
Westport Wheel Club.
21892 Marsin, William, Westport
Yale B. C.
21779 Thatcher, Wm. Nevin, 120 Farnham Hall, New Haven
Unattached.
21843 Smith, Geo. E., Box 65, Manchester Green
21896 Kirk, Will W., New Canaan
21785 Twitchell, George L., 19 Arthur st., New Haven
21807 Lane, Fred J., 115 Elm st., "

DISTRICT OF COLUMBIA DIVISION—2—

Unattached.
21834 Ferkler, H. W., 213 4th st., S. W. Washington
21879 Rives, Frank Blair, 1818 Jeff. Pl., "

ILLINOIS DIVISION—11—

Chicago Cycling C.
21690 Thorne, Geo. A., 69 East 47th st., Chicago
Kankakee Ramblers.
21930 Plante, Arthur H., Box 32, Kankakee
Unattached.
21886 Ballut, H. W., 357 S. Robey st., Chicago
21881 Wachter, Dr. C. H., 292 S. Halsted st., Chicago
21882 Peyser, Simon J., 151 Loomis st., "
21845 Freeman, John B., New Dining Hotel Decatur
21771 Patrick, Ed B., Eureka
21772 Stumpf, F. B., "
21858 Davis, J. S., "
21830 Lutz, Jno. A., Jr., Lincoln
21847 Wood, Will E., "
21850 Logan, O. T., Matoon
21910 Heft, H. J., 612 Adams, Chicago
21911 Sawyer, Henry J. Jr., Joliet

INDIANA DIVISION—1—

Unattached.
21773 Krimbill, Frank B., Crown Point

KANSAS DIVISION—1—

Unattached.
21883 Hill, Ernst, Fort Scott

KENTUCKY DIVISION—3—

Rud Wheelmen.
21808 Arnold, T. E., Richmond
21809 Holton, C. S., "
21810 Deatherage, S. P., "

LOUISIANA DIVISION—2—

Shreveport Wheelmen.
21812 Ford, Edwin G., care L. M. Carter, Shreveport
21811 Parisher, Justin R., 1220 Texas ave., "

MAINE DIVISION—3—

Unattached.
21851 Bragg, Willard L., Box 41, Bangor
21850 Page, A. F., "
21852 Adams, E. R., "
21850 Hanson, M. Delmont, Sands Bld'g., Lewiston

MARYLAND DIVISION—7—

Centaur Wheelmen.
21841 Davis, L. H., 401 N. Broadway, Baltimore
Chesapeake Wheelmen.
21601 Fitzgerald, Edw. J., 306 N. Fremont ave., Baltimore
Unattached.
21813 Hartman, L. S., 320 W. Balto st., Baltimore
21612 Yount, E. M., Taneytown
21815 Houser, Geo. B., 1310 Lexington st., Baltimore
21771 McComas, Oliver P., 917 N. Calvert st., "
21853 Sharretts, Chas. R., 1806 Lafayette ave., "

MASSACHUSETTS DIVISION—40—

Harvard Bi.
21855 Holmes, Rudolph W., 735 Cambridge st., Cambridge
21602 Anderson, W. P., 6 Matthews Hall, "
Northampton Wheel Club.
21880 Wainwright, J. Arthur, Box 121, Northampton
Newton Bi. Club.
21822 Burnham, E. P., 25 Park, Newton
Lynn Cycle C.
Unattached.
21790 Whitten, Chas. E., 8 Andrew st., Lynn
Roxbury Bi. Club.
21691 Ferit, J. J., 7 Westminster st., Roxbury
Unattached.
21784 Phelps, Albert M., 167 Chandler st., Boston
21816 Larrabee, Ralph C., 4 Durham st., "
21781 Newton, John F., Jr., 58 Warren st., "
21782 Morton, F. P. I., 77 Franklin st., "
21786 Benson, Everett S., 77 Franklin st., "
21783 Kelsey, George, 77 Franklin st., "
21777 Kennedy, Fred E., 77 Franklin st., "
21778 Icomenli, Albert A., 77 Franklin st., "
21771 Bosson, Frank H., 77 Franklin st., "
21770 Fowle, John, 77 Franklin st., "
21775 Fowler, N. C., Jr., 77 Franklin st., "
21633 Woods, Geo., Amesbury
21830 Wilson, Chas. A., Dorchester
21693 Wetherbee, Geo. H., Jr., E. Marshfield
21798 Treadwell, Edwin H., 117 Perkins st., E. Somerville
21885 Kendall, Albert L., Framingham
21857 Holmes, Chas. M., Nichols st., Haverhill
21890 Kidder, W. P., 208 Chestnut ave., Jam. Plain
21810 Taylor, Eugene H., 15 State st., Lynn
21820 Brown, Wm. D., 81 Market st., "
21884 Bennett, Frank D., 30 Sagamore st., "
21791 Lord, A. A., Jr., 145 Summer st., "
21795 Glass, Leopold, 2 Central sq., "
21797 Lord, E. E., 145 Summer st., "
21887 Hunt, Josiah, 182 Grinnel st., New Bedford
21821 Snow, W. C., 22 Fifth st., "
21758 Chace, Morris C., 3 Delano st., "
21799 Matthews, Wm. E., 2 Morely st., Roxbury
21888 Upton, John H., Box 201 So. Easton,
21889 Smith, Wm. A., Box 5, "
21823 Dellmath, Wm., Box 217, Walnut Hill
21854 Latham, Walter E., 10 Robbins st., Waltham
21818 Merritt, Andrew S., 82 Belmont st., Worcester
21817 Briggs, C. E. L., Box 104, "
21789 Gardiner, Harry K., 70 Piedmont, "
21787 Johnson, Fred L., 27 Catherine, "
21788 Paulsen, Peder, 27 Shamrock, "
21780 Andrews, Wm. H., 43 Austin st., "
21799 Tuttle, E. W., 200 West st., "
21791 Hanson, C. H., 12 Pearl st., "
21792 Booth, Albert E., 195 Southbridge st., "
21634 Bliss, Geo. W., Box 431 Fairhaven
21793 Martel, John H., 295 Front st., Worcester

MICHIGAN DIVISION—3.

21614 Carlen, T. E., 80 12th st., Detroit
St. Johns B. C.
21615 Moreland, C. F., St. Johns
Unattached.
21635 Fralick, Geo. W., Port Hope

MISSOURI DIVISION—6.

St. Louis Cycle Club.
21697 Mermod, Alec D., Kirkwood
Unattached.
22000 Bauman, Ambrose, 1107 Biddle st., St. Louis
21698 Weber, Henry, 3503 Barley ave., "
21699 Hawley, H., 607 No. 6th st., "
21694 Halm, Edgar L., 3525 Shenandoah st., "
21637 Derby, D. W., St. Joe

NEBRASKA DIVISION—1.

Lexington Wheel Club.
21891 Gray, L. W., Lexington

NEW JERSEY DIVISION—4.

Unattached.
21851 Hollman, W. A., Calvton
21850 Roberts, John H., Hamburg
21824 Culbert, Robt. H., 351 York st., Jersey City
21888 Sibbald, Robt. A., 354 York st., Jersey City

NEW YORK DIVISION—22.

Binghamton Bi. Club.
21618 Gleazen, W. H., 21 Court st., Binghamton
Manhattan Bi. Club.
21892 Cardoza, A. S., 35 East 65th st., New York
Syracuse Cycling Club.
21833 Joyce, Chas. H., 12 Canal st., Syracuse
21834 Lovette, I. D., Travelers Ins. Co., "
21835 Gregory, T. E., care H. J. Howe, "
21830 Van Keuren, Jerome, Achme Oil Co., "
West End Bi. Club.
21842 Barnes, Jas., 136 Pearl st., Rochester
Wappinger Wheel Club.
21830 Marlor, Edward M., Wappingers Falls
21831 Halliwell, Irving, "
21832 Roy, Wm. K., "
Unattached.
21605 Blackham, Edith M., 622 Buffalo st., Dunkirk
21800 Kelley, J. S., 422 Prospect ave., Buffalo
21880 Scher, Robert, 352 East 61st st., New York
21887 Dudley, Oscar E., 62 East 125th st., "
21802 Post, C. Clinton, Box 190, Penn Yan
21805 Goring, Thomson E., Wappingers Falls
21826 Peacock, Arthur S., "
21827 Simmons, S. S., "
21788 Sewell, Thomas, "
21820 Blythe, W. Rowland, "
21616 Farmer, Alex S., 58 A Madison st., Brooklyn
21617 Chazel, G. E., 197 Seneca st., Buffalo

OHIO DIVISION—14.

Cincinnati Bi. Club.
21636 Marqua, Will G., care Dahmen & Co., Cincinnati
21630 Hausman, Herman, Jr., Cit. Nat. Bank, "
21621 Cole, C. D., Hall Bros., "
Ravenna Wheel Club.
21880 Brooke, J. C., Box 055, Ravenna
21807 King, M. A., "
Unattached.
21805 Heffleburn, E. J., Akron
21801 Rosebery, Chas. J., 100 Mill st., "
21885 Clark, Lawrence, 527 E. Market st., "
21818 Cæsar, T. S., 1040 Valley st., Columbus
21878 Whitney, E. L., Kingsville
21871 Schenck, Murray, 105 Yankee Road, Middletown
21870 Brown, Theodore H., Springfield
21625 Utter, L. H., New Lisbon
21622 Byard, Perry, Leetonia

PENNSYLVANIA DIVISION—11.

Century Wheelmen.
21840 Bahl, Geo. L., 921 Chestnut st., Philadelphia
21804 Havens, John L., 1724 Master st., "
21883 Frah, C. A., 1045 N. Broad st., "
Oil City Cyclers.
21820 Goodman, Edwin, Oil City
Unattached.
21808 Crockford, John P., 210 Perry st. Philadelphia
21803 Clay, Clemens, 2418 N. 15 st., "
21800 Elick, C. M., Lock Haven
21805 Mclick, I. P., "
21869 Teighman, Edw., Renovo
21808 Lloyd, Wm., 100 Penn st., Wilkes Barre
21867 Sloodman, Geo. D., Box 14, Williamsport

RHODE ISLAND DIVISION—1.

Bristol County Wheelmen.
21873 Morelock, Wm. R., Warren
Unattached.
21872 Simon, Benj. F., Portsmouth
21815 Barton, Harry, Warren
21624 Dawson, T. B., 17 Chapin ave., Providence

VERMONT DIVISION—1.

Unattached.
21871 Taplin, W. C., 18 State st., Montpelier

WEST VIRGINIA DIVISION—5.

Wheeling Wheelmen.
21875 Rose, Edw. L., 105 So. Penn st., Wheeling
21870 Hutchins, Dr. W. S., 12th st., "
21577 Schubart, Rudolf E., care J. W. Grubb, "
21875 Hart, Chas., Burdette, Stamm Hotel, "
21625 Sweeney, Harry C., 50 Zane st., "

WISCONSIN DIVISION—3.

Green Bay Bi. Club.
21620 Schley, T. F., Green Bay
21627 Lehman, E. W., "
21628 Marique, E., "

MISSISSIPPI—1.

Natchez Cycle Club.
21620 Sanford, Frank C., 1st Nat. Bank, Natchez

Renewal List.

BOSTON, April 12, 1889.

List No. 2

California	21	Tennessee	2
Colorado		Texas	3
Connecticut	30	Vermont	5
Delaware		Virginia	16
Dist. of Col.	14	W. Virginia	8
Illinois	28	WisconSin	6
Indiana	8	Alabama	1
Iowa	4	Arizona	1
Kansas	3	Dakota	2
Kentucky	8	Florida	
Louisiana		Georgia	
Maine	7	Mississippi	
Maryland	23	Montana	1
Massachusetts	114	New Mexico	1
Michigan	19	Nevada	1
Minnesota	2	South Carolina	
Missouri	15	Utah	
Nebraska	3	Washington	
New Hampshire	2	Wyoming	
New Jersey	19	Canada	
New York	48	England	1
Ohio	73	Nova Scotia	
Pennsylvania	66		
Rhode Island	21	Total	711—2046

Testimonials.

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1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

WHEEL COMPANION WANTED—European Tour; third one, party of three; reasonable economy. Address, J. W. C., Room 2, Arcade B'dg., Schenectady, N. Y.

ATTENTION WHEELMEN! Send 25 cents for bottle Walter's Lubricating Oil for your bicycle, after trial you will use no other. Guaranteed not to gum from use. Address J. B. WALTERS, Shreveport, La.

STAR WANTED—51-inch Special Star, 1888 make; direct spokes and hollow rims preferred; hollow frame required. Must be in A1 order. Will exchange for Safety, Crank or Tricycle. L. H. JOHNSON, Orange, N. J.

FOR SALE—Two Experts; in first class condition. 50 inch, $70; 51 inch, $75; also 51-inch National; in fine condition, $60. BROWN & GREENLEAF, 76 Brattle st., Cambridge, Mass.

CYCLIST'S RECORD BOOK, for recording rides. Only 25 cents. CYRUS RATCHELDER, Sanford, Me.

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail,

ZOOK, Lititz, Pa.,

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.

L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

E. C. BENNETT,

—AGENT FOR—

VICTOR, STAR & EAGLE.

We carry a fine list of second-hand wheels. Send for list. Repairing a specialty. We also carry a full line of sundries.

160 Orange St.,
NEW HAVEN, CONN.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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FOR SALE—Cheap, Swift Safety. S. E. R., care Columbus Buggy Co., Columbus, Ohio.

FOR SALE—54-inch American safety bicycle. Address F. C. KANEZ, Selinsgrove, Pa.

VICTOR TRICYCLE Latest pattern; cyclometer; good condition; a bargain. W. HUDSON NEEDHAM, No. 30 Fountain st., Worcester, Mass.

VERY CHEAP—A 54-inch Star, in fair condition; or will exchange for a crank machine. H. W. CROCKER, 1508 Mooney ave., Scranton, Pa.

FOR SALE—54-inch American Rudge. A1 condition. FRED. KIMBERLY, 7 Franklin st., Auburn, N. Y.

FOR SALE—48 inch Special Star; two thirds nickeled; with spoke cyclometer; in perfect condition. Price $75. L. M. SHAW, 23 Chapin ave., Providence, R. I.

WANTED—Victor Safety or Special Star, for cash; or any other make of wheel. Lock Box 15, Bainbridge, N. Y.

CHALLENGE TANDEM (Lightest and best made). Ball bearings, new last August; only slightly used; good as new. Will be sold low for cash. Address C. Tandem, Utica, N. Y.

FOR SALE—Rudge Humber Tandem, first class condition; with cyclometer and lamp. C. H. HOWLAND, *Journal*, Providence, R. I.

59-INCH Columbia Light Roadster, in perfect condition, for $75. Also a 50-inch Expert, same condition, for $65. Address, C. E. TITCHENER, Binghamton N. Y.

FOR SALE—50-inch Victor, in excellent condition, $80, cash. F. B. JONES, 30 Wall st., New York.

FOR SALE—52 inch nickel American Club; ball bearings; cone pedals; excellent order; K. of R. lamp lamp. Also 50-inch Expert, enameled except spokes and bar; ball bearings, parallel pedals, very little used, good as new; write for particulars. CHARLES E. WHITTEMORE, 579 Broadway, New York, N. Y.

FOR SALE—48 inch '88 Victor Light Roadster, new, in perfect order. Price $65; sold on account of size; will be shipped with privilege of examination, upon receipt of express charges. H. R. OLMSTED & SON, 413 Clinton st., Syracuse, N. Y.

STANDARD COLUMBIA 48-inch, nickel except wheels; cow horn bars, Lilliebridge saddle, good condition, $40. Full nickel, 48-inch Expert; lamp, bell, stand, new saddle, $70. W. H. SHIPMAN, 77 S. 13th st., Newark, N. J.

FOR SALE—Columbia Tandem Trike, in good order, $150. W. L. WELCH, 803 Walnut st., Philadelphia, Pa.

FOR SALE—A bargain. A genuine convertible Beeston Humber Tandem, in excellent condition; fitted with best Butcher cyclometer, and "King of the Road" lamp. Apply to HARRY D. HEDGER, 173 Tremont st., Boston.

FOR SALE CHEAP—54 in. Victor L. R. Bicycle; enamel finish; A1 condition. Price $80. Address WHEELMAN, Lock Box 50, Wappingers Falls, N. Y.

55-INCH New Mail, ridden 57 miles; enamel not scratched; perfect condition. A true beargain. P. W. DAVIS, 153 Brattle street, Cambridge, Mass.

FOR SALE—Humber Tandem; new last year. Best offer over $100. A. C. RHODES, Taunton, Mass.

FOR SALE—A Singer straight-steering tricycle, with cyclometer and carrier; used one year; tires worn, otherwise first class; price $100.00. Address G. L. C., Providence, R. I.

FOR SALE—A Special Quadrant Tricycle, cost $200; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

FOR SALE CHEAP—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., Westfield, Chautauqua Co., N. Y.

FOR SALE—54-inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

56 INCH Singer Challenge Bicycle, practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow horn bars. Cost $115; will sell for $65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

FOR SALE—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. McGARRETT, Box 124, Springfield, Mass.

SPECIAL Humber Cripper tricycle, nearly new. A very elegant machine at a great bargain. Cost $200. L. H. PORTER, East Orange, N. J.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

FOR SALE—A silent ratchet, enameled Star Bicycle, in fair condition. Cost $135. Price $50. E. S. C., Drawer 27, Hartford, Conn.

FOR SALE—Columbia Two Track Tricycle, in first class condition. J. S. REGUS, 210 Putnam ave., Brooklyn, N. Y.

FOR SALE—Humber Cripper Tricycle with bell, in perfect order; ridden about 20 miles; balls all around. Price $120. EDWARD W. STURDEVANT, Wilkes Barre, Pa.

SEVENTY-FIVE DOLLARS buys a new Spring-field Roadster; ball bearing, spade handles; never ridden a hundred miles. Can be seen at 1000 Centre st., Jamaica Plain. For particulars address H. M. SHAW, 9 Myrtle st., Jamaica Plain.

If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe

without the Patent Mark, Aug. 1, '82, stamped on the bottom, put him down as a fraud.



STRICKLAND & PIERCE.

High grade bicycle and sporting shoes of all kinds. Our Boston flexible bicycle shoe is still in the lead. If your dealer does not keep them send direct to us or to our Boston agents:

John P. Lovell Arms Co., Horace Partridge & Co., Wright & Ditson, Thayer, McNeal & Hodgkins, W. W. Stall, William Read & Son.

Sent direct from factory, post paid.

No. 1, Hand-sewed and Hand-stitched, $5.00
No. 2, Hand-sewed and Hand-stitched, $3.50

STRICKLAND & PEIRCE,

RANDOLPH, MASS.

REPAIRING.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 12 APRIL, 1889.

WE are flooded with complimentary letters and postals (likewise verbally) on the excellence of our issue of the 29th ult. This gives us a chance to say to our readers that it was *the generous patronage given us by our advertisers* that enabled us to issue the paper as it was. On behalf of our readers, as well as ourselves, we again thank our generous advertising patrons for their most generous patronage accorded us in that "record" issue.

THE Coventry Machinists' Company insert their entire catalogue in this issue of the WORLD AND BULLETIN. It is unnecessary for us to more than call the attention of our readers to the Coventry Machinists' Company's catalogue, and to bespeak a careful perusal of same at the hands of our readers. The high reputation of that firm for making high-grade machines is too well known to need our dwelling on that point. We sincerely hope that as they have generously sown so will they also generously reap.

THE appointment by Gov. Beaver, of April 29 as Arbor Day, in the State of Pennsylvania, opens up another phase of what we look on as a "road improvement." There is no doubt but that in a climate of extremes, such as we denizens of the United States experience, that a good road may, well protected by shade trees, last much longer than the same kind of a road will that is exposed to the full blaze of the mid-summer sun, and the heavy and unchecked downpour of thunder showers. Those who have ridden over naturally good roads thus protected by trees will bear us out in the statement that there is a great difference between the portion shaded and unshaded, and that the difference is vastly in favor of the former.

This is the practical and economic side of the question only, but we could enlarge greatly on the comfort of riding along a well-shaded avenue, if we felt it was at all necessary. All riders will, we think, accept this phase of roads improvement as being a blessing indeed, and almost as much of a desideratum as the improvement of the surface itself.

VERILY we are entering a period in the country's history when the people and the representatives thereof are turning their attention to roads improvement in all its branches. Gov. Beaver, of Pennsylvania, has already, in his inaugural, asserted his position as being in favor of road improvements, and now in appointing April 26 next as Arbor Day, further establishes his friendliness to all proper schemes to bring about the desideratum. After a stirring appeal to all good Pennsylvanians to plant and nurture trees, he finishes with this earnest sentence:

"Let our thoughts turn to preparation for the coming Arbor Day. Let trees be provided in advance. Let the citizens of our several communities consult together as to the species of trees suited to each locality likely to grow into what will be useful as well as ornamental. Let preliminary meetings be held to arrange for the details of the observance of Arbor Day, and let our roadsides welcome with smiling verdure the era of better roadways, which, we hope, is dawning in Pennsylvania."

OUR correspondent, "Erratic Quill," paints a very pleasant picture of how the question of roads improvement is being handled in Kansas City and adjoining country. Just think of a park district containing "100 square miles" of land!! Oh ye pinched up and contracted cities of the decaying (?) and effete (?) East, think of Western enterprise and ideas of expansion. Still we won't crow too loud or too long over the Kansas City proposed park system, because the bill which provides for it is not yet a *law*. With all our heart we hope it may be, and we can assure our sister city that thoughts of congratulations and not *envy* will fill our mind.

OUR esteemed contemporary, the *Wheel*, backs us up in our position that safeties should be barred from "ordinary" races, and Mr. Prial then goes on to say: "We trust the Board will legislate in favor of classing the rear-drivers."

A careful reading of the new racing rules and the amendments will show that the Racing Board have done just this thing. In rule E, among the national championships, it will be found that the Board have established one, two and three mile events.

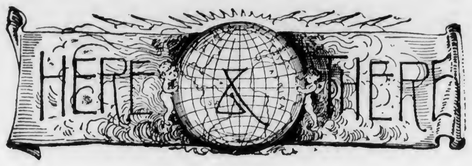
In rule 13, the following clause appears: "Safety bicycles shall not be ridden in 'ordinary' bicycle races."

We do not see how the usually well posted editor of the *Wheel* came to overlook both these clauses, except he did as we did two weeks ago, ie., write an article before the rule was formulated, and that it slipped in by oversight just for "fillin'."

THERE seems to exist more galantry in Philadelphia than we are used to in Boston. Witness the fact that the Philadelphia Club and the Century Wheelmen, of the Quaker City, admit lady members. We are in thorough sympathy with this tendency towards a desire on the part of the male members of such large and influential clubs as the two above named, to affiliate in the club house and on the road with their wives, sweethearts and sisters. None can gainsay the fact that the tendency is one of refinement, and we want to see more of the large clubs extending the privileges of full membership to ladies.

The taunt that club men are the essence of selfishness cannot be thrown at the members of the Philadelphia and Century Clubs.

TO pass the twelvemonth without a League meet will be too bad, and yet there seems to be a lack of enthusiasm on the question, which seems remarkable. The time is getting short, and if we have a meet in the year of our Lord 1889, some one must wake up pretty soon. We notice that Albany wheelmen have the subject under advisement.



BALTIMORE.

"NORVAL."

It is understood that the Crescent Club also owns its club house, situated on North avenue. The house is handsomely furnished. The furniture of the club was put in last week. This club was formerly located in the county near Waverly, but not long ago moved into the city and located at the present site. The house will be opened the Friday following Easter.

The Chesapeake Club proposes to buy a club house and fit it up with all modern conveniences. The club at present is on Fulton avenue. It is understood that $5000 will be subscribed for that purpose.

The wives of several of the members of the Maryland Club gave a dance and entertainment at the club house on Mt. Royal avenue, Thursday, the 4th, and was very much enjoyed by all present.

The Centaur Club will celebrate Arbor Day by tree planting, in Patterson Park. A pleasant ceremony and addresses will be made, followed by a run down the shell road, and festivities at the club house at night.

Charles Ludwig, of Ashtabula, O., an ex-member of the Baltimore Club of this city, arrived in the city on Friday, the 5th, at 3 P. M., was married to Miss Nehr at 4, and left with her, at 5 P. M., for their distant home. "Rather quick work," and very "fly," although it is not at present "fly" time.

Mr. Isaac Hinds, who not long ago received several injuries while riding his cycle on Eutaw Place, and which laid him up in bed for several days, has improved, and has pluckily gone back to riding. Mr. Hinds is one of the fastest riders in this city.

A party of wheelmen took part in the club run of the Baltimore Club, which started from their club house at 10 o'clock Sunday, March, the 31st, and took the road to Reisterstown. Among them were: Fred Townsend, Fred Pape, Victor Emerson, Walter Lowery, Arthur Emory, "Joe" Giegan and "Lew" Warrington. Mr. Emerson made the trip from Reisterstown Hotel to Halstead's in the remarkably quick time of one hour and ten minutes, including an eight-minute stop.

CHICAGO.

THE "STROLLER."

Garden's annual dinners seem to have been the cause of throwing one of our dealers here into spasms, and while suffering from an attack of this kind he penned a letter to the "Powers that Be," complaining of these aforesaid dinners, and in sarcastic words protested against influencing trade in this way. But he forgot to add those mystic words, "burn this letter," and thereby proclaimed himself no statesman by his forgetfulness. The letter was sent to Garden, and, although I was not there when he read it, I understand that his expression was a study for an artist while his vocalisms were something forcible, if not melodious. At first I feared a duel, but at present all is peace on the surface, although I tremble for the future.

The Chicagos have two exciting questions to wrestle with Monday evening, the Sunday question and whether they shall be a League club this year or not, although since Burley Ayres has left, it is doubtful whether the last will be brought up; and I am also told that Smith, the rash man who sprung the Sunday question of playing pool, etc., has been converted, and will not press the issue at present, while Skinkle is red hot in favor of the same, and Langworthy threatens to resign if it should go into effect. If these questions are brought up there will be fun, sure.

Garden's better half will shortly sail for Scotland for a protracted visit, and genial Bob is mournful at the thought of keeping bachelor's hall again.

Lumsden has gone into active training for the series of races with Stone, and Chicago money is waiting to see what odds St. Louis wants on the "Prof."

The Chicagos have adopted a new method of collecting back dues of delinquents, by handing accounts past due to a collection agency, and it seems to work like a charm.

The entries for the Pullman road race, May 30th, are now being received. Entries will close May 10th, handicaps will be made May 12th, and will be given out May 25th, giving each and every man five days before the race to kick about the same. It is believed there will be one hundred starters this year.

We are to be inflicted with the female cyclists this week, at Battery D. I don't know what we have done to deserve this affliction; but we are going to have it, and I suppose all we can do is to grin and bear it.

Farrant, Arthur, Barrett and Percy, four of our best local athletes, have taken to cycling and propose to enter in the Pullman road race, and try our famous sand hill for a place at the finish.

Phil. Hammel is thinking strongly of racing this year, and as a starter will enter the Pullman road race.

Wisship weighs over 150 pounds, and looks as though he could not ride a mile in four minutes. But I have not got any money that says he can't.

Spooner is thinking seriously of making application to the Chicagos, so as to ride in their racing team.

I am told the Captain of the Pastimes will shortly resign, and return to his first love, the Lincolns.

Ah, "Ariel," so you recognize your old chum? Shake, my dear fellow; but say, for Heaven's sake do not let any one bribe you to reveal the identity of the "Stroller." For the sake of old times do not, I beg of you, as I desire to linger here for some time yet, and were my identity known I fear the result.

Over 180 couples attended the Æolus Club's fifth reception. The members were very nattily dressed in their club uniform, and all present enjoyed a very pleasant evening.

Edlert will probably make a desperate effort to get the time medal in the Pullman road race this year, and also to uphold the glory of the Illinois Club, although some of the I. C. C. members say they have a youngster over there who will surprise them all when the day comes.

PENNSYLVANIA.

"ARIEL."

The Century Wheelmen sit down on me vigorously, because my notes in the World give no account of their new house, yet I believe I sent you a full description, Mr. Editor. Is it not so? I trust you will clear my skirts, publicly. They claim that one of the largest clubs in the country, in the second greatest city, should have at least a brief notice of such an important event as the occupancy of a new club house, and I should, myself, call it more important news than some of the items which it was crowded out for. How say you? [Our fault. —Ed.]

The Centurions, with the fitting up of a spacious seventeen-roomed house on their hands, naturally have all they can do, and their committees are on the continual jump. The club has just received its charter of incorporation, and in accordance therewith have amended their constitution and by-laws. At the regular meeting on Friday evening these changes were presented to the club, and a most lively session was the result. The most radical departure is the admission of ladies to membership, and its advisablity has been strongly questioned by a number of the members. That the fair sex are a most decided acquisition, the experience of the staid old Philadelphia Bicycle Club has proved beyond a doubt, and the Pennsylvanias are taking in ladies at the last few meetings. There is no question as to the great success this has proved throughout the winter, and it is to this combination that we must look for the life of our clubs during the season when our wheels are housed. In the early days of cycling the club was a riding organization almost solely, but now the social element is being recognized as a most important adjunct, and wisely so. The most serious drawback, as far as Century is concerned, is the fact that they would have to incur a very heavy expense in making the necessary plumbing changes, and for this reason it was decided to go slow. Several ladies were proposed for membership, and it was voted to extend to them the use and courtesies of the club house, pending the temporary fitting-up of the room which is to be set apart for that purpose. The move has resulted in increased applications for membership, and ten names are already down for next meeting. This will bring the membership up to 140, and at this rate of increase the close of the year will see 200. The initiation fees will shortly be raised.

Petitions have been placed in all the club houses and cycling depots, requesting the carriage of wheels free by the Pennsylvania and Philadelphia and Reading Railroads. The Associated Cycling Clubs are engineering the movement and hope to carry it through successfully.

Philadelphia danced again on Friday evening, the occasion being the regular monthly sociable, which came off at the club house, 26th and Perot streets, with the usual large attendance. For a thoroughly enjoyable time these informal dances of the Philadelphia Bicycle Club have no equal, as all who have enjoyed their generous and unassuming hospitality can testify. The ladies of the club run the affairs, which probably accounts for their success. They are becoming so crowded for wheel space that Mr. Osborne tells me the question of an addition to the building is only a matter of time.

Dancing and feeds will close the social season this month. The third annual supper of the Century Wheelmen is down for the 20th inst., at eight o'clock, at Colonnade Hotel, while Pennsy and the South End each have a full dress reception and ball on Thursday, 25th; the first at the club house, and the other at St. George's Hall. Both of these are to be swell affairs.

Owing to the boom in their club, the Mt. Vernon Wheelmen are looking around for larger quarters. At the last meeting they received reports from their committee on several eligible houses, all near their present place. They formally adopted a new uniform, of dark blue, with grey shirt.

KANSAS CITY.

"ERRATIC QUILL."

The most interesting topic, not only to wheelmen but to the general public also, that is being discussed in the metropolis of the West at this time is the Cravens Park Bill. This bill provides for the establishment of a park district that shall contain 100 square miles, and under its workings (provided it becomes a law) Kansas City will be fringed with large parks, connected by broad, paved boulevards, encircling the city, and accessible from the business centre by still other boulevards, which will branch out like spokes from a hub.

The bill provides that the entire city shall become a huge park district; that bonds not to exceed three per cent. on the assessed valuation of the city's reality be issued, said bonds to sell at par, bear five per cent. interest, and mature in twenty years; that the last-but-one assessment be taken as the basis of values; and that a Board of Park Commissioners be created, with no salary, which shall have the power to at once convert desirable streets into boulevards, provided, however, that no street railroad is now, or at any future time, shall be located thereon.

As the aforesaid assessment (a very low one) was $35,000,000 this would make $1,050,000 at once available for the purchase and beautifying of parks, provided bonds were issued to the full extent authorized, the boulevards being paid for, as aforesaid, out of "benefit" assessments. This would, I think, be more than necessary, as the park lands can in all cases be bought at very low figures, from parties who will reap a harvest by thus immensely enhancing the value of such property as they retain. Some, in fact, will donate the land, balancing the account very much on the right side in the manner stated.

There is some opposition, of course, to the bill, as old fogies exist in all communities. "Pay as you go" is good enough as a maxim, but the next generation should in all such cases as this contribute its quota of aid. Besides, now we can obtain for a song, comparatively speaking, what in ten years will be worth many fortunes. In short, I regard the scheme as a wise one, more especially as it takes a two-thirds vote of the people before the bonds can be issued.

To thoroughly appreciate our condition, however, you must know that we have practically no muncipal debt, and that the two Kansas Cities—K. C., Mo., and K. C., Kan., only separated by an imaginary line, and having a population of over a quarter of a million—haven't an acre of park lands between them. Private parks we have in plenty, but they are owned by the various cable road companies, who build high fences around them and exclude all vehicles—even a bicycle—so as to rake in the nickels.

By the way, the grangers are waking up to road building. Four miles of the old Santa Fe trail, commencing outside of Westport (a suburban village) and running southeast, has been transformed into an elegant road, paved one foot deep with macadam and dressed on top with screenings, making it as smooth as hard-rolled gravel, and a farmer called on me the other day, to talk about paving four more miles of it. He had read a good deal in the papers, he said, about the United Wheelmen, and he thought the boys might like to chip in for a nice eight-mile road. We will probably "chip." We have a good road to Westport (three miles) and the villagers will macadamize the intervening road, thus giving us a good twelve-mile run each way.

Other schemes for roads there are, but of them anon. But, gentlemen, let us give them all what aid we can. Talk is cheap, and fifty good talkers in a community can do considerable in forming sentiments.

LOS ANGELES.

"VINDEX."

The fourth annual meet of the California Division, to be held in this city May 30, 31, July 1 and 2, will be a hummer "as is" a hummer, and wheelmen of the Pacific Coast can rest assured it will be the best ever held west of the Rockies. The programmes will be ready for mailing before May 1. The programme in condensed form is as follows: Thursday, May 30—Parade at 10 o'clock; afternoon, races at Agricultural Park; evening, grand ball at Hazard's Pavilion, to be preceded by a game of polo on Stars. Friday, May 31—A run through the famous San Gabriel Valley, starting at 9 o'clock, will be made. The route will be as follows: East Los Angeles, Arrayo Seco, Garvanza, South Pasadena, Raymond (the famous hotel), Pasadena (the Crown of the Valley), Lamanda Park, Sierra Madre Villa, through "Lucky" Baldwin's rancho ("Santa Anita"), Alhambra, Gabriel Mission, a church over a century old, and thence back into the city over a different route. In the evening the visitors will be tendered a reception at the Natatorium. Saturday, July 1—At 10 o'clock, a hill-climbing contest will take place; afternoon, a run to Cohuenga Pass, over-looking into the San Fernando Valley. In the evening a theatre party at the Grand Opera House, will be the programme. Sunday, July 1—A grand run of visiting and resident wheelmen to Santa Monico-by-the-Sea, where an opportunity will be had of taking a dip into the mighty Pacific. There could not be more rare enjoyment crowded into four days. Everything will be done to insure a glorious time to the visitor, and the wheelman who does not attend will regret it.

Our genial captain, M. A. Baker (he of the elongated legs and smoothly-shoven face) had an experience the other evening, and it is worth relating to the 14,000 readers of the World. Baker, clad in clean linen, etc., rode out to call on a lady friend, he rode up alongside a telegraph pole and leaned up against it, thus conversed with the dear creature. Along came a spring wagon, with a drunken driver. The wagon came rapidly around a corner, struck Baker's wheel, knocked it from under him, leaving him clinging to the pole. The young lady said: "Why, my dear Mr. Baker, I did not know you were such a hugger." Mention of the affair causes Baker to blush. The wheel was demoralized.

PORKOPOLIS NOTES.

"STAR."

We have had a hill-climbing contest, and the prestige of the "great and only" Teddy Allsup has subsided as suddenly and as completely as the collapse of a toy balloon. The hill has a perpendicular heighth of over 300 feet, and an average grade of 12.38 feet in 100. At the bend, however, it is much steeper. Teddy had expended so much wind in boasting that he could climb the hill four times without a dismount, and oftener if necessary, that he had only enough left to enable him to get up once, while Charles Roth, who had said nothing but had been trying the hill every morning for a month or more, astonished everyone by making the trip seven times without a dismount.

So the World is to have a lady editor! Well, some of us will have to comb the tangles out of our beards, have our hair cut, and spruce up a bit. We are glad of it for all that, for what would the world be without the ladies.

The C. B. C. received nine applications for membership at their first meeting in their new quarters.

There is to be a road race for the first Sunday in May, on the Hamilton pike. There will be a gold and silver medal for first and second men. Further particulars next week.

Those desiring to ride in the parks after May 1 will do well to secure badges at once.

Mr. Bridges, of Clermont County, who was deliberately run down by a road hog the other day, came to the city and applied for assistance to our Local Consul, M. A. High. The result was that a first-class lawyer was employed, and a suit for $3000 damages was entered against said road hog; and yet there are kickers who say that the L. A. W. is doing nothing!

The conditions of the five-mile championship medal of the Kenton Club have been changed from a track to a road race, and the present holder, Ed. Croninger, has been challenged by his brother Charles. The race will be run soon, but where has not yet been decided.

NEWS AND COMMENT.

We are pleased to announce that our cordial friend, Mr. Page, of St. Louis, has at last joined the League, and now, as a member of that organization, when he poureth out the vial of wrath we cannot make the vigorous protest we have been won't to when, as an "outsider," he let fly at the League and its methods. We welcome Mr. Page as a fellow member, and congratulate him on his right to haul the L. A. W. and its officers over the coal pile.

"Ariel," of Pennsylvania, offers to expose the real name of "Salina," of Syracuse, N. Y., and is open for bids. Well, "Ariel," my boy, you are welcome to peach if you want to, and "Salina" won't say a word. Only be sure you get one identity correct, "that's all."

Hyde—"Do you know that this rage for bicycling is going to exert a potent influence on the literature of the future?"

Jekyll—"Is that so?"

Hyde—"Yes. I was at the recent bicycle contest in New York, and I saw that every wheel resulted in making a fresh rider haggard."—*St. Louis Spectator*.

We are especially obliged to the St. Louis *Spectator* for words of commendation on our issue of the 29th ult. Do these kind words mean that the *entente cordiale* is now re-established between this office and the cycling scribe of the *Spectator*.

Our correspondent, Jim," from Omaha, Neb., writes us: "It is to be deplored that, with at least 500 wheelmen in the State, the League has only 98 members, but what can be expected with no State officials to arouse interest in the cause? Why not call a meeting of the old L. A. W. members and elect a Chief Consul and a Secretary?"

The St. Louis wheelmen extend a hearty invitation to their Chicago brethren to accept the hospitality of the aforesaid St. Louisians on the occasion of the Stone-Lumsden race, May 25. We are glad to hear it and we hope to see the rather personal rivalry between the writers of these two great Western cities become a matter of history only, and we would further wish that this history would be sunk in oblivion, and that the rivalry would take on more of the "generous" tone. The cyclists of both cities are too whole-souled and broad to indulge further in the personalities of the past.

This is the way "Jim," of Omaha, Neb., excites our envy and sets us to thinking whether we *do* live in a cycling paradise or not: "Speaking of glorious riding weather, come all ye wheelmen and enjoy a spin over our country roads, hard as asphaltum and smooth as a race course. We have, with very little bad weather to interfere, been riding all winter, some of the boys showing a mileage of 450 since Jan. 1, 1889. We pity our Eastern fraternity, who, we see by the papers, have not been enjoying the best of riding weather. Five members of the Ramblers Club had a run to Missouri Valley (forty-five miles) last Sunday, and reported the roads in elegant condition, and the hospitality of the Missouri Valley Wheel Club still better."

The *Cyclist* thus describes a new kind of wheel, which certainly is curious, even if it does not prove practical: "The hub flanges are large thin castings, nearly half the diameter of the wheel itself, but so skeletonized as to present the appearance only of an elaborate spoke arrangement. The spoke screw is perfectly tangentially. The rim is hollow and flat on the outside, in fact of ▭ section, and the tire, in place of being the usual cord of rubber, consists of a number of acorn-shaped pieces which fit into holes in the surface of the rim on the button and buttonhole principle, adopting, in fact, the principle of Singer's pedal rubbers for the tire."

With a good Boston northeaster whistling about our ears, and our ulster collar turned up, we cogitate on the following item, cut from a New Orleans paper: "While the Louisiana Bi. Club boys were weltering in the *hot March sun*, the New Orleans Club were quietly sitting in their cosy club house, chatting politics, cycling and society, and listening to Harry Hodgson's yarns."

It will seem very strange if the year 1889 passes without having a League meet. There does not seem that desire and push for the honor which has distinguished late years; but then, we nearly forgot to say that Chicago will "take it on" for 1890.

The Camden (N. J.) Wheelmen have moved into their new quarters. The house has three stories, and it is the intention of the club to build a wheel-house attachment.

They have a drink in Philadelphia which bears the name of "goat's milk." Verily a mild and inoffensive name, but when we learn that the South End Wheelmen use it to bribe the Sergeant-in-charge at Fort Mifflin, we suspect the innocently named drink of having something in it for which the "goat" is not responsible

No. 2028 sends us the following cutting, taken from a late issue of the World: "Hurrah for the effete East. Schwalbach of Brooklyn has a son who rides a bicycle younger than Mohrig, Jr., of San Francisco." Now comes the criticism which we hold is clever and to the point: "Is there anything hurrahable in the fact of Schwalbach, Jr., riding a 'bicycle which is younger than Mohrig, Jr., of San Francisco,' no matter how young it may be? Even if it is only an hour old, lots of people can ride bicycles which are not half as old as that. Vide, 'English as she is wrote.'"

The bottle of wine offered by the Huntington (L. I.) Bicycle Club to the first wheelman to reach their club house, from Brooklyn, in 1889, was won on Sunday last, April 7th, for the Kings County Wheelmen, by Harry R. Wicks and Chas. M. Isbill, who reached that point first in the face of a terrific gale.

From *Tid Bits*: "Jack wanted to convince his uncle that the bicycle was a practical and useful machine, and to that end mounted his machine and started off with a basket of eggs on his arm. Poor Jack met with a violent header, but was consoled by his uncle, who said: 'Never mind, my lad, it may not be a success for *carrying* eggs, but it makes an omelette first rate!'"

Buffalo talks tournament for this fall.

Captain Leach, of the Cambridgeport (Mass.) Club, has gone to New York to reside. New York's gain, Boston's loss!

Amherst wheelmen are petitioning the selectmen of that town for the privilege to use certain of the sidewalks.

T. C. Hoffman rode from Worcester, Mass., to New Britain, Ct., in seventeen hours. Is this record?

"Elm City," of New Haven, Conn., writes us as follows: "What has become of the Le Feur brothers, who started up the Amazon River. I have been awaiting news from them for some time. [Para seemed to be too attractive, and they never got further than that.—Ed.] I see some one in Meriden claims that city to be the cycling hub of the State. How about Hartford, with three wheel clubs, and ten times as many riders as Meriden, and much better roads? S. C. Sperry, for two years Secretary of the New Haven Club, resigned on account of business changes, and J. A. Dockendoff was elected in his place."

McDaniel and Elliott, of the Wilmingtons, will drive a tandem bike for road records this season.

Corey Hill is being repaired. The surface looked pretty rocky the other day when we were out there.

Mr. H. G. Priest, of Birmingham, England, sampled some of our Boston roads *on foot* last Sunday. The "sample" seemed to please the gentleman, and he will try them a-wheel later on.

The coming Chicago Tournament seems to be *the* event of the season so far.

Tom Eck and his female cyclists have been put down a date for Minneapolis early in May.

A writer to a New Haven paper, who claims it to be "of Puritan stock," imagines that the New Haven Bicycle Club is composed of bad, wicked fellows, because on Fast Day they "went a-cycling." Now we respect any good man's opinion, but we think our Puritan friend is stretching it a bit to complain because the cyclists choose to spend the day a-wheel.

The old Maine rivals, Patten and Ames, will meet again on the path on May 30, at Saco.

The Cambridge, Mass., Club held its last reception for the season last Friday. Among the distinguished guests present, were Lieut.-Gov. Brackett, Mayor Gilmore, Col. Higginson, H. D. Hyde, Chief Consul Emery, and Abbott Bassett. It was a brilliant affair.

Barman, of Brooklyn, is progressing in the arrangements for the 25 miles handicap race to take place May 30, over the Milburn Irvington course. The prizes will agregate $500 in value.

The Cyclists Union of L. I. is doing good work. It has brought about the macadamizing of Cobblestone Hill, Brooklyn.

Mr. Edwards of the South End Wheelmen of Philadelphia, has already over 1000 miles to his credit for 1889.

The Lancaster, Pa., Club will become a League Club, and this same club will hold a tournament July 4th.

F. H. Crapo, of Concord, N. H., sustained painful, though not serious, injuries lately, by being thrown from his bicycle.

The Cambridge, Mass., Club propose to repeat the success of last year in giving another minstrel show.

The Boston (Mass.) Press Bicycle Club will, next Friday, be formally organized.

Mr. C. Schwalbach of Brooklyn, N. Y., offered a diamond medal for the best local mileage record for 1889, but as certain reasonable terms did not meet with approval at the hands of proposed contestants, it is probable that the medal will be withdrawn.



EACLE ROCK HILL!

Climbed with ease on a 44 1-2 pound 50-inch Eagle Bicycle with 5 3-4 inch cranks, on Saturday, April 6th, by Wm. A. Clark of Stamford.

WHAT NEXT?

Now that the critics of the "Eagle" have had their pet theory exploded, and find that the "Bird" can climb with the rest of them, and perhaps may lead them all as its riders get more accustomed to it.

The Eagle depends on no complicated mechanism to aid it on hills, it has no chains, clutches or levers to get out of order, collect dirt, and rattle continously. It depends simply upon the weight of the rider, so placed on the driving wheel that NO POWER IS WASTED, and no unnecessary weight is placed upon the wheel which is not doing the work.

It may take a little practice to learn to handle the "Eagle," but those who have mastered it are better pleased with it, with each day's riding.

Apply for the agency for the Eagle in your town. Do not wait until it has been given to some one else.

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GENERAL AGENTS FOR CONNECTICUT. AGENTS WANTED IN UNOCCUPIED TERRITORY.

THE Rochester, N. Y., wheelmen have officially endorsed the action of the city government in forbidding cyclists the use of sidewalks. Good for Rochester!

THE *Advocate* of Attleboro, Mass., does not like the idea of the wheelmen of that town enforcing the signboard law. It will be enforced, all the same.

THE "Little Wonder," otherwise W. H. Caldwell, of the Elizabeth, N. J., wheelmen, who made such an excellent showing as a racing man last season, will not race during 1889.

THE Ottawa, Canada, Bicycle Club will celebrate the Queen's birthday by holding a race meeting, to include cycle and foot races.

THE New York Bicycle Club is talking of a $10,000 improvement on their club house. When the New York's "talk" it means business.

A TEAM from the Elizabeth wheelmen and the Plainfield Bicycle Club, N. J., met in a tug-of-war last week. Plainfield pulled Elizabeth over the mark twice out of three times.

THE Albany Bicycle Club secured judgment against F. Ehrmann for $40. Ehrmann did not pay and did not show excuse wherfore. Hence Ehrmann had to cost his heels in jail for a time. Reason: Contempt of court.

AN exchange says: "Rochester, N. Y., has peremptorily prohibited bicycling on the main streets between six o'clock in the morning and nine at night, under penalty of arrest." [Nonsense! —ED.]

SELECTMEN of Peabody, Mass., have forbidden sidewalk riding, and also coasting, in the thickly settled portion of the town. Penalty, $20.

"VINDEX" tells the following story: "W. L. Van Horn, of Denver, recently elected President of the League of Western Wheelmen, is a beautiful yarner. He could give Eli Perkins or Mulhattan twenty points, and then beat him out. Your correspondent attended a League meet once, and Van was on the same train, and regaled the boys with a few choice yarns. Here is one: 'Down in Southern Colorado was a family who owned a snake, which became very much attached to the young hopefuls of the family. One day a big storm came up. Heaven's heavy artillery roared and lightning flashed, and it was a grand but dreadful sight.' The lightning became more frequent, more livid, more dangerous, and played around the house with devilish glee. The snake, realizing the dangers to both property and life, crawled up the sides of the house, and raising itself upright on the roof, defied the lightning to do its worst, and it did—the lightning struck the self-appointed lightning rod, but saved the family from a terrible death. Who says snakes haven't got a feeling of gratitude?'—but his hearers had fled into the next car, and had locked the car door."

THOSE enterprising Syracuse, N. Y., dealers in bicycles, tin ware, and in fact everything and anything from an egg-beater to a tandem safety—Reuben Wood's Sons—have offered a League pin to the member of the Syracuse Club covering the most miles this riding season. Cyclometers are in great demand, and many of our riders will gird up their loins and make a bid for that pin. The Wood boys are enterprising, and there is a rumor sneaking around Syracuse that they are about to occupy the whole Butler Block, put a livery stable in the basement, and build a summer garden *a la* Casino to adorn the roof.

RESPECTFULLY SUBMITTED TO MR. WARNER.

Editor Bicycling World: I must confess myself almost a silent member in our great company, but I want to give vent to my opinion in regard to the now celebrated Warner Road Bill. It is very evident Mr. Warner is not acquainted with the pleasures of cycling. Whether his bill is the result of envy, being unable to ride, or of personal gain, being a dealer in horses and carriages, or that he owns a livery stable, I do not know. I would offer this amendment to his interesting "William:" "That when two teams meet on the road, for the more humble driver to alight and hold his horse by the head until his superior had passed."

I would also recommend said Warner to read the Declaration of Independence, especially the beginning, where it says all men are born free and equal. If any man choose to ride on the public highways of any State of this Union on any kind of vehicle, whether the motive power is furnished by a horse or the rider, please, Mr. W., keep your seat and do not say him nay, or try to make his act a misdemeanor, it's unconstitutional.

"Up and at 'em," Missouri boys. Not only load your batteries with solid shot for W., but drive them home with the force of good humor, "for an angry man availeth little."

Yours, in opposition to the said bill, No. 675.

Wyncote, March 25, 1889.

TALKS BY THE TUTOR.—NO. III.

[Dated from Los Angeles, Cal., June 14, 1890.]

I AM aware, my son, that to the young and ardent, the allurements of California, with her orange groves, charming women and soft atmosphere, are almost irresistable, but Lucullus, you must assert yourself, you must show yourself of sterner stuff, and tear yourself away. We must leave the orange and grape of California, and turn our attention once more to the beans and brown bread of New England.

But seriously my pupil, you must recollect that we cannot, or rather *you* cannot afford to omit one of the lectures on the subject of the Duckerian method and theories of imposing fines. Never since that rather mythical Englishman, Mr. Pickwick, struggled with his Tittlebatian theory, has such a difficult question arisen in the scientific world.

These lectures will be of more than passing interest, because of the fact that a grandson of Mr. G. L. Hillier, one of the most powerful opponents to Mr. Ducker's theory, will deliver the lecture, and could but the dead rise and protest, I am of the opinion that Mr. Hillier's ghost would show up, because in sooth, this same grandson is as warm an advocate of the ancient Duckerian theories, as his grandsire was an opponent.

Ah, me! those were merry days, even if they were before the sunrise of reason and cycling. They were great "face making" days. What ugly quirks and twists this same Hillier and an obscure scribe (who then did stand as a lay figure as Editor of the WORLD) used to make at each other. My memory slips on names of the obscure men of those days. I can remember facts, but alas, not names! It was turmoil in those days, it was snap and snarl, and one of the snappiest of all was a merry jester, who used to write *pages* of stuff for a St. Louis periodical. Yes, indeed, those were days of tumult and dissention. They were days of prevarication, and truth was mutilated to that extent that my eyes did weep tears of gall. The truth-defyer was everywhere; he was in the ranks of the record hunter, yea, even in the sanctum of the WORLD and other newspapers, could the prevaricators be found. Every club in those days, my dear Lucullus, had a regularly elected official, whose business it was to distort the truth. He was officially known as the Club Liar. Foorsooth, I must own up that fifty years of influence under the present Utopian system, have not entirely eradicated my love of a real good lie, boldly told.

After lunch at Omaha, and if we have time before we reach Philadelphia, I will lightly discourse on the subject of liars.

To be continued.

WANTS A PARADE.

Editor Bicycling World: Why not try and get up a division for wheelmen, in the parade of April 30th or May 1st, 1889? A large number of wheelmen (of New York) are willing to turn out if some one, or club, would only call them to a meeting or through the WORLD. No one could do the above better than the League. Why not try, because time is short. Respectfully,

New York, April 4, 1889. A WHEELMAN, of New York City.

BOSTON WHEELMEN IN COUNCIL.

NIGH unto 100 cyclists assembled in America Hall, Boston, last Monday, in response to a call made by Chief Consul Emery, to consider ways and means of advancing the interest of cycling and the League. Dr. Emery opened the proceedings with a very telling speech. He urged activity towards swelling the membership of the League, so that Massachusetts should take her old stand as the leading Division. He then related to his attentive hearers the

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good that had been done in the State by the League and its friends in influencing legislation towards securing better highways. The bill now in the hands of the Legislature will come up for consideration next Wednesday, April 17, and the Doctor urged every one of those present to use his influence towards securing favorable action.

Mr. Charles Pratt, Ex-President of the League, followed in delivering a most excellent speech, and appealing to all to put their shoulders to the wheel and heave ahead towards securing better roads. Mr. Pratt said he hoped the time would come when a rider over country roads would not be in danger of breaking his neck.

Vice Consul Robinson spoke on the proposed Commissioner of Roads Bill, and said he hoped that the farmers would fall in line and discern the great benefits that would accrue to them by the improvement of the highways.

A committee was appointed by Chief Consul Emery, consisting of Captain Benson of the Dorchester club, Captain Cubberly of the Somerville club, and Captain Robinson of the Charlestown Rovers, to inaugurate a series of monthly joint club runs, to be participated in by all clubs in the Division.

LADIES' RECEPTION ROOM.

[All communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office,—Ed.]

Talking with a cycle dealer the other day, he told me that he never before appreciated the disadvantages of advantage. "Why, look at it," said he, "here is spring and good riding, when we had every reason to expect the snow and ice fortunately denied us during the winter. I am not nearly ready to supply the demand. I couldn't believe that we would have riding before May, and my machines are still in the factory." And so, you see, the warm sunshine is not always a blessing. But if the advantage is a disadvantage to the seller of wheels, it is by no means so to those of us who have been looking forward to the riding season. It has indeed been an ideal winter for those of us who are living under New England skies. I have ridden every month since the opening of the season of 1888, and I have done it with no inconvenience. That would mean little for those who live in the sunny South, but it means much up here among the granite hills.

I have been wondering why it is that Boston, universally acknowledged to be the centre around which the cycling interests of America revolve, and from which is supposed to come every new idea in cycling construction whether it be imported or of native growth, has been so lamentably slow in everything that pertains to the use of the wheel by ladies. We have lady riders in plenty, more I believe than any other cycling centre can boast, but there is something lacking, for Boston ladies follow those of Washington and New Jersey into every new field of cycling progress.

Even now we are looking askance at the bicycle, when Washington and New Jersey have tried, proved and accepted the new mount many months ago. Why, the tandem was a familiar sight on Orange roads before it was known in Boston, and the bar steerer was being ridden in New Jersey and on the asphalt roads of Washington at a time when New England women saw the ideal machine in a side-steering hundred-pound tricycle. And yet with all this enterprise, this go-aheadativeness and their ventures, I think these ladies of the southern countries must doff their plumes to Boston, for I believe we have more riders, better riders, prettier dressed riders, and more enthusiastic riders than can be found elsewhere. Witness the successful clubs we have, notably the Middlesex, the delightful meets, for instance that at Cottage City, and the successful tours, particularly the North Shore tours, and tell me if I am not right?

I am told that the Middlesex Club ladies are a unit in favor of the two-wheeler. The McArthurs will undoubtedly ride a tandem bicycle; the Hillbourns are to have a double two-wheeler, as well. The Heaths will have single wheels, and so will the Kirkwood girls. The Hopkins, of Wellington, have already mastered the bicycle; the Coreys will ride the tandem two-wheeler; and the Bassetts, of Newton, tell me they are determined to do as the rest do. I suppose the Stalls will keep to their double bicycle. They led the way for us. I hear little from Providence. The Davols have already ordered a tandem, but I do not gather what the young ladies of the club will ride. I can believe that Providence will be up with the times.

It occurs to me that we want a new word. The word "tandem" is thoroughly engrafted upon our language as the word to express a tricycle for two riders, one behind the other. "Tandem bicycle" is too long. Will not some one give us a single word for this machine so that we may economize words and time? Your Englishman is great at this shortening process, and it is to be wondered at that he has let this great double title escape him for so long a time.

One word with you, ladies. Have you renewed your membership in the League? If not, why not? The cause that the members are banded together to promote is your cause as much as it is that of the gentlemen. Good roads, guide boards, pleasant meets, and delightful tours, to say nothing of legal rights and hotel discounts should be promoted by you as much as by them. It is a worthy cause. Let not the women be slow to espouse it. Helen Grey.

A READING (PA.) ROW.

For some time there have been rumors of differences in the Reading Bicycle Club, and these culminated last week when W. I. Wilhelm was defendant in a suit for trover and conversion instituted by the club. It appears that the club had deposited the cup which was awarded to them at the Lancaster races last summer, for the team race, with a jeweller for safe keeping, but took it over to the Five-Mile House to grace the club banquet, which was given there. According to the testimony of Mr. Hoch, one of the directors, it was afterwards taken away by Mr. Wilhelm, who stated that he had made demand for the cup but never obtained it. The hearing came off April 3d before Alderman Denhard, and as Wilhelm put in no appearance the alderman gave judgment in trover and conversion for $125, in favor of the Reading Bicycle Club.

Mr. Wilhelm claims that the cup is his property, as he paid $40, the expenses of the team to Lancaster (how about the amateur standing of these parties?) and received nothing in return, and that he is therefore entitled to the cup.

Mr. Wilhelm withdrew from the Reading Bicycle Club a short time since, and he and his friends have rented quarters on Court street, and set about the formation of a new club. Ariel.

ATTENTION, NEW YORK RIDERS.

Editor Bicycling World:—Several signatures to the New York half-holiday petition, as printed in L. A. W. Bulletin of March 22 and 29, have been sent in to me, which is incorrect, as they should be placed in hands of the acting chief consul, Mr. W. S. Bull, at Buffalo. I wish you would note this conspicuously in your columns, and also call the attention of New York State members to the fact that there is such a petition, which they should sign at once, and send in to Mr. Bull, presuming, of course, that they are in favor of it. If the half holiday should be practicelly repealed, as is really proposed by the Rhodes bill, the wheelmen in not only this but adjoining states will find cause to regret when it is too late, that they have had a large share of the opportunity to indulge in their favorite sport, cut off without protest on their part.

April 9th. E. J. Shriver.

CHICAGO TOURNAMENT.

PARTICULARS AND PROGRAMME.

Numerous meetings were held in connection with the Chicago Cycling Exhibit and Tournament last week. At a meeting of the Business Committee, Messrs. J. M. Erwin, Lincoln, C. C., H. J. Gotthelf, Douglas C. C., and F. T. Harmon, Chicago, C. C., were appointed to assist Mr. Miles with the racing programme, selection of officials, etc., and a committee composed of Messrs. E. J. Roberts, T. T. Roe, Chas. Sieg, Otto Maas, Harry Angle, E. F. M'Pike, A. W. Harris, Fred Smith, T. Bray, F. M. Reynolds, H. A. Stoddard and H. J. Gotthelf was appointed to take charge of the parades.

The racing committee met on Wednesday, and produced the following list of events as the fruit of their labors:

PROGRAMME OF RACES.

1. One mile handicap. Nine prizes.
2. One mile scratch. Three prizes.
3. One mile, novices. Two prizes.
4. One mile scratch, for men who have never raced prior to this tournament. Two prizes.
5. One mile scratch, 3 minute class. Three prizes.
6. One mile scratch, flying start. Three prizes.
7. One mile handicap, Rover type safeties. Three prizes.
8. One mile handicap, local, Lumsden, Van Sicklen, Roe, Ehlert, Winship and Hammel, barred. Three prizes.
9. One mile handicap, boys under 16. Two prizes.

10. One mile handicap, Rover type safeties, boys under 17. Two prizes.
11. One mile scratch, tandem, lady and gentleman. Four prizes.
12. One mile scratch, ride and run, Rover type safeties. Two prizes.
13. Two mile, handicap. Three prizes.
14. Two mile, handicap, L. A. W. members only. Three prizes.
15. Two mile, scratch, members of surburban clubs only. Two prizes.
16. Two mile, scratch, 6.20 class. Three prizes.
17. Two mile, scratch, Rover type safeties. Three prizes.
18. Two mile, scratch, tandem. Two prizes.
19. Three mile, handicap. Four prizes.
20. Five mile, handicap. Four prizes.
21. Ten mile, scratch. Four prizes.
22. Quarter mile, scratch. Two Prizes.
23. Half mile unicycle, scratch. Two prizes.
24. Three mile club, teams of three. Three prizes and club trophy.
25. Club drill, teams limited to 15 men. One prize.
26. One mile, consolation. Two prizes.

The mile handicap, will, in reality, include three events in one. It will be run in this way: For example, say there are forty entries. The race will be divided into five heats, the winners of which will run in the final, the first three men taking the first series of three prizes. The thirty-five men beaten in the first round will then run again in a second race of five heats, the winners of which will run for the second series of three prizes. And so on with the thirty men beaten in the second round. Every man who fails to win one of the nine prizes will receive a silver souvenir of the event.

The one-mile flying start race will be another novelty, and has been introduced solely to test the practicability of such contests. The committee endeavored to give everyone, from the best to the poorest rider, a chance to win something.

A greatly reduced rate has been secured over all roads in the Central Traffic Association, the other organizations not having been heard from yet. Full particulars on this head will be duly announced.

Two parades will be arranged, one on the opening night, when every rider in the procession will be admitted to the building without charge, and one later in the week. Entry blanks and all other particulars are obtainable of S. A. Miles, 199 S. Clark street, Chicago.

WHAT SHALL WE RIDE?

Editor Bicycling World: I was very much amused, and somewhat astonished, at the position taken by the writer of the article, with above heading, in your last issue: That the spring fork, the annihilator of all discomfort, is a boon and a blessing to riders none can gainsay. As for speed and scorching abilities, I have had both ocular and physical demonstration that the spring fork does not impede the speed of any first-class rider, and as for *comfort* there is no comparison. I noticed your leading article in the issue of a few weeks ago, from Richardson, on the dangers of vibration, and I must say my experience has proven that the doctor is eminently correct. I know that there are hundreds of riders of the spring fork machines who, after trying and riding same, could not be hired to go back to either the ordinary or a stiff frame machine. All I can say is, Bless the inventors of the non-vibrating appliances. Yours,

New York City. Anti-Vibration.

[We can only echo the benediction of our correspondent and say "Bless the inventors etc." We have had two year's experience with the Victor Spring fork and we failed to find anything but excellence, speed and comfort in this machine—Ed.]

About fifty members of the Wilmington (Del.) Wheel Club have engaged Pullman coaches for a trip to Washington, D. C., for a three days' outing. They expect to leave Saturday of this week, sleep in the coaches, and return in time for office Tuesday. They selected Washington as their object point, on account of its many attractions and general beauty in the spring. They are to be the guests of the Capital Bicycle Club, and runs to Arlington, Soldiers' Home, Mt. Vernon, Cabin John's Bridge and Great Falls will be indulged in, and incidentally an inspection of the town; comparing the wide concrete avenues of the National Capital with the narrow and heated cobblestone streets of their native city. We predict a large time in the wheel feast before them, as guests of the Capital Bi. Club.

HARVARD vs. "TECH."

The date of the Harvard-Tech 15-mile road race has been changed from the 13th of April to the 20th of April.

Harvard's team will be R. H. Davis, W. B. Greanleaf, E. A. Bailey, S. M. Wirth, — Rogers, — Cromwell, T. Barrows and Kenneth Brown. The Techs will probably have 9 men in, and the race will be decided on points. The first five only to count.

THE VICTOR SPRING FORK IN ENGLAND.

The suggestion made by the *C. T. C. Gazette*, that some enterprising Englishman would be doing the riders of Europe a favor by manufacturing and putting on the market the spring fork used on the Overman Victor safety, has been grasped by Mr. Bown, who has secured the patents for England and the Continent, and is already filling large orders for machines fitted with this splendid patent of the Overman Wheel Co.

"The proof of the pudding," etc., is well illustaated in the fact that the Victor spring fork is meeting with such generous public recognition on both sides of the herring pond. We congratulate the Overman Co., Mr. Bown, and, last though not least, the English and Continental riding public.

THE "EAGLE" CONQUERS EAGLE ROCK.

On Saturday last, about 3 P. M., a score or more wheelmen from Orange, Newark and Elizabeth, gathered at Eagle Rock Hill to witness a trial of the hill-climbing qualities of the new "Eagle" bicycle. The climbing was done by Wm. A. Clark of Stamford, Conn., and the wheel used was a regular 50-inch "Eagle," weight 44 1-2 lbs., cranks 5 3-4 inches throw. As Mr. Clark had never seen the hill before he made two preliminary trials, and then coasting at a terrific pace from the top to the extreme bottom, he turned and rode straight to the summit again without a waiver or hardly slacking his pace. No time was taken, as the object of the trial was to test the climbing qualities of the machine and not the endurance or speed of the rider. Among those present were E. S. Walsh, L. B. Gaylor, I. F. Wardwell, C. S. Wardwell and C. E. Gaylor from Stamford. A. P. Folk of Brooklyn, Mr. Pierson, from Howard A. Smith of Newark, and several other representatives of the neighboring dealers.

A. H. Perrigo, formerly of Cleveland, Ohio, has opened out in Omaha, Neb., with a full line of Coventry and New Rapid machines, and judging from the way he finds a market for his wheels, has struck a bonanza.

Mr. C. C. Candy, of the Overman Wheel Co., was in Omaha, Neb., a week ago, and placed the Victor agency with J. J. Hardin, who will undoubtedly find a ready sale for this most excellent wheel.

It will pay you to peruse the pages No. 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, and 503, occupied by the Coventry Machinists' Co.

The Capital Cycle Co., of Washington, D. C., are sole agents for and the first to introduce the famous Bell Rock Safety Lamp, made by H. Miller & Co., Birmingham, Eng. The Capital Cycle Co. claim that this is the first of the rubber cushioned hinged-back non-go-outable cycle lamps. This lamp is guaranteed not only to keep alight on any machine on any road, but to give satisfaction in every way, or they tell us the money will be refunded. The Capital Cycle Co. are evidently working in the interests of wheelmen as well as wheel women.

Mrs. J. T. Morehouse, who in company with Miss Mulford, coasted without brake the shute of the Essex Toboggan slide, says of the Special Premier Safety: "I am very much pleased with the machine. It is easy-running and steady, and is lighter than any other Ladies' Bicycle I have ridden. Two important features in a lady's machine that are generally overlooked by makers (I suppose because they do not wear dresses) are just right in the Premier. The chain is enclosed with a laced leather guard and the driving gear is placed below the frame. The success of the Premier cannot fail to be assured as ladies become more familiar with the delights of bicycle riding."

Some fine exhibitions of riding "hands off" have been made on the New Mail Safety lately at the meetings of wheelmen at the Boston Reservoir, and the claims of the makers of this wheel have been verified on this point by many. It is an extremely steady steering machine, and, as is well known, this feature is the one long aimed at in the Rover type. The Safety is having an enormous demand.

A great many New Mail Safeties are being bought in Philadelphia of the agents, E. K. Tryon, Jr., & Co.

Schoveling, Daly & Gales, for their first season, are waking New York up with the New Mails.

TANDEMING.

(Suggested by the Supplement of March 8th.)

The moonlight gleamed within her hair,
The fire flies diamondized the air
The night wind sang without a care
And yet, I d——d 'em.

The moonlight looked into her eyes,
She thought, how sweet the fire flies;
The car lists to the night wind sighs,
We rode a tandem.

I longed to take the moonlight's place,
From her, thoughts of fire flies chase,
My sighs, the night winds to displace,
We rode a tandem.

Therefore, perforce, I rode behind
And sullenly the pedals grind
And look and fume, and in my mind,
I d——d 'em.

SECRETARY.

HOW TO OIL A CHAIN.

HERE is a wrinkle worth having: Procure two gallipots; into one of them put half a pint of turpentine, and into the other about half a pint of oil. Undo the screw you will find in one of the links, take off the chain and drop it into the pot of turpentine. This is to clean it, and turpentine is better than paraffin for this purpose. Stir the chain about, take it out, wipe it, and then drop it into the pot of oil. You may let it simmer over a slow fire to make a thorough job of it. Now take it out, wipe it again, and, if you like, dust a little black lead over it, although there is really very little use in this latter operation. The chain may now be replaced. It has been oiled effectively. The old style of daubing the chain with vaseline is a mistake. It is the joints of a chain which require oiling. Vaseline prevents any oil which may be applied from getting to the pins, and it has a remarkable affinity for dust. If a chain is periodically oiled in the manner described it will last much longer. "Stretching," the bugbear of chain-driven machines, is simply wear between the pins and links, and lubrication is the only antidote for this complaint.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

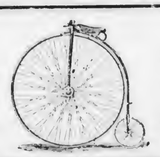
The EASTMAN DRY PLATE and FILM CO
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

Second-Hand Wheels,



Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.

Bicycles on Easy Payments.

Victor, Springfield Roadster, Columbia, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $0.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.



THE SAMUEL WINSLOW SKATE MFG. CO.,

WORCESTER, MASS.

Manufacturers of Ice and Roller Skates and THE

'VINEYARD' BICYCLE.

STRONG, DURABLE and CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.

Diameter Front Wheel.	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on.	Length of leg inside to sole of foot.	Price.
38 inch	3-4 inch	14 inch	5-8 inch	31 lbs.	27 inch	$35.00
44 inch	3-4 inch	14 inch	5-8 inch	33 lbs.	29 inch	40.00
42 inch	3-4 inch	16 inch	5-8 inch	35 1-2 lbs.	30 inch	45.00
46 inch	7-8 inch	16 inch	3-4 inch	38 lbs.	31 inch	50.00
48 inch	7-8 inch	16 inch	3-4 inch	39 1-2 lbs.	32 inch	55.00
50 inch	7-8 inch	16 inch	3-4 inch	41 lbs.	33 inch	60.00

Sold By all First-class Bicycle Houses in U. S.

Orders solicited from dealers. Descriptive Catalogue and discounts sent on application.

PSYCHO WHEELS FOR 1889.

IMPORTERS: CAPITAL CYCLE CO., Washington, D. C.

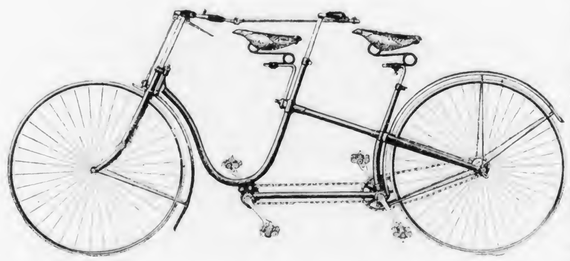
The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. They designed and manufactured in 1887 the first rear-driving ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the bone-shaker.



PSYCHO LIGHT ROADSTER, WEIGHT, 38 POUNDS.



LADIES' AND GENTLEMEN'S PSYCHO.
Three Weights, 39 lbs., 44 lbs., and 50 lbs.



PSYCHO TANDEM SAFETY, WEIGHT, 74 POUNDS.

They handle only one form of three-wheeled machines, and that a hand lever tricycle for cripples, which is remarkably light and can be steered and driven by the hands. The Psycho cycles imported by this firm are made from designs by Mr. H. S. Owen. The wheels are remarkable for their lightness, strength, harmonious and uniform construction, simplicity, fewness of parts and general gracefulness of design. They are made of weldless steel tubing throughout, including frame, rear forks, saddle post, handle-bar and upright. They have ball bearings to all parts except head, butt-ended direct spokes, more to rear wheel than front, done to proportion the machines for strains.

Psycho cycles do not have hollow rims, tangent spokes, ball head or spring forks. No change will be made in Psychos over the 1888 pattern. The Fish hammock saddle will be used. The plunger brake will be used, as it is the simplest and very powerful. This firm have hoped for years past, and now claim, that the wheel of the future will be a rear-driving safety with dropped frame, suitable for both sexes. They anticipate some prejudice at first, but show their faith in their belief by introducing four styles of dropped-frame safeties, suitable for either lady or gentleman, having detachable brace rods; and although they import two forms of straight-frame safeties, suitable only for men, they advise intending purchasers to give the preference to the dropped-frame, not only on account of its adaptability to use by all members of the family, but also for its grace and strength. The Capital Cycle Company claim to give the best guarantee in the trade, as they guarantee not only against defects in workmanship and material, as do other firms, but also against construction, which is more important. A machine may break not only on account of a flaw, but from bad proportioning. The Capital Cycle Company introduce seven forms of safety or rear-driving bicycles for both sexes for this season, varying in weight and construction. They are as follows:

1. "Men's Straight Frame Psycho Safety," 30-inch wheels, 7-8 and 3-4 inch tires, geared to 57 inches, weight 47 lbs. Price, $140.

2. "Men's Light Roadster Psycho Safety," *(see cut)*, 30-inch wheels, 3-4 inch tires, made for gentleman riders and scorchers on good roads, geared to 60 inches, weight 38 lbs. Price, $140.

3. "Men's Dropped Frame Psycho Safety" is designed like ladies' safety *(see cut)*, 30-inch wheels, 7-8 and 3-4 inch tires, weight 50 lbs. Will carry any weight on any road. Detachable brace rod makes it suitable for ladies and a general family machine. Price, $140. Geared to 57 inches.

4. "Ladies' Roadster PsychoSafety," 3-4 inch tires, 29-inch wheels. Detachable brace rod, suitable for short or medium height gentlemen. Will stand any weight. Weight 44 lbs. *(See Cut.)* Geared to 50 inches.

5. "Ladies' Light Roadster Psycho Safety," 29-inch wheels, 3-4 and 5-8 inch tires, weight 38 lbs. Superb finish, very light and easy running, intended for light weight ladies, but will carry 175 lbs. Geared to 50 inches.

6. "Ladies' Extra Light Psycho," 28-inch wheels, made for short, light ladies, weight 34 lbs., gear 48 inches. Price $140.

7. "Psycho Tandem Safety," intended for lady and gentleman or two gentlemen, 7-8 inch tires to both wheels, very strong, light and simple. Will carry any weight. Price, with two separate brakes, $200. Geared to 57 inches.

The Capital Cycle Company have prepared for their share of the trade this year, relying upon the merits of their wheels. They only handle two-wheeled safeties: no ordinaries or tricycles.

REPAIRERS If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.
Write to BROWN BROS. MFG. CO., CHICAGO, ILL.



The "BICYCLE" Free.

Send names of 10 who talk of buying a wheel this year, and we will send you the *Bicycle* Free.

BICYCLE, West Randolph, Vt.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

☞ Postage stamps not received in payment.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

OFFICIAL DEPT

LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

Mo. Division Touring Board.

The attention of the members of this Division is called to the fact that in spite of arduous labor the following counties in the state remain entirely unreported to date, viz., Atchison, Barry, Butler, Caldwell, Carter, Cass, Christian, Dallas, Daviess, Douglass, Dunklin, Grundy, Harrison, McDonald, Mercer, Miller, Pemiscat, Perry, Stone, Sullivan, Taney, total, 21 out of 113 counties. Wheelmen who live in and near unreported counties or have ridden through them are asked to send reports to the Chairman at once. The Touring Committee this year consists of seven members but with the honorable exception of Mr. Nelson C. Haynes, not a single report has been made to date. This is to be regretted and if the forthcoming road book is not up to expectations, members are asked to put the blame where it belongs.

Fraternally, ROBT. HOLM, Chairman.

Racing Board Assignments.

Members of the Board have had assigned them the following territory:

The Chairman in charge of New England States and New York.

Geo. S. Atwater, 1206 Pa. ave., Washington, D. C., in charge of New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, No. Carolina, So. Carolina, Georgia and Florida.

Geo. Collister with Davis, Hunt and Co., Cleveland, Ohio, in charge of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Kentucky and Nebraska.

H. H. Hodgson, 13 Carondelet street, New Orleans, La., in charge of Tennessee, Alabama, Mississippi, Louisiana, Arkansas, Texas, Kansas and Colorado.

R. A. Smythe, 22 Montgomery street, San Francisco, Cal., in charge of California, Oregon, Nevada, Washington, Montana, No. Dakota and So. Dakota.

Parties having business with the Racing Board will communicate through the member in charge of the district in which they reside.

CHAS. S. DAVOL,
Chairman Racing Board.

Warren, R. I., April 5th, 1889.

Minnesota Hotels.

Minneapolis, the Nicolet. Regular $2.50, $3.00, $3.50, L. A. W. $2.00, $2.50, $3.00.

St. Paul, the Clifton. Regular, $2.50, L. A. W. $2.00.

Faribault, the Commercial. Regular, $2.00, L. A. W. $1.00.

Fergus Falls, the Grand. Regular, $2.00, L. A. W. $1.50.

Owatonna, the Arnold. Regular, $2.00, L. A. W. $1.50.

Currie, Lake Shetek House. Regular, $1.50, L. A. W. $1.00.

T. M. SLOSSON, Chief Consul.

Two Mile Championship.

The two-mile L. A. W. bicycle championship is located with the "Rhode Island Wheelmen," of Providence, to be run at their meet May 30th.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Warren, April 5, 1889.

Attention, Members of the Missouri Division!!

The mere announcement that the time for renewing your League membership has arrived, should be sufficient reason for each one of you to send on your dollar without a moment's delay. The recent successful fight made in this State against obnoxious and hurtful legislation, is, in itself, a complete and conclusive answer to the oft repeated question, "What use is it to belong to the League."

Without denying to any the credit that may be due them, the fact remains and cannot be successfully contradicted, that the defeat of the "Warner Bill" was accomplished by the efforts, and through the influence, of the League members throughout the State, backed by the moral influence of the National organization. If the organization never accomplishes another thing for the protection and benefit of cycling, there is not a rider in the State but what owes it his allegiance for the good it has already accomplished. We propose, however, if given sufficient encouragement by a large and increased membership, to undertake this year the accomplishment of greater work in the direction of better roads, and to this end the aid of all riders is earnestly invoked. Local Consuls are urged to see that all the members in their respective districts renew promptly and that as many new members as possible be enrolled.

Blanks can be cut out of the Bulletins or they can be had in any desired quantity by applying to J. A. Lewis, Secretary Treasurer, care, Continental Bank, St. Louis.

Fraternally, W. M. BREWSTER, C. C.

New Hampshire.

Mr. Editor: What is the matter with New Hampshire? In the old days she used to be a leader in League affairs. Now we hear nothing from her. She gave us Gilman and Hazlett and Philbrick. Has she not a successor to these men? A former resident of the Granite State I am proud of the record and I want to see her in her old place. I have heard nothing from her this year though I have looked for something. With men enough to allow for a Vice Consul, she has elected none; with the right kind of fellows to make a meet interesting, she has had none. Innocuous desuetude is her state and condition. Men of New Hampshire assert yourselves! Choose a good Chief Consul and win back the place you have lost.

WANDERER.

Chicago Hotel.

Dear Sir—The "Commercial" is appointed the League Hotel for Chicago, rates $1.50 per day. Regular rates, $2.00 and $2.50. To secure this rate League members will be required to present their L. A. W. ticket.

Louie W. Hess of Ottawa is appointed Local Consul.

Yours, etc., W. A. DAVIS.

To the Cycling Trade.

Gentlemen: Will you furnish me with a list of your agents in New York State?

This is desired that I may obtain from the agents, lists of all wheelmen in their localities, these lists to be used in an endeavor to add to our membership.

I would suggest the advisability of your impressing on your agents the desirability of membership in the League of American Wheelmen and of their using their influence to retain and make new members for the organization.

The direct contact between dealer and wheelmen places the former in a position to largely aid in increasing the membership.

Every effort to influence legislation favorable to improvement of the highways is being made and the moral influence of a largely increased membership will aid us greatly in this work.

The legislative action secured by the New York State Division which opened to wheelmen the Parks of New York City and Brooklyn resulted largely to the benefit of the Cycling Trade.

Trusting that the above meets with your approval an early reply is requested. Yours very respectfully,

W. S. BULL,
Chief Consul New York State Division.

To Consuls, N. Y. State Division.

As it is important that there should be a League hotel in every city and town, I enclose a blank application, which has been prepared with the view of protecting both hotels and the League of American Wheelmen from imposition by wheelmen who do not join our organization. Please have the proprietor of the hotel you select, sign and return to me as soon as possible. On its receipt I will send the official certificate, which kindly deliver and ask that it be hung in a conspicuous place.

In a hotel it is desirable that it be the best and most convenient. If the proprietor will make a reduction from regular rates—Commercial Travelers' rate generally being granted—it will be appreciated, but what is most desired is attention and the best the house affords, we do not want a reduction at the sacrifice of these important items.

In making arrangements you will impress upon the proprietor that League accomodations or rates are to be granted wheelmen only on presentation of a membership ticket for the current year.

Immediate attention is asked that the hotel and its rates may be inserted in a "Hand Book of the New York State Division" which is almost ready for the printer.

If you have not forwarded the Consul's Application sent you last month please do so at once in order that the list of Consuls in the "Hand Book" may be complete and correct. Yours fraternally,

W. S. BULL, Chief Consul.

Massachusetts Run.

At a meeting of L. A. W. Wheelmen at America Hall on April 8th, it was voted to have a committee appointed to arrange for a Union Run of the clubs in the vicinity of Boston, on one day of each month.

The Committee have decided to call the first run to Salem on April 21st.

The start will be made from the Somerville Club Room cor. Marshall street and B. way at 10 A. M. Dinner will be obtained at the Essex House and the return trip made in the P. M. Those who desire can join a party that will ride to Gloucester in the P. M. and return to Boston on Monday April 22d.

All League members are invited to partipate and will please notify the committee either directly or through the captains of clubs, if they intend to go, in order that necessary arrangements may be made in advance.

Further notice will be given in the BULLETIN and Sunday Papers. CAPT. ARTHUR W. ROBINSON,
Rovers Cycle Club.
CAPT. CARLE CURRERLY,
Somerville Bi. Club.
CAPT. A. P. BESSON,
Dorchester Bi. Club.
Committee.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

Continued in Supplement.

Premier Bicyclopedia.

SPECIAL PREMIER SAFETY—
$135. Cold-drawn seamless steel tube, Ball-Bearings all round, 30 and 28-inch wheels, Hancock's non-slipping tyres, weight 46 lbs. Light, strong, graceful, and the best steering Safety made; no dip in turning. The only light Safety suitable for both ladies and gentlemen.

POPULAR PREMIER SAFETY—
$105. Steel Diamond Frame, the strongest and most rigid made. Tubular Steel Forks Ball-Bearings all round. 30-inch wheels. Butted spokes. Square bar Ball-Pedals. Weight 49 lbs. A thoroughly reliable Roadster Safety, suitable for any weights or roads, at a moderate price.

YOUTH'S PREMIER SAFETY—
$65. Steel Tube, Hollow Steel Forks, Adjustable Ball bearings to Driving Wheel and Crank Shaft, 26-inch Wheels, Butted Spokes. The finest Boy's Safety manufactured. Fully warranted and will last until the Rider has attained full growth.

PREMIER TANDEM SAFETY—
$200. Easily "The King of Tandem Safeties." Holds an absolutely Spotless Record for strength and durability on American roads. The only Tandem Safety built on correct mechanical principles. Double steering. Brakes on both wheels. Ready for a lady rider at any time, without alteration. Geared 55 or 60-inch at purchaser's option.

PREMIER WARRANT—
We warrant all the Premier Cycles bearing our stamp and that of Hillman, Herbert & Cooper, to be free from defects in material, workmanship or construction, and will make good at any time within a year from date of purchase, any breakage not caused by use, misuse, or neglect.

PREMIER INTERCHANGEABILITY—
We guarantee all Premiers sold by us to be made strictly to guage, and to be thoroughly interchangeable, without fitting. We can supply parts at all times from stock on hand.

PREMIER AGENCIES—
We are Sole United States representative for the Premier Cycles, under contract with Messrs. Hillman, Herbert & Cooper, and genuine Premiers can only be obtained from us or our authorized Agents. Premier Agencies have been established in all the Cycling Centres and many smaller towns. Live Wheelmen in unoccupied territory should write us at once for full particulars.

Immediate Delivery. Illustrated Catalogue Free.

LLEWELLYN H. JOHNSON, Orange, N. J.

Quincy, Ill., March 23d, '89.

Cormully & Jeffery Mfg. Co.,

Chicago, Ill.

Gentlemen--I am more than pleased with my '89 Rambler, and after an experience of six years, during which time I have ridden several different makes of high grade wheels, both of the safety and ordinary pattern, I am safe in saying that the Rambler is the easiest running wheel I ever rode.

The new spring, which, with the aid of the broken joint, allows the pedals and saddle to move together, is a big improvement, and in rough road riding it does not have a tendency to throw the power off the pedals, as in the case of the springs in other safeties.

Yours truly,

HAL S. OSBORN,
Capt. Rambler Cycle Club.

Schoverling, Daly & Cales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

SPRING OPENING.

THE MOST COMPLETE STOCK

—OF—

FOREIGN AND DOMESTIC

Woolens

IN THE COUNTRY.

A New Feature for this Season,

OUR $18.00 SUITS

TO ORDER.

Estimates and samples cheerfully furnished for

Uniform Suits,

All the leading Cloths in Stock.

SATISFACTION GUARANTEED.

Nicoll the Tailor.

145 and 147 Bowery, and
771 Broadway, cor. Ninth St.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliot W. Johnson
A. Malvern Beckwith Committee.
C. E. Binner

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

FOR YOUR SAFETY,
The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.



GET THE BEST!
THE
Standard Cyclometer.

Greatly Improved for 1889.

No more Rattle.

Simplest and Best Instrument ever Invented.

Made for all Safeties.

Registers 2500 Miles.

J. A. Lakin & Co.,
WESTFIELD, MASS.
Send for Circular.



Ladies' Hickory Bicycle

(A strong robust man can ride it.)

Weighs, with all on, 42 lbs. Price, $90.00

We take this means of replying to a large number of correspondents, who have asked some funny questions.

Yes: We *do* work nights.

No: We don't sleep "daytimes."

Yes: The man who "got up" this machine is a crank.

No: He don't seem to regret it, neither does the

STERLING CYCLE CO.,
NEWTON, MASS.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for 60 cts.

KIRK BROWN,
18 So. Broad Street, Philadelphia.

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

KIRK BROWN,
No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

Howard A. Smith & Co.

Will appoint Agents for their immense line of Sundries in all unoccupied territory.

SPECIALTIES.

Bundle Carriers.	Hose Supporters.
Stockings.	Adhesive Tire Tape.
Standard Gloves.	Spoke Grips.
Whistles.	Standard Oil.
Newark Enamel.	Newark Lamps.
Cement.	Graphite.

Caps, Belts, Jersey Suits, etc., etc.

ORATON HALL, NEWARK, N. J.

Store and Riding Hall open Evenings.

DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '89 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

LINCOLN HOLLAND & CO.,
Worcester, Mass.

ELASTIC TIP CO.,

MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.



Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades, in the rough with bolts and grip	2.00 per pair
Spade Grips, Vulcanite, any style,	.50 per pair
Soft Rubber Handles, Pear Shape,	1.50 per pair
Tire Cement,	.25 per box
Electric Tape	.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

JOLIET, Ill., February 11, 1889.

Mr. Frank Fairbairn, Erie, Pa.:

Dear Sir—The suits you made for the Joliet Cycle Club last summer have given great satisfaction to the members who purchased them, both in fit and wear. We corresponded with *many* other bicycle suit manufacturers and found your prices lower than any of them.

Yours very respectfully,
H. B. SMITH,
First Lt. Joliet Cycle Club.



SAVE MONEY. Before YOU BUY
BICYCLE OR GUN
Send to A. W. GUMP & CO., Dayton, O., for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. Bicycles, Guns and Typewriters taken in trade.

		Factory Price.	Our Price.
NEW	48 in.	$50 00	$27 00
ACME	46 in.	45 00	25 00
BICYCLES.	44 in.	40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

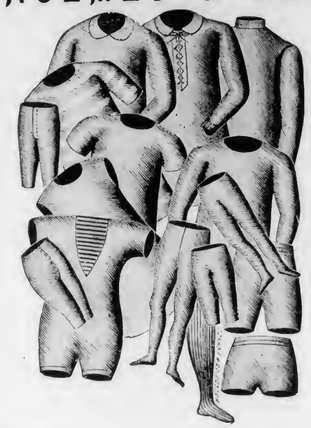
if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey Fitting Garments

Holmes' Thigh Stocking.



IMPROVED.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Easy-fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, Leagune brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

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HOLMES & CO.,

109 Kingston Street, Boston, Mass.

Browning, King & Co.

406, 408, 410 & 412

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NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST L. A. W. UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

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Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

Good Live Agents Wanted

In every town where these wheels are not already represented. Correspondence solicited.

GORMULLY & JEFFERY'S

American Champion Bicycle, American Light Champion Bicycle.

American Rambler Safety, for either Lady or Gentleman.

American Challenge Bicycle. American Ideal Bicycle.

American Ideal Rambler Safety, for either Girl or Boy.

American Ideal Tricycle. American Challenge Tricycle,

AND SUNDRIES.

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GENERAL AGENTS.

26 West 23rd Street, - - - - NEW YORK

Ira Perego & Co.

General Athletic Outfitters.



128, 130, 132 FULTON ST., and 87 NASSAU ST.,

NEW YORK.



Improved Automatic Telephones.

Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

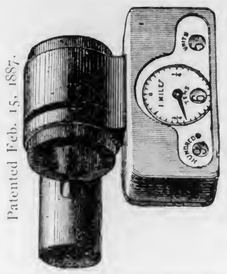
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Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

EDW. E. HARBERT & CO.

Dealers in Telephone and Electric Supplies of Every Description.

159 Le Salle Street. - - - Chicago. Ill.



Ordinary Bicycle, $10.00

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All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

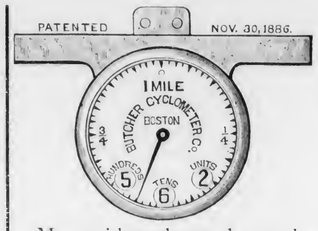
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Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



New York Bicycle Co.

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DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

ARTHUR SIDWELL,

(Late Foreman Rudge Agency Repair Shop.)

Repairing, Nickeling, Enameling,

AT REASONABLE PRICES.

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PUNNETT, Merchant Tailor & Athletic Outfitter,

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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

Tricycles and Tandems.

Columbia Light Roadster, used one year, $90.00; Singer, very good, $45.00; Marlboro' Light Roadster, new last fall, excellent, $115.00; Columbia Tandem, excellent, $150.00; Marlboro' Tandem, '88 pattern, as good as new, $165.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find it advantageous to write.

WHITTEN, GODDING & CO.,

PROVIDENCE, R. I.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

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SIEGRIST BROS.,

MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE.

Price $4.75



OUR SPECIALTIES:

Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price $4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

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BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co. 12 Pearl st., Boston.

BICYCLES

S. L. HOUSE & CO.

Psycho or Singer Safety	54	$100
Premier Bicycle	52	90
Ladies' Psycho	48	75
Gents' Psycho	54	90
Royal Singer	50	75
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Apollo Safety	54	90
Courier Safety	50	75
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Little Jewel Safety	50	75
Little Jewel	42	35

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

New "ACME" Rubber Tires. BICYCLES

	Factory Price.	Our Price.
52 in....	$80 00	$36 00
50 in....	75 00	33 00
48 in....	70 00	30 00
46 in....	65 00	27 00
44 in....	60 00	24 00
42 in....	55 00	21 00

All Wheels furnished with Saddle and Tools.



SAFETY BICYCLES



SEND FOR CATALOGUE.

Small Boys' 20 in wheels, with parallel bearings	$25.00
Large Boys' 24 in., with brake and mud guards	35.00
Ladies' or Men's 30 in., ball bearings to both wheels	75.00
Ladies' or Men's 30 in., ball bearings ALL OVER	90.00

ST. LOUIS, MO. E. C. MEACHAM ARMS CO.

CLINTON CYCLE CO.

BICYCLES, TRICYCLES AND SAFETIES of all the leading makes. **Second-Hand Wheels Bought and Sold.** Spade Handles, Cyclometers, Jerseys, and everything in the cycling line.

Repairing Done In First-Class Manner.

Our prices speak for themselves. Write us or send for Catalogue.

C. C. CO.,

North High St., - CLINTON, MASS.

1889.

NEW RAPID SAFETY.

30 inch wheels, 7-8 tires to both wheels, guaranteed to carry any weight rider over any kind of road.

Weight Complete, . . . 47 Pounds.

Ladies' Safety (NEW RAPID), ready for delivery in April.

DON'T BUY UNTIL YOU SEE OUR CATALOGUE.

The Clark Cycle Co., Baltimore, Md.





QUADRANTS.

The above are two of our 1889 patterns specially suitable for the American market. Either pattern can be fitted with our beautiful NEW SPRING WHEEL for rough roads.

TO AGENTS:

Agents in the principal cycling centers where we are not yet represented, desiring our sole district agency and possessing the necessary licenses for importation, will oblige by communicating IMMEDIATELY with MR. H. G. PRIEST, care of Bicycling World, 12 Pearl Street, Boston, Mass.

Makers: THE QUADRANT TRICYCLE CO.,
BIRMINGHAM, ENGLAND.

Read & Remember,

That Ladies can learn to ride the Ladies' Safety Bicycle at

ADELPHI HALL,

52d Street and Broadway,

NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private, only two pupils on the floor at one time.

Floor 80 x 100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the safety or regular bicycle.

Classes now forming.

Engagements for *lessons* may be entered in advance, and special hours reserved.

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Send for further particulars and terms.

GEO. R. BIDWELL,

313 W. 58th St.,

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TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

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311 N. 14th St., - - - St. Louis, Mo.

HARRY D. HEDGER,

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$3.00 

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Toulmin's Buffalo Bicycle Shoe,
Made only of Genuine Kangaroo, 3.00.
Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

W. B. TOULMIN, Buffalo, N.Y.

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.
We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*
Correspondence solicited.

HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,

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Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty

BARGAIN LIST.

Second-hand Bicycles, Tricycles, Tandems, Safeties, &c.

FOR SALE BY

Charles Schwalbach,
PROSPECT PARK PLAZA, BROOKLYN, N. Y.

No.	BICYCLES.	Price.
79	42-inch Ideal, Plain Pedals, Enameled, Fair order	$15.00
80	42-inch Ideal, Plain Pedals, Enameled, Good order	20.00
81	44-inch Ideal, Plain Pedals, Enameled, Good order	25.00
82	46-inch Ideal, Plain Pedals, Enameled, Good as new	35.00
83	48-inch Ideal, Plain Pedals, Enameled, Good as new	40.00
84	48-inch Columbia Expert, Ball Pedals, Cowhorn bars, Hollow, Full Nickel, and Wheel in Splendid order	80.00
85	48-inch Rudge Light Roadster, Enamel Finish, All good, Cowhorn Bars, Spade Handles, Ball Bearings, Kirk Saddle, At order	90.00
86	48-inch Star, Noiseless Ratchets, Enamel Finish, Cowhorn Bars, Tires good	65.00
87	48-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Double Grip Handles, Ball Bearings, Kirk Saddle, At condition	100.00
88	50-inch Columbia Light Roadster, never ridden, used as a sample, '87 pattern, little shop worn, all balls, same as new, warranted	110.00
89	50-inch Union, Enamel and Nickel Finish, all in good order, Plain Bearings and Pedals, Alarm Bell	35.00
90	50-inch Premier, Plain Pedals, Cowhorn Bars, Enameled Finish, and in good order, Lillibridge Saddle	50.00
91	50-inch Columbia Standard, Plain Pedals, Cowhorn Bars, Lillibridge Saddle, Nickel Backbone and Forks, in tip-top order	50.00
92	50-inch Expert Columbia, Enamel Finish, Kirk Saddle, Cowhorn Bars, Ball Bearings, Double Grip Handles, all in best order	100.00
93	51-inch Columbia Light Roadster, '88 Pattern, new in June, only ridden a few miles, everything modern and equal to new	110.00
94	52-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Ball Bearings, all in At order with Kirk Saddle	100.00
95	52-inch American Challenge, with Harvard King Lamp, Drop Bars, Ball Bearings, Enamel Finish, all in good order	40.00
96	52-inch American Rudge, Enamel Finish, Cowhorn Bars, Ball Bearings, fine order	60.00
97	52-inch Rudge Light Roadster, Enamel Finish, Ball Bearings, Cowhorn Bars, pink of condition	75.00
98	52-inch Expert Columbia, Full Nickel, Ball Pedals, Victor Saddle, Cowhorn Bars and Wheel, in splendid order; a Cheap Wheel who gets it	80.00
99	52-inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel in good order	80.00
100	52-inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel has only been ridden 15 miles, and a bargain at	100.00
101	54-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Ball Bearings, Kirk Saddle, all equal to new	100.00
102	54-inch Standard Columbia, Half Nickel, Straight Bars, Ties in very fair order	30.00
103	54-inch Standard Columbia, same as above	30.00
104	54-inch American Rudge, Enamel Finish, Wheel in prime riding order, Cowhorn Bars, Ball Bearings	60.00
105	54-inch Standard Columbia, Enamel Finish, a very strong and durable machine for beginners	30.00

TERMS CASH.

Machines sent C. O. D. on approval on receipt of freight charges both ways and cost of crating.

MACHINES TO RENT by the DAY, WEEK or MONTH.

Repairing a Specialty, all work done on the premises.

Sole Agent for

New Mail, Columbia and Club Bicycles, Tricycles and Safeties.

All Branches of the Bicycle Business, Riding Academy with competent Instructor, perfect riding guaranteed. All Sundries and Parts for Sale. It will pay you to send or call before buying elsewhere.

FIRST EDITION. *ALL PREVIOUS LISTS CANCELLED.*

1889.

ILLUSTRATED CATALOGUE

OF THE

"CLUB"

BICYCLES AND TRICYCLES

MANUFACTURED BY THE

COVENTRY MACHINISTS' CO.,

LIMITED.

COVENTRY, ENGLAND.

U. S. BRANCH.

239 COLUMBUS AVE., BOSTON, MASS.

GEO. W. STEVENS, MANAGER.

GENERAL INFORMATION.

TERMS, net cash with order.

FREIGHT AND EXPRESS CHARGES always to be paid by the purchaser.

WE DO NOT guarantee the safe delivery of goods.

OUR RESPONSIBILITY ceases when goods are delivered at Post-Office, Express Offices, or Freight Depots.

MACHINES OR PARTS AND SUNDRIES returned must have the freight or express charges prepaid, with owner's name and address marked distinctly on a tag.

OUR PRICES are fixed, and no discounts are allowed except to regular agents. Parties ordering machines incomplete will only be allowed half price for parts not taken.

C. O. D. ORDERS must be accompanied by enough money to pay express charges both ways. In case the goods are not accepted from any fault on our part, the money will be returned.

WE DO NOT TAKE second-hand machines in exchange, neither do we sell on the installment plan. Occasionally, we have a few shop-worn or second-hand machines, for which we would be always glad to quote prices if desired.

WE WARRANT all of our Bicycles and Tricycles to be free from imperfections in material or manufacture, and agree to make good, at any time within a year, any defects in them not caused by use, misuse or neglect. If such are found, all defective parts must be sent to us for examination before any claim is allowed.

WE CARRY a full line of parts of the "Club" Cycles, and are at all times able to procure any part not in stock, at short notice.

OUR REPAIR SHOP is fully equipped, and is under the superintendence of a first-class mechanic from our London Depot, who has a ten years' experience of the Club machines. We undertake the repair of any make of machine, and guarantee to do same in a first-class manner and at a reasonable price.

INTRODUCTION.

The Coventry Machinists' Co., Limited, in presenting their catalogue for 1889, embrace the opportunity of returning their sincere thanks for the continued and constantly increasing patronage bestowed on them by the cycling public. This increased patronage has necessitated a further very large

Extension of Works

at Cheylesmore. The new premises were opened by the Directors in November last, when 600 of the *employees* of the Company sat down to supper in one of the new large rooms.

The factory now provides room for ONE THOUSAND workmen, so that prompt deliveries during 1889 may be relied on.

Nothing is more irritating to a purchaser than to be unable to obtain that for which he is prepared to pay. And here it may be well to suggest that, to ensure prompt delivery, it is advisable to order

Standard Pattern Machines,

as even a trifling deviation often causes delay.

What are the New Patterns

for the year? is the first question a cyclist asks a manufacturer. During the winter, we have been busy in devising new patterns, and making what we consider to be *real improvements* in existing designs, although in some cases they may appear, at first sight, to be minor details.

The No. 1 "Swift" still retains its position as the finest safety in the market for all kinds of road work; and, specially for the fine roads there is the "Swift" Safety Light Roadster, a machine combining, as it does, all the strong points of the well-known "Swift," and scaling but 40 lbs.

The Lady's Safety

is a light machine, of elegant, graceful outline, specially designed for a lady's use.

The Lady's "Marlboro'"

is not merely a light roadster which may or may not be used by a lady, but a tricycle specially thought out on every point to suit those ladies who like to ride their own machines rather than occupy the front seat of a tandem.

We venture to hope that *before purchasing this season* all cyclists will favor us by *examining* our 1889 cycles, before deciding on the machines they will buy.

We also submit

A Tandem Safety

Bicycle, which can be ridden by a lady and gentleman. A tandem safety goes easily in any door, and having but one track, it can be ridden with comfort on the worst roads.

The "Club" Patent Hollow Felloe,

as used in the construction of the "*King of Clubs*" Bicycle, the *Marlboro' Light Roadster*, and all our racing machines, is made by rolling seamless steel tubing into a crescent form, thus avoiding the inherent weakness of other forms of hollow felloe made in two parts, or folded over. We have used this felloe now for eight years with perfectly satisfactory results.

Our New Direct Tangent Spokes,

used in the "King of Clubs" Bicycle, are headed in the rim and screwed at a true tangent into the hub, without bend or twist of any kind, doing away with the liability to break, which is a great fault with tangent spokes laced through, or simply headed in the hub and screwed in the rim. Competent judges who saw the few samples we had last year, pronounced it the finest tangent wheel made.

The Patent Adjustable "Club" Ball Bearings,

used in all our machines, are made entirely by us, with new and improved machinery constructed for the purpose. Five years ago we laid down an extensive plant for the sole purpose of making the balls for these bearings. They are made from the finest quality of steel, and will run for years without an appreciable amount of wear, unlike the cheap rolled balls in common use.

The Finest Cold Drawn Steel Tubing

is used in all our machines, and we guarantee every part to be constructed of the very best material procurable. The nickel plating and enamelling is done by specially designed and improved processes, and the care and skill bestowed upon our machines has reaped its reward in making the workmanship and finish of the "*Club*" Cycles synonymous with the highest excellence attainable.

The above are a few of the points embodied in the machines described in the following pages. We have purposely refrained from filling the specifications of the machines with unnecessary details, but should our friends desire information on any point not sufficiently explicit, the same shall be cheerfully given them.

BOSTON, MASS., March 1, 1889.

OUR SPECIALTIES AND PATENTED IMPROVEMENTS.

In order to show at a glance the principal features that go to make up a high-class Bicycle or Tricycle, we beg to enumerate some of our most important Patents and Specialties:—

1. THE DOUBLE OR HOLLOW FELLOE (Bicycle and Tricycle).
2. THE RUBBER SUSPENSION SPRING (Bicycle).
3. SPECIALLY-CONSTRUCTED DUST PROOF AND ADJUSTABLE BALL BEARINGS (Bicycle and Tricycle).
4. LOCK-NUTTED SPOKES ("Special Club" Bicycle).
5. DETACHABLE CRANKS (Bicycle).
6. THE "CHEYLESMORE" AUTOMATIC CLUTCH GEAR (Tricycle).
7. BALL PEDALS (Bicycle and Tricycle).
8. NEW PATENT SPIRAL SPRING (Tricycles).
9. AUTOMATIC STEERING FOR "MARLBORO' CLUB," etc., etc.
10. NEW PATENT SPRING FORK FOR REMOVING VIBRATION FROM STEERING WHEELS OF FRONT-STEERING TRICYCLES AND SAFETY BICYCLES
11. FOLDING HANDLE-BAR FOR TANDEM AND LADIES' TRICYCLES.
12. NEW PATENT BALL-BEARING HEAD.

As we find that efforts have been made to prejudice intending purchasers against our wheels by the statement that it is impossible to procure parts of them, we wish here to state that all our machines are made on the interchangeable principle, and that we keep on hand a full stock of parts of same. Any one buying one of our wheels may feel sure of getting any part required without delay.

The "Swift" Safety.



SPECIFICATION.—Two 30-inch wheels geared to 57. Patent adjustable ball bearings to all parts. Endless moulded rubber tires ¾ and ⅝. Saddle post and handles adjustable for height. Patent method of adjusting the chain. Diamond frame of best quality cold-drawn seamless steel tubing. Hollow handle-bar of one piece of steel tubing. First quality horn handles. Spoon brake. Spring lamp bracket. Finished in enamel and nickel. Club valise, wrench and oiler.

PRICE - - - - - - - - $135

The anticipations expressed at the beginning of last season that the rear-driving safety had come to stay were verified by the remarkable demand for this type of machine, a demand which had its justification in the many advantages it possessed over the "ordinary" bicycle. These advantages may be briefly summarized. It is the only form of bicycle which is perfectly safe, and from which it is impossible to take a header; it has very great brake power, which may be used with thorough safety; it is easily mounted and dismounted; has great hill-climbing qualities; can be ridden where an ordinary or tricycle cannot; and lastly, is adjustable to riders of varying height.

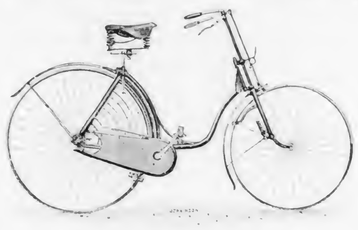
Among all the various makes of rear-driving safeties we think that we may justly claim that the "Swift" is far and away at the head of all competitors. Embodying as it does the diamond shape frame, which puts the greatest strength just where it is required, with the very best materials that it is possible to procure, and the skill and experience gained during twenty-one years of successful bicycle manufacturing, we had every expectation of the "Swift" proving a success, and the result of last season's experience with it has not only realized those expectations, but greatly exceeded them. The remarkable successes achieved by the "Swift," both on the road and path, by amateurs and professionals, are a standing testimony to the excellence of the general design and workmanship. The testimonials to be found on other pages are only a few of the many unsolicited ones we have received.

The "Swift" for 1889 will be on the same lines as the successful machine of last year, the only changes being in minor details. Among the many points of this machine we would particularly draw attention to the improved method of attaching the mud-guard and chain protector, by means of which a perfect adjustment is provided, doing away with the rattle which characterizes machines in which the guards are attached in the usual way. Another great point is the simplicity and ease with which the chain can be adjusted. The adjustment is true, and, with proper use, cannot get out of order. The whole of the frame-work, including the steering fork, is of seamless steel tubing of the best quality, the spokes are of the well-known Club pattern, the bearings are all adjustable, and we confidently present the "Swift" for 1889 as the finest safety ever offered to the cycling public.

We make the "Swift" in two styles, one the full roadster weighing 48 lbs.; the other, the light roadster, weighing 40 lbs., the weight being the only difference between them. It was on a machine of the latter class that Mr. R. H. Davis of Harvard University achieved his many successes, including the amateur record for one mile in America. The same style of machine was also ridden by Mr. Benson in the 25-mile championship race of the Eastern Road Club, when he established a 25-mile road record for this class of machine.

A Light Roadster "Swift," weighing, all on, 39 lbs., has been ridden for six months constantly over all sorts of roads without so much as a broken spoke.

The Lady's "Swift" Safety.



SPECIFICATION.—24-in. and 28-in. wheels, geared to 53-in.; ball bearings to both wheels and cranks; ¾-in. rubber tires; adjustable seat and handles; patent method of adjusting the chain; spokes enamelled and bright parts plated, remainder enamelled plain black; rubber ball pedals; plated spanner and oil-can. Dress-guards completely cover the chain and chain wheels, effectually preventing the dress coming into contact with either, and the mud-guards are fitted by an improved method.

PRICE - - - - - - - - $135

Including ball pedals.

This is a novelty this season which we introduce to supply the demand

for a lady's bicycle. It is built on the same general and tried principles as the Swift, and is finished in the highest style. We draw attention to the thorough manner in which the wheel and chain is protected, making it an impossibility for the dress to be caught. Another feature in this machine is the distance allowed between the two wheels, greatly adding to the ease of mounting and dismounting.

The "Swift" Safety Tandem.

FOR EITHER LADY AND GENTLEMAN OR TWO GENTLEMEN.



SPECIFICATION.—30-in. driving and 26-in. steering wheels, geared to 57-in.; ball bearings to both wheels and cranks; ¾-in. and ⅝-in. tires; adjustable seats and handles; double steering; two brakes; patent method of adjusting the chain; spokes enamelled and bright parts plated; remainder enamelled plain black; rubber or rat-trap ball pedals; plated spanner and oil-can, and club valise.

This is another novelty. The *Bicycling News* says of it in the report of the Stanley Show:—

"The machine altogether is built on very graceful lines, one tube running from the back-handle bar to the front head. The linking of the handle-bar is very nicely arranged, the handles themselves being far from the rod, and so placed that no pinching of the rider's fingers can occur. The small wheel, we may mention, reduces the length of the machine considerably, which, of course, is a great advantage. Two brakes are fitted to this machine."

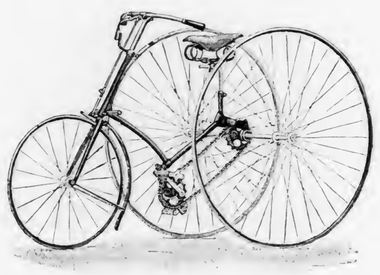
PRICE - - - - - - - - $200

490 BICYCLING WORLD AND L. A. W. BULLETIN 12 April, 1889

12 April, 1889 BICYCLING WORLD AND L. A. W. BULLETIN 491

"Junior's Club" Tricycle.

(AUTOMATIC STEERER.)



Ball Bearings to Main Axle and Pedal Shaft.

PRICE - - - - 30-in., $60; 36-in., $75

A well-balanced, light and graceful machine, with automatic steering and all latest improvements. This machine is not a toy, but a sound, practical road machine, finished in the best style, and adjustable in all its parts.

The "King of Clubs."

(RATIONAL ORDINARY.)



SPECIFICATION.—Hollow front and split back forks; round backbone; Stanley head; long centres and deep neck; 24-in. back wheel; adjustable single ball bearings to both wheels; ¾-in. and ⅝-in. tires; ⅞-in. hollow felloe to front wheel; patent direct screwed tangent spokes; front wheel grip lever brake; detachable cranks; 26-in. patent detachable hollow handle-bar; handles, head, spring, hubs and cranks nickel-plated; enamelled plain black; improved spring and saddle combined; rubber or rat-trap ball pedals; plated spanner and oil-can; tool-bag.

PRICE, 50 inches - - - - - $130

Ball Pedals Included.

With or without Ball Head.

The "King of Clubs" represents the embodiment of much anxious care and thought, and we confidently place it before our customers as the greatest improvement on the ordinary which has been made for some years.

The front wheel has our patent seamless hollow felloe, into which the spokes are headed, then screwed directly (without bend or twist of any kind), at a true tangent, into a light, strong, and particularly neat hub.

The forks, backbone, and handle-bars are all of the finest steel tubing, and both front and rear wheel bearings are our own patent adjustable ones. The cranks and handle-bar are easily detachable by means of our own patented devices, the simplest yet invented, and can be used on no other wheel.

The rear fork is of the semi-tubular type, gracefully curved to admit the large rear wheel, and retain at the same time the close-built lines of the older type.

The head is made either of the ordinary Stanley type, or with a ball bearing head, at option of purchaser.

The handle-bar is made in two sections of hollow tubing, each part being easily detached, and is fitted with neat T-handles.

The step is detachable and adjustable, and can be fixed at any angle.

"The Coventry Machinists' Company's 'King of Clubs' bicycle has been, by but a very slight alteration, made into a rational type; the machine has a curved hind fork and plenty of clearance, all the excellent qualities of the original machine being, of course, retained in combination with the new lines of construction. This does away altogether with the general drawback attending novelties; viz., that they are untried; and the rational 'King of Clubs' is simply an old and tried friend in a new dress, and, needless to say, it is turned out with the usual C. M. Co.'s finish and completeness."—*Bicycling News*, Feb. 2, 1889.

"Last week you asked the opinions of some cyclists who had tried the rational ordinary. As I am, so far as I know, the only rational rider in Scotland, my experience of the new type may not be out of place.

"In the beginning of the season I saw that to keep up with the times I must change my mount, and being loth to descend to the undignified safety, I resolved to give the rational ordinary, built by the Coventry Machinists' Co., a fair trial. In due course the machine arrived. My expectations were fully realized—I was in possession of the fastest road mount in Scotland.

"Among some of the advantages I found the rational to have over the old type were the following:—(1.) Absolute freedom from vibration. (2.) Increased speed. (3.) The perfection of comfort.

"(1.) *Freedom from Vibration.*—This being the principal defect to overcome, I tried it first. There is absolutely no vibration in the rational type, which I proved by fixing a glass of water between the handle-bars and the brake handle, and riding the machine over a rough road; no water was spilled, and the vibration was scarcely perceptible.

"(2.) *Increased Speed.*—My 'King of Clubs' finished first in the great Scotch road race, the Pearce cup competition, beating all safeties by 300 yards, and all makes of ordinaries by over a mile, the distance being 25 miles over a rough road. My 100 miles road time is almost an hour better on this than on my old ordinary, and I can, on tour, do 15 miles more *per diem* than on any other mount with the same exertion.

"(3.) *Comfort.*—I can only say that in the saddle of my 'King of Clubs' I am as comfortable as if I were sitting in my easiest study chair. Riders of the old machine who have tried my mount are unanimous in their praises, and already six who have tried it contemplate mounting 'King of Clubs' next season. I myself will never ride another roadster, and that, I am sure, will be the opinion of all who try the 'King of Clubs' with its 24-in. back wheel.—R. VICTOR BEVERIDGE, Ayr B. C."—*The Cyclist*, Oct. 10, 1888.

The "Marlboro' Club."



SPECIFICATION.—A central-geared front-steerer; the steering rod is adjustable and carried direct to the front wheel; hand brake; fitted with our patent adjustable ball bearings to all parts; nickel-plated bright parts; enamelled plain black; ¾-in rubbers. Made with two extended bearings, or four, at option of purchaser.

STANDARD SIZE.—36-in. driving-wheels; 28-in. front wheel; gearing, 50 to 52 inches.

PRICE - - - - - - - $180

Upon its introduction in 1885, the Marlboro' Club Tricycle came at once to the front, and other manufacturers tacitly admitted its superiority by adopting it as their model. We have spared no effort to improve upon the details of this machine, and to-day it stands without a rival.

New and improved shaped handle-bars and a neat chain guard, render this the ladies' tricycle, *par excellence*. The introduction of the large steering-wheel reduces vibration to a minimum, and makes the machine light, fast, and a splendid hill climber. The Marlboro' Club is finished in the best style, has cradle spring and new pattern adjustable saddle, new patent spring lamp bracket, and weighs, all on, 70 lbs.

The "Marlboro' Club."

(LIGHT ROADSTER.)



SPECIFICATION. — A central-geared front-steerer; adjustable handle; hand brake; fitted with ball bearings to all parts; four bearings on axle; nickel-plated bright parts; hollow rims; enamelled plain black; ⅝-in. rubbers; plated spanners and oil-can; tool-bag.

34-in. driving wheels; 28-in. front wheel; geared to 54-in.

Weight, 55 lbs.

PRICE - - - - - - - - $180

This Tricycle has been constructed to meet the requirements of a numerous and increasing class of riders who want a light, fast and strong machine, combining the speed of the bicycle with the safety of the tricycle. For good riders, on ordinary roads, this machine is unapproachable, and has proved a distinct and unqualified success since its introduction last season.

The following extract from *The Cyclist*, gives the opinion of a practical rider, after a careful trial of the machine: —

"By the constant use for the past two months of a light 'Marlboro' Club' tricycle, we have become converted to single tricycle riding — a mode of locomotion for which we felt a certain contempt during a long period. When mounted upon this beautifully-finished little three-wheeler, we have found no difficulty in keeping pace with the average safety rider, and even occasionally sprinting him. For night-riding we prefer it to a one-track machine, and its hill-climbing capabilities are undeniable. Riders about to furnish themselves with a three-wheeler, should not fail to drop into the Coventry Machinists' depot, when going the rounds, before finally selecting."

The editor of *The Bicycling World* says: "We can say, without reservation, we found it the easiest-running tricycle we ever rode."

The "Marlboro' Club," No. 2.



SPECIFICATION. — 36-in. driving-wheels; 28-in. front wheel; ball bearings to driving-wheels and crank axle; patent double driving gear; crescent steel felloes; direct spokes; ¾-in. red rubber tires; adjustable handle; hand brake; automatic steering; handles and hubs nickel-plated; spokes and remainder enamelled black; rat-trap or rubber pedals; spanners and oil-can.

PRICE - - - - - - - - $100

A strong, reliable machine on the lines of the No. 1, fitted with chain guard, cradle spring, and all latest improvements. Admirably fitted for heavy weights.

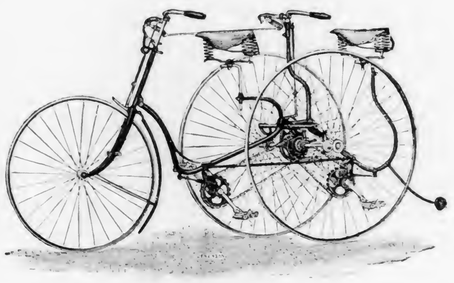
WORLD'S TANDEM RECORD

(250 MILES IN 24 HOURS),

RIDDEN BY A LADY AND GENTLEMAN.

The "Marlboro' Club" Tandem.

(CONVERTIBLE.)



SPECIFICATION.—Patent double driving gear; adjustable handles; ball bearings to all parts; extended bearings and patent double hand brake, applied by either or both riders, with lever for each rider; enamelled plain back; ⅞-in. rubber tires; patent spiral springs; handles, hubs and crank nickel-plated; plated spanner and oil-can; easily converted into a single "Marlboro'." Made with two extended bearings, or four bearings on axle. Double steering.

Standard size of driving wheels, 36-in.; front wheel, 28-in.

PRICE - - - - - - - - $250

The Junior's "Swift" Safety.



SPECIFICATION.—24-in. wheels; improved dust-proof parallel bearing; tubular steel frame; semi-hollow forks; Arab spring; plated handle-bars, brake, lever and hubs; enamelled plain black or painted two colors.

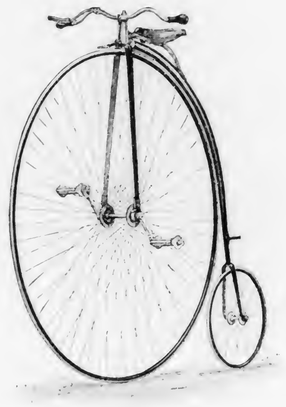
No deviation from standard pattern can be made.

PRICE - - - - - - - - $60

Built on the same lines as the No. 2 "Swift," and with the same high finish and strength of construction as the "Boy's Own" Bicycle.

This machine is also fitted with ball bearings. Price . . $75.00

The "Boy's Own."



SPECIFICATION.—Adjustable ball bearings to front wheel; cones to back wheel; direct spokes; crescent felloes; ⅞-in. and ¾-in. rubber tires; cone pedals; bent handle-bars; round steel backbone; head, handle-bar, brake, spring and hubs plated; spokes black; remainder enamelled.

No deviation from standard patterns can be made.

PRICE - - 36 to 38 in., $45; 40 to 44 in., $50

This is the strongest and most soundly built boy's wheel on the market, and taking into account the ball bearings and general finish, is really lower in price than any of the so-called cheap wheels.

Patent Spring Fork.

It was with every confidence that we introduced our Patent Spring Fork to our friends last season, and it has more than realized our anticipations. A glance at the construction of the spring, as shown in the accompanying drawing, will show that the side play of the wheel, hitherto such an inseparable objection to spring forks of any kind, is here entirely prevented. It thoroughly absorbs the vibration of the wheel, and at the same time fully preserves the rigidity of the machine.



This Spring Fork can be fitted on the "Marlboro'" and "Swift" Machines at an extra cost of $5.00.

PRESS OPINIONS AND TESTIMONIALS.

Last week, by the kindness of Mr. W. Grinyer, the business manager of the Coventry Machinists' Co., Ltd., we were afforded an opportunity of inspecting the large and well-appointed works of the above old-established firm. To the many thousands of riders of the Coventry Machinists' Co.'s machines, the manufacture of their steel steeds, if witnessed from the first process of tube-drawing to the last of packing the completed machines in crates for despatch to the nethermost corners of the earth, would come as a surprise, and we may say a pleasure, as indeed it was to us, whose delight is in things mechanical. It is hardly possible for the unmechanical mind to realize the numerous careful, delicate, and anxious operations to which the raw material is in sequence subjected ere it proudly emerges the perfect cycle of the period, resplendent in nickel and enamel, gold lining, and varnish.

When, as is the case with the C. M. Co., Ltd., every part of the machine, be it bicycle or tricycle, tandem or carrier, is manufactured upon the premises, a tour of inspection under such able guidance as that we enjoyed becomes doubly interesting. It would be out of place in "Notes of the Week," to attempt a description of the huge shops in which lathes and planing machines, milling and drilling machines, stand so thickly that one wonders how the work-people, having once got among them, ever emerge in any other form than mince-meat; but there are one or two processes which struck us as being particularly remarkable among so much that was interesting.

Some time since the company found difficulty in obtaining an adequate and satisfactory supply of balls for the bearings of cycles and pedals, and on the principle that he is "helped who helps himself," they at once proceeded to lay down a plant for the manufacture of these very necessary little articles. Now, every ball running in a Coventry Machinists' Co.'s bearing is made (curious to say, by girls, from the solid steel rod. The whole process is mechanical and absolutely correct, so that no skill, save a little deftness, is required of the girls thus employed. The balls are closely scrutinized for flaws, and tested by gauges for size to a thousandth of an inch. Since the company have manufactured their own balls they have had no complaint as to failure of their bearings.

A machine which particularly invited our attention was one used by the wheelmakers, and by which spokes are headed as fast as the operator can feed them into the machine. Another proof of the care exercised by the management in matters of detail, was the existence of a special machine for the production of the cones with milled flanges, used in the adjustment of ball bearings, from the solid steel rod. These cones are bored, turned, milled, etc., at one operation, and are found infinitely superior to stampings, which cannot always be relied upon.

Our chief intent in this, our first visit to the Cheylesmore Works, was to take a look at the latest addition to the factory, which consists of two floors, two hundred feet long by thirty-five feet in depth. This addition

was found absolutely necessary to cope with the ever-increasing demand for the company's manufactures, with which last year they were unable to keep pace owing to want of space, and notwithstanding that the factory and tools of the Caroche Company were hired for four months of the business part of the year. The old factory accommodated seven hundred men, but the two new floors will provide space for another three hundred, so that, with the employment of a thousand hands, the management hope to satisfy all demands in the coming season.

A word or two upon the origin of this famous company may not be without interest to our readers. The concern was floated in 1863, for the benevolent purpose of providing employment for the operatives of Coventry, thrown out of work by the failure of the ribbon trade, once the city's boast. In the first instance, sewing machines were the staple product, but the company being the first to build bicycles in England, and having the foresight to see the probable growth of the trade, the manufacture of cycles was taken up in earnest, that of sewing machines being gradually abandoned. At the date above mentioned, the capital of the company was £5,000; now it stands at the respectable figure of £100,000. —*The Cyclist*, Nov. 14, 1888.

There is no doubt that the Coventry Machinists' Co.'s manufactures enjoy a grand and well-deserved reputation throughout the world, the excellence of their construction and finish even bearing good fruit in a semi-civilized State like the Empire of Morocco. We understand that his Imperial Highness of that country is so delighted with the hansom-cab coolie-driven multi cycle made for him last year by the company, and which every visitor to the Stanley Show must remember, that he has ordered another, and that several other African potentates and highnesses, jealous of the latest acquisition of their imperial brother at Tangier, are about placing orders for similar vehicles. We believe the Sultan of Turkey himself contemplates giving the *dolce far niente* of cycling a trial. —*The Cyclist*, Jan. 2, 1889.

A LADY TRICYCLIST.—Mrs. Harold Emmons comes from San Francisco in six hours.—The first lady to make the fifty-mile trip from San Francisco to this city on a tricycle, arrived last evening in company with her husband, who rode a bicycle. It was Mr. and Mrs. Harold Emmons, the former a San Francisco attorney. Leaving the metropolis at 7:30 o'clock yesterday morning, they came by the eastern side of the bay, stopping at Centreville for a rest and at Milpitas for supper. Altogether the stops aggregated six hours, and, as they arrived in San Jose about 8 o'clock, they were travelling six hours. Mrs. Emmons is a member of the American Wheelmen, and had done considerable tricycle riding along the coast. The trip was made to demonstrate her ability as a cyclist.

Mr. Emmons rode a Swift, and his wife a Marlboro' tricycle.

The Coventry Machinists' Company scored a double record at Hartford last week. Mr. R. H. Davis rode a Swift safety when he made the American record time of 2:16; and also Mr. R. H. Davis and W. E. Crist took the tandem safety record on the Swift tandem in the American record times of quarter, 41:34; half, 1:22 2-4; three-quarters, 2:05 1-4; mile, 2:44 1-2. Well done Coventry Machinists' Company. At Buffalo, too, the Swift safeties and Marlboro' trikes swept the board.—*Bicycling World*.

EASTERN ROAD CLUB TIE. NOV. 8, 1888.—E. P. Benson established a safety record for twenty-five miles in the time of 1h. 35m. 25s.—*Bicycling World*, Nov. 16, 1888.

The machine ridden was a Swift roadster.

THE COVENTRY MACHINISTS' COMPANY AND THE GROWTH OF THE TRADE.—(Special).—Since the day on which the C. T. C., with Cotterell—in a gorgeous uniform of green, with real gold lace—in the chair, entertained at Coventry the first American team of cycling tourists who visited these shores, no London pressman has, until last Monday, been specially invited down to the city of three spires to take part in a cycling festivity. On Monday afternoon last, however, *Wheeling*, in response to a cordial invitation, set out from Euston to be present, in a representative capacity, at the opening of additional premises at their Cheylesmore works, which the growth of their trade has compelled the Coventry Machinists' Company to make, to meet the demands of their business for 1889. Unfortunately, as we go to press on Monday evening, we are unable to give this week a full account of the event; but, as our "forms" are being "made up," we have no doubt that our colleague is having a good time among the employés and friends of this great company, which was one of the earliest pioneers of the cycle trade in England, and certainly in Coventry.

DEVANY, HOPKINS & CO. (Display of Bicycles, Tricycles and Tandems).—The display made by this firm was of the well-known manufacture of the Coventry Machine Company (Limited), of Coventry, England, which has for twenty years been successfully engaged in the manufacture of bicycles and their congeners, the tricycles, tandems, etc. A very complete line of these machines was shown, of superior make, finish and enduring qualities—all possessing the latest improvements for securing speed and safety in their use. The best materials are used in the construction of these machines, and the nickel-plating and enamelling has evidently been done with great care and skill.—*Report of Twenty-third Industrial Exhibition, San Francisco*, 1888.

GREAT TRADE EXTENSION.—On Monday last the Coventry Machinists' Company (Limited) formally opened the very extensive additions they have just made to their already large premises. The whole of the front portion of the buildings in Cheylesmore, Coventry, have been added to the extent of two entire floors, each comprising two long spacious rooms, with a central smaller one, the floor space of each floor measuring something like 200x35 feet, or a total addition to the premises of about 14,000 square feet, and increasing the capacity for employment of hands from about 600 to 1,000. The new premises will be used chiefly as offices, stock-rooms for finished stock, and show-rooms, thus freeing the rest of the premises for the purposes of manufacture proper.—*The Cyclist*, Nov. 14, 1888.

P. J. BERLO and J. P. CLARKE, on a Marlboro' Club tandem, rode round the reservoir this week in 3:11 3-4. This is the fastest time ever accomplished round that circle.—*The Bicycling World*.

Edw. J. Douhet, M.D., Dentist.
106 Euclid Ave., Rooms 55, 56, 57.
Cleveland, O., Oct. 20, 1888.

Coventry Machinists' Company, 239 Columbus Ave., Boston:

Dear Sirs,—In reply to yours of Oct. 16, inquiring as to the safe arrival and appreciation of the Swift No. 1 you sent me Sept. 20, will say am sorry to have delayed so long, but waited until I could give the machine a fair trial, as I have done in the last month. When the machine came here it was criticised, and attempt made to run it down on account of its lightness, all being afraid it would not stand our rough and bad roads, as we have some of the worst roads in Ohio. All I said was, "Wait and see." We waited, and I am now ready to report. I find that, as its name implies, it is Swift-er than any other machine of its kind, runs easier, nicer build, lighter, and as strong as any other machine made. It stands as hard usage as any, as I have not spared it anything; it goes wherever any other kind of machine can go, and is not stumped at anything. I am acknowledged to be as hard on a machine, and harder, than most riders here. The machine now, after one month's hard work, not only by myself, but by my friends who have borrowed it daily, is as good as when I took it out of the crate. I have not touched a tool of any kind to tighten it yet. It is the favorite machine of the kind in this city. One friend is about to sell an 1888 pattern Special Star, and another one an 1888 Rudge bicyclette, to get the Swift No. 1; you will see their orders in a few days. I am in love with the little machine. I hope my report may be satisfactory to you, and expect an early answer.

I am yours respectfully, E. J. DOUHET.

San Francisco, Nov. 5, 1888.

The Coventry Machinists' Company (Limited), Boston, Mass.:

Gentlemen.—As the year is drawing to a close, perhaps you would be interested in knowing how the Swift has fared in this section as compared with other safeties. To be brief, there are more "Swifts" in use here than any other make of safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment for a Swift during the season. Not a single Swift, after leaving our hands, has, to our knowledge, been exchanged for other make of safety, or sold to a third party. There is not a second-hand Swift for sale or exchange. And finally, from present indication, there will be more "Swifts" sold here during the coming season than any two other makes of safeties.

Yours very truly, (Signed) DEVANY, HOPKINS & CO.

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96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.

The Coventry Machinists' Company (Limited):

Gents.—I think the Marlboro' tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new.

Yours, W. H. RUSSELL.

Newark, Nov. 1, 1888.

Coventry Machinists' Co., Boston, Mass.:

Dear Sirs,—You ask for my opinion of the Swift Safety. I believe there is no better material or workmanship put in any Safety now on the American market than in the Swift. Every one that we have sold so far this year has given excellent satisfaction. Yours truly,

HOWARD A. SMITH & CO.

26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ltd.:

Gents,—I received the "Swift" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion, all recognizing its superiority. Its popularity here is an assured fact.

Respectfully yours, W. J. MILLS.

Mechanics' and Traders' Insurance Co.,
14 Carondelet St., New Orleans, La., Aug. 29, 1888.

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Dear Sirs,—Lately I have been out riding on the "Swift," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a Swift Safety.

I must say, that without exception, every one that tried it pronounced it a perfect machine, easy running, light, and very rigid; the chain adjustment and hinges on mud-guards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel make its "debut" here it is at once pulled to pieces by criticism.

Yours truly, W. H. RENARD, Jr.

San Francisco, Dec. 6, 1888.

Messrs. Devany, Hopkins & Co.:

Gentlemen.—I am perfectly delighted with my Club Tricycle, purchased of you. I have never been a great walker, and would consider a seven-mile walk quite an undertaking; but with my tricycle I think nothing of a fifteen or even a twenty-mile run. I have made a forty-mile ride in six hours, and repeated half the distance the next day.

I have always been devoted to horse-back riding, but much prefer my three-wheeled steed to the side saddle. Respectfully,

MRS. HAROLD EMMONS.

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235 Kearny St., Rooms 3 and 4,
San Francisco, Dec. 6, 1888.

Devany, Hopkins & Co.:

Gentlemen.—I wish to express my complete satisfaction with the "No. 1" Swift Bicycle I got of you.

Before making a decision as to what particular make of machine I would buy, I expended over one-quarter the price of one, in the rental of various makes, and gave all of them a fair trial and close inspection. I think I can give half a dozen reasons why the "Swift" Safety is superior to any machine I have ever seen: the superiority of its "chain," it seems to me, there can be no doubt about. The same good point applies equally well to the Marlboro' Club Tricycle.

Although my machine is a very light one, and my weight 165 lbs., I have given it some very hard riding, and after six months' use have not paid one dime for repairs of any kind.

I am pleased to recommend the machine, both for its beauty and its mechanical construction. Very truly, HAROLD EMMONS.

Napa, Cal., Jan. 14, 1889.

Messrs. Devany, Hopkins & Co.:

Dear Sirs,—Having put the No. 1 Swift Safety Bicycle, purchased of you last September, to a severe test on our country roads and rocky hills, I take great pleasure in recommending it as a staunch, reliable and easy-running machine. As I carefully examined other makes of safeties before purchasing the Swift, the simplicity of the latter at once commended itself as being especially adapted for hard, rough riding on country roads. I think it is the best machine made. Yours truly, W. S. HOOVER.

San Jose, Cal., Jan. 15, 1889.

Messrs. Devany, Hopkins & Co.:

Dear Sirs,—The Swift Safety No. 1, purchased from you, has given me eminent satisfaction. I must candidly acknowledge that for ease of steering, rigidity of frame and ease of propulsion, not to speak of high speed, the "Swift" is, in my estimation, the "King of Safeties," and for simplicity and durability unexcelled. Yours very truly,

D. L. THORNTON,
Captain Garden City Wheelmen.

San Francisco, Jan. 17, 1889.

Messrs. Devany, Hopkins & Co.:

Gentlemen.—I have now used the "Swift No. 1" for six months on all kinds of roads, and I am thoroughly convinced that it is by far the easiest running, simplest, lightest, and most honestly made "Safety" I have ever seen, and can so recommend it to all intending purchasers.

Respectfully yours, C. H. ENGLISH.

"CLUB" CYCLES.—Frankfort, Sept. 2d, 20 prizes; Buffalo, U.S.A., Sept. 4th, 5th and 6th, 27 prizes; Hartford, U.S.A., all the prizes for safeties and tricycles. The above were won on "Club" Racers, "Swift" Safeties, and "Marlboro' Clubs."

List of Races Won on the "Club" Wheels in America during 1888.

BUFFALO — FIRST DAY.

One-mile Professional Tandem	1st and 2d prizes.
Three-miles Amateur Tandem	2d prize.
Two-miles Professional Safety	1st and 2d prizes.
One-mile Amateur Safety Tandem	2d prize.

SECOND DAY.

Three-miles Amateur Safety	1st and 2d prizes.
Five-miles Professional Tandem	1st and 3d prizes.
Five-miles Amateur Tricycle	2d prize.
Two-miles Amateur Tandem	2d prize.
One-mile Professional Safety	1st prize.

THIRD DAY.

Five-miles Professional Bicycle	3d prize.
Two-miles Professional Safety	1st and 2d prizes.
One-mile Professional Tandem	1st and 3d prizes.
Half-mile Amateur Tandem	2d prize.
Five-miles Professional Safety	1st prize.
Three-miles Professional Tricycle	2d and 3d prizes.

FOURTH DAY.

One-mile Amateur Tandem	2d and 3d prizes.
One-mile Professional Tandem	1st and 2d prizes.
One-mile Professional Safety	2d prize.

HARTFORD — FIRST DAY.

One-mile Amateur Tricycle	1st and 2d prizes.
One-mile Amateur Safety	1st and 2d prizes.

SECOND DAY.

One-mile Amateur Tricycle	1st and 2d prizes.
One-mile Amateur Safety	1st and 2d prizes.

RECORDS AT HARTFORD.

One-mile Amateur Safety Record for America, 2m., 46s.
One-mile Amateur Tandem Bicycle Record for the world, 2m., 44½s.

BELLEVILLE.

One-mile Amateur Tricycle Championship of Canada — record for Canada.

LOCKPORT.

One-mile Bicycle	1st prize.
One-mile Amateur Tandem	1st and 2d prizes.
One-mile Professional Tandem	1st prize.

HORNELLSVILLE.

One-mile Bicycle	1st prize.
One-mile Safety	1st and 2d prizes.

POUGHKEEPSIE.

One-mile Professional Bicycle	1st prize.
One-mile Professional Tandem	1st prize.

COTTAGE CITY (MASS.) L. A. W. MEETING.

One-mile Tricycle	1st prize.

PROVIDENCE (R.I.) WHEELMEN'S MEETING — DECORATION DAY.

One-mile Tricycle	1st prize.

R.I. WHEELMEN'S MEETING, NARRAGANSETT PARK.

Tricycle Race	1st and 2d prizes.
Safety Race	1st and 2d prizes.
Tandem Race	1st prize.

EASTERN CLUB ROAD RACE.

"Marlboro'" Tandems, 1st and 2d; "Marlboro'" Tricycles, 3d and 4th in same race.

SUNDRY DEPARTMENT.

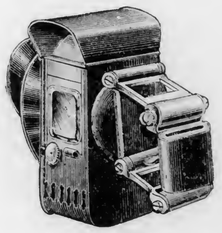
In all cases where customers have no ledger accounts with us, it is necessary that REMITTANCES SHOULD ACCOMPANY ORDERS. *Postage charged extra.*

LAMPS.

THE "KING OF THE ROAD" HEAD LAMP, 1889.



FRONT VIEW.



BACK VIEW.

PRICE - - - - - - - - - **$6**

"INVINCIBLE" HEAD LAMP.

For "SAFETIES"  **and "TRICYCLES."**

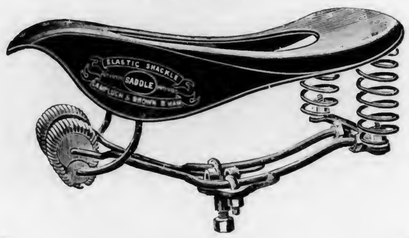
(SALSBURY'S PATENT.)

This lamp is fitted with a new parallel link-motion, which reduces the vibration to a minimum. The joints are conical, and so constructed that they are self-adjustable, and, being fitted with leather washers, the action is noiseless. A new form of spring is introduced, which keeps the lamp at an even balance, and also allays sudden recoils. Fitted with new door-fastener, sliding reflector for lighting and cleaning, nickel mounts, patent-lever burner, and combined side and back lights, and is attached to the machine by an adjustable grip-socket, as described below. The above has been thoroughly tested, and is highly recommended.

PRICE - - - - - - - - - **$6**

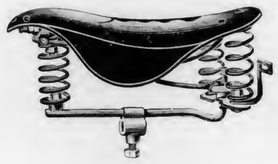
SADDLES.

LAMPLUGH & BROWN'S SHACKLE SADDLE AND SPRING.



PRICE - - - - - - - - **$6.50**

BROOKS'S "INTERNATIONAL" SADDLE.



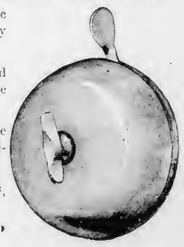
PRICE - - - - - - - - **$6.50**



The American Bicycle Check Lock.

Retail Price, 75 cts.

THE PERFECTION BICYCLE ALARM.



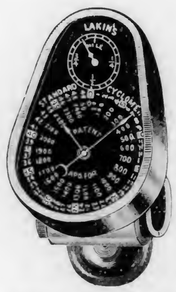
Will fit any machine made, is fastened to the brake upright, and is out of the way, and unaffected by headers. It will not rattle.

The spring to operate the alarm is contained within the bell, and is wound up by a button on the outside of the gong.

The alarm is given by a slight forward pressure on the projecting lever, which releases the spring movement.

A simple alarm stroke, a succession of strokes, or a continuous alarm, at pleasure of rider.

Price, Nickeled $2.50



THE STANDARD CYCLOMETER.

REGISTERS 2,500 MILES.

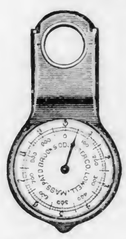
The action is positive and continuous; thus making it reliable in every respect. Can be read from the saddle. Can be used with or without Hub Lantern.

Wheelmen say it is the Standard all over the world, and the only instrument to be relied on for accuracy. Hundreds of them in use; and after being run TWENTY THOUSAND MILES, THEY ARE AS GOOD AS NEW.

PRICE OF CYCLOMETERS for Wheel, with axles of ⅞ or under, and not less than two inches between shoulders, will be, with balance weight and lamp attachment, **$10**.

THE BROOKS IDEAL CYCLOMETER.

Small, Light, Neat, Compact, Accurate and Cheap.



This instrument is specially designed to meet the demand for a strictly first-class cyclometer at a moderate cost. In the simplicity of its construction, and in the directness and certainty of operation, it is unrivalled by any cyclometer made. Being entirely without weights or springs, and its few parts being always in gear, it is the least likely to get out of order. Its weight is 11 ounces, about one-half that of other direct acting cyclometers. The collar enclosing the hub of the bicycle has a rubber packing, rendering its attachment to hubs of different sizes very easy. (This is an important improvement, peculiar to this instrument.) The glass front is the best thick watch crystal. The dial, which is the size of an ordinary watch dial, records miles and tenths to 1,000 before repeating, reading up to 10 miles by means of the small stationary pointer, and 10 miles for every space moved over by the hand. Sent, highly polished and nickeled, post paid, to any address.

PRICE - - - - - - - - **$5**



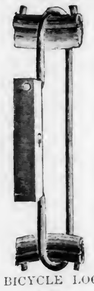
This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. Price, 50 cents each.



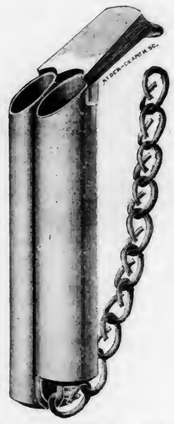
SPOKE GRIP, 65 CENTS.



ADHESIVE TIRE TAPE, 25 CENTS.



"BEST" BICYCLE LOCK, $1.00.



"BEST" WHISTLE, 25 CENTS.



STOCKING SUPPORTER, 65 CENTS.

BAGS—		
Common		$ 50
Ordinary		1 00
Cyclist wallet		1 50
Handy bag		2 00
Don		2 00
C. M. C. valise		4 00
BELLS—		
Single alarm		1 25
Harrison double alarm		2 00
Perfection		2 50
BEARINGS—		
Balls	each	10
Rear wheel pin and cones		1 25
Cones adjusting		75
Oil-hole covers		05
CEMENT—	per box	25
CRANKS—		
Nickel-plated	per pair	4 00
Cap and screw	each	25
Bolt and nut	"	25
CENTRE PINS—		
Cup for bottom centre	"	50
Head covers	"	50
CHAINS—	per foot	1 00
Chain adjuster	each	50
Guards for tricycle	"	3 00
" " safety	"	1 50
CYCLOMETERS—		
Brooks'		5 00
Lakin's standard		10 00
ENAMEL—	per bottle	50
HANDLES—		
Bicycle cranked	per pair	5 00
Horn ends	"	1 50
Rubber	"	2 00
Handle-bar nuts	"	20
LUBRICATORS—		
Spring tops	each	25
Slide	"	10

LAMPS—		
King of the Road, Safety		$6 00
Salsbury Invincible, for Safety and Marlboro'		6 00
Wick		05
LOCKS—		
"Best" Bicycle		1 00
Yale, brass		1 00
" plated		1 25
American Bicycle Check		75
LUGGAGE CARRIERS—		
For Tricycle		3 00
For Safety		1 25
NUTS—		
$\frac{1}{2}$ and $\frac{9}{16}$		15
$\frac{1}{4}$ to $\frac{3}{8}$		10
OIL—		
C. M. C. Lubricating	per bottle	20
Lamp oil in cans		35
Lubricating	tins	25
OIL-CANS—		
Ordinary		15
Paradox		25
Common		10
Pocket Oiler		50
PEDALS—		
Rubber cone	per pair	5 00
" ball	"	10 00
" rat-trap	"	10 00
Bowns		10 00
Pedal pins, cone	each	1 00
" " ball	"	1 25
Cones only	"	50
Rubber, small	"	25
" large	"	50
POLISHING PASTE—		15
SADDLES—		
Ordinary	from	1 00
Long distance	"	2 00
Buffer Saddle		5 00
Kirkpatrick		6 00
International		6 50
Club tricycle saddle		6 50
Shackle spring		6 50
" " triple		8 50

SADDLE POSTS—	each	$1 50
SPRINGS—		
Rubbers for Am. Club, large		40
" " " small		30
Blades		1 50
Arab Cradle		5 00
" double action		6 00
SPOKES—		
Large plain	each	15
" plated		25
Small plain		10
" plated		15
Locknuts for Am. Club		10
Spoke grip		65
SCREWS—		
Various small		05
" large		10
TIRE TAPE—		25

TIRES—

$\frac{3}{4}$-INCH DIAMETER.		$\frac{7}{8}$-INCH DIAMETER.	
16-inch wheel	$1 25	24-inch wheel	$2 25
18 "	1 35	26 "	2 50
20 "	1 50	28 "	2 75
22 "	1 70	34 "	3 25
24 "	2 00	36 "	3 50
26 "	2 25	40 "	3 80
28 "	2 50	44 "	4 25
34 "	2 75	46 "	4 50
36 "	2 85	48 "	4 75
40 "	3 00	50 "	5 00
44 "	3 25	52 "	5 25
46 "	3 40	54 "	5 50
48 "	3 50	56 "	5 75
50 "	3 60	58 "	6 00
52 "	3 75	60 "	6 25
54 "	3 90		
56 "	4 00		

WHISTLES—		
Whistle and chain		25
WRENCHES—		
C. M. C. handy, complete		1 00
" large part only		75
Acme		50
B. and S. wrench		75

Any article not named in the foregoing list will be procured to order at manufacturers' prices, with the least possible delay.

BICYCLE BARGAINS.

First-Class Machines at Second-Class Prices.

A number of second-hand and shop-worn bicycles and tricycles at very low prices.

EVERY MACHINE GUARANTEED AS REPRESENTED.

An Unusual Opportunity to Secure a Genuine Bargain.

Send for Special List.

POPE MFG CO., Boston, New York, Chicago.

Continued from page 480.

List 184—Total 171—

BOSTON, April 12, 1889.

CALIFORNIA DIVISION—4—

Unattached.

21578 Bliss, John Geo., Q. M. Dept., San Francisco
21797 Elliott, R. J., 110 Lulie ave., "
21804 Pierce, Jos. C., Laurel Hall San Mateo
21805 Smith, Stanley, Laurel Hall. "

COLORADO DIVISION—2—

21930 Brisbois, A., Box 721, Leadville
21931 McCormick, J. A., Box 721, "

CONNECTICUT DIVISION—7—

New Haven B. C.

21841 Bennett, E. C., 112 Orange st., New Haven

Westport Wheel Club.

21842 Marvin, William, Westport

Yale B. C.

21770 Thatcher, Wm. Nexin, 123 Lanman Hall, New Haven

Unattached.

21843 Smith, Geo. L., Box 65, Manchester Green
21866 Kirk, Will W., New Canaan
21749 Twitchell, George L., 19 Arthur st., New Haven
21867 Lane, Fred L., 115 Elm st., "

DISTRICT OF COLUMBIA DIVISION—2—

Unattached.

21844 Ferkler, H. W., 213 6th st., S. W. Washington
21870 Rives, Frank Blair, 1818 Jeff. Pl., "

ILLINOIS DIVISION—14—

Chicago Cycling C.

21600 Thorne, Geo. A., 10 East 17th st., Chicago

Kankakee Ramblers.

21930 Plante, Arthur H., Box 32, Kankakee

Unattached.

21886 Ballof, H. W., 57 S. Robey st., Chicago
21881 Wachter, Dr. A. H., 292 S. Halsted st., Chicago
21882 Peyser, Simon L., 121 Loomis st., "
21845 Freeman, John B., New Deming Hotel Decatur
21771 Patrick, Ed B., Eureka
21772 Stumpf, F. B., "
21848 Davis, J. S., "
21850 Lutz, Jno. A., Jr., Lincoln
21847 Wood, Will E., "
21849 Logan, O. T., Mattoon
21910 Bett, H. J., 042 Adams, Chicago
21911 Sawyer, Henry J. Jr., Joliet

INDIANA DIVISION—1—

Unattached.

21773 Krimbill, Frank B., Crown Point

KANSAS DIVISION—1—

Unattached.

21885 Hill, Ernst, Fort Scott

KENTUCKY DIVISION—3—

Rail Wheelmen.

21848 Arnold, T. E., Richmond
21869 Holton, C. S., "
21810 Deatherage, S. P., "

LOUISIANA DIVISION—2—

Shreveport Wheelmen.

21812 Ford, Edwin G., care L. M. Carter, Shreveport
21811 Parisher, Justin R., 1220 Texas ave., "

MAINE DIVISION—4—

Unattached.

21851 Bragg, Willard L., Box 11, Bangor
21850 Page, A. E., "
21852 Adams, E. R., "
21860 Hanson, M. Delmont, Sands Bl'dg., Lewiston

MARYLAND DIVISION—7—

Centaur Wheelmen.

21814 Davis, L. H., 401 N. Broadway, Baltimore

Chesapeake Wheelmen.

21091 Fitzgerald, Edw. J., 306 N. Fremont ave., Baltimore

Unattached.

21813 Hartman, L. S., 320 W. Balto st., Baltimore
21012 Yount, F. M., Taneytown
21815 Houser, Geo. R., 1310 Lexington st., Baltimore
21774 McComas, Oliver P., 017 N. Calvert st., "
21853 Sharretts, Chas. R., 1809 Lafayette ave., "

MASSACHUSETTS DIVISION—49—

Harvard Bi. .

21855 Holmes, Rudolph W., 735 Cambridge st., Cambridge
21092 Anderson, W. P., 6 Matthews Hall, "
Northampton Wheel Club.
21880 Wainwright, J. Arthur, Box 121, Northampton

Newton Bi. Club.

21822 Burnham, F. P., 25 Park, Newton

Lynn Cycle C.

Unattached.

21740 Whitten, Chas. E., 8 Andrew st., Lynn

Roxbury Bi. Club.

21911 Fecit, J. J., 70 Westminster st., Roxbury

Unattached.

21784 Phelps, Albert M., 07 Chandler st., Boston
21816 Lamaree, Ralph C., 3 Durham st., "
21783 Newtons, John F., Jr., 58 Warren st., "
21782 Morton, E. P. L., 27 Franklin st., "
21781 Benson, Everett S., 27 Franklin st., "
21780 Kehew, George, 27 Franklin st., "
21779 Kennedy, Fred E., 27 Franklin st., "
21777 Emerett, Albert A., 27 Franklin st., "
21777 Besson, Frank H., 27 Franklin st., "
21770 Towle, John, 27 Franklin st., "
21775 Fowler, N. C. Jr., 27 Franklin st., "
21035 Woods, Geo., Amesbury
21850 Wilton, Cyrus A., Dorchester
21895 Wetherbee, Geo. H. Jr., E. Marshfield
21776 Treadwell, Edwin H., 107 Perkins st., "
21886 Kendall, Albert L., E. Somerville
21857 Holmes, Chas. M., Nichols st., Framingham
21850 Kidder, W. P., 288 Chestnut ave., Haverhill
21849 Taylor, Eugene H., 15 State st., Jam. Plain
21820 Brown, Wm. D., 81 Market st., Lynn
21881 Bennett, Frank D., 30 Sagamore st., "
21704 Lord, A. A. Jr., 415 Summer st., "
21705 Glasel, Leopold, 3 Central sq., "
21707 Lord, L. E., 415 Summer st., "
21887 Hunt, Josiah, 182 Grinnell st., New Bedford
21821 Snow, W. C., 22 Fifth st., "
21785 Chace, Morris C., 3 Delano st., "
21790 Matthews, Wm. E., 2 Morely st., Roxbury
21888 Utton, John H., Box 201 So. Easton.
21889 Smith, Wm. A., Box 5, "
21823 Dellnath, Wm., Box 217 Walnut Hill
21851 Latham, Walter E., 90 Robbins st., Waltham
21818 Merritt, Andrew S., 82 Belmont st., Worcester
21817 Briggs, C. E. L., Box 1012, "
21787 Gardiner, Harry K., 74 Piedmont, "
21787 Johnson, Fred L., 27 Catherine, "
21788 Paulsen, Peder, 27 Shamrock, "
21789 Andrews, Wm. H., 44 Austin st., "
21790 Tuttle, E. W., 200 West st., "
21791 Hinson, C. H., 12 Pearl st., "
21792 Booth, Albert E., 405 Southbridge st., "
21634 Bliss, Geo. W., Box 241 Fairhaven
21793 Martel, John H., 205 Front st., Worcester

MICHIGAN DIVISION—3.

Star B. C.

21914 Carlen, T. E., 80 12th st., Detroit

St. Johns B. C.

21915 Moreland, C. F., St. Johns

Unattached.

21935 Fralick, Geo. W., Port Hope

MISSOURI DIVISION—6.

St. Louis Cycle Club.

21907 Mermod, Alec D., Kirkwood

Unattached.

22000 Bauman, Ambrose, 1107 Biddle st., St. Louis
21908 Weber, Henry, 3503 Barley ave., "
21909 Hawley, H., 607 No. 9th st., "
21913 Hahn, Edgar L., 3525 Shenandoah st., "
21037 Derby, D. W., St. Joe

NEBRASKA DIVISION—1.

Lexington Wheel Club.

21891 Gray, F. W., Lexington

NEW JERSEY DIVISION—9.

Unattached.

21851 Hollman, W. A., Caldon
21850 Roberts, John H., Hamburg
21824 Culbert, Robt. H., 351 York st., Jersey City
21858 Sibbald, Robt. A., 354 York st., Jersey City

NEW YORK DIVISION—22.

Binghamton Bi. Club.

21918 Gleazen, W. H., 21 Court st., Binghamton

Manhattan Bi. Club.

21892 Cardoza, A. S., 45 East 65th st., New York

Syracuse Cycling Club.

21833 Joyce, Chas. H., 12 Canal st., Syracuse
21834 Lavelle, J. D., Travelers Ins. Co., "
21835 Gregory, T. E., care H. J. Hower, "
21830 Van Keuren, Jerome, Achme Oil Co., "

West End Bi. Club.

21932 Barnes, Jas., 130 Pearl st., Rochester

Wappinger Wheel Club.

21839 Marlor, Edward M., Wappingers Falls
21831 Halliwell, Irving, "
21832 Roy, Wm. K., "

Unattached.

21905 Blackham, Edith M., 622 Buffalo st., Dunkirk
21801 Kelley, J. S., 122 Prospect ave., Buffalo
21861 Scher, Robert, 352 East 81st st., New York
21857 Dudley, Oscar E., 62 East 125th st., "
21862 Post, C. Clinton, Box 310, Penn Yan
21825 Goring, Thomson E., Wappingers Falls
21826 Peacock, Arthur S., "
21827 Simmons, S. S., "
21828 Nowell, Thomas, "
21829 Blythe, W. Rowland, "
21046 Farmer, Alex S., 58 A Madison st., Brooklyn
21017 Chanel, G. F., 167 Seneca st., Buffalo

OHIO DIVISION—13.

Cincinnati Bi. Club.

21010 Marpha, Will G., care Duhmen & Co., Cincinnati
21030 Huseman, Herman, Jr., Cit. Nat. Bank, "
21021 Cole, C. D., Hall Bros., "

Ravenna Wheel Club.

21896 Brooke, J. C., Box 055, Ravenna
21897 King, M. A., "

Unattached.

21893 Hellemann, L. J., Akron
21894 Roseberry, Chas. J., 100 Mill st., "
21895 Clark, Lawrence, 527 E. Market st., "
21848 Cusner, F. S., 1090, Valley st., Columbus
21870 Whitney, E. L., Kingsville
21871 Schenck, Murray, 103 Yankee Road, Middletown
21870 Brown, Theodore H., Springfield
21025 Arter, L. H., New Lisbon
21022 Beard, Perry, Leetonia

PENNSYLVANIA DIVISION—11.

Century Wheelmen.

21890 Bahl, Geo. L., 021 Chestnut st., Philadelphia
21892 Havens, John L., 1723 Master st., "
21893 Frith, G. A., 1015 N. Broad st., "

Oil City Cyclers.

21891 Goodman, Edwin, Oil City

Unattached.

21898 Crockford, John P., 210 Perry st. Philadelphia
21899 Clay, Clemens, 2315 N. 15 st., "
21900 Flick, C. M., Lock Haven
21895 Mellick, J. P., "
21869 Tilghman, Edw., Renovo
21898 Lloyd, Wm., 106 Dana st., Wilkes Barre
21897 Shoaman, Geo. D., Box 14, Williamsport

RHODE ISLAND DIVISION—1.

Bristol County Wheelmen.

21873 Mordock, Wm. R., Warren

Unattached.

21872 Simon, Benj. F., Portsmouth
21845 Barton, Harry, Warren
21021 Dawson, T. B., 17 Chapin ave., Providence

VERMONT DIVISION—1.

Unattached.

21874 Taplin, W. C., 18 State st., Montpelier

WEST VIRGINIA DIVISION—5.

Wheeling Wheelmen.

21875 Rose, Edw. L., 105 So. Penn st., Wheeling
21876 Hutchins, Dr. W. S., 12th st., "
21877 Schubart, Rudolf E., care J. W. Grubb, "
21878 Hall, Chas. Bucktte, Stanton Hotel, "
21025 Sweeney, Harry C., 50 Zane st., "

WISCONSIN DIVISION—3.

Green Bay Bi. Club.

21020 Schley, T. F., Green Bay
21027 Lehman, E. W., "
21028 Marique, E., "

MISSISSIPPI—1.

Natchez Cycle Club.

21029 Sanford, Frank C., 1st Nat. Bank, Natchez

Renewal List.

BOSTON, April 12, 1889.

List No. 2			
California	24	Tennessee	2
Colorado	3	Texas	3
Connecticut	30	Vermont	5
Delaware		Virginia	10
Dist. of Col.	14	W. Virginia	8
Illinois	28	Wisconsin	6
Indiana	8	Alabama	1
Iowa	4	Arizona	1
Kansas	3	Dakota	2
Kentucky	8	Florida	
Louisiana		Georgia	
Maine	7	Mississippi	
Maryland	23	Montana	1
Massachusetts	114	New Mexico	1
Michigan	10	Nevada	1
Minnesota	2	South Carolina	
Missouri	15	Utah	
Nebraska	3	Washington	
New Hampshire	2	Wyoming	
New Jersey	10	Canada	
New York	138	England	1
Ohio	73	Nova Scotia	
Pennsylvania	60		
Rhode Island	21	Total	744—2046

OFFICERS FOR 1889–90.

PRESIDENT,
CHAS. H. LUSCOMB,
289 Broadway, New York.

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER
309 Olive Street, St. Louis, Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Mohrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2508, San Francisco.

COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 380 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

DELAWARE—Chief Consul, S. W. Merrihew, 900 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1206 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

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KANSAS—Chief Consul, W. C. Bradley, Western Security Co. Ottawa. Secretary Treasurer, Otto H. Wulfekuhler, Leavenworth.

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Number Letter No.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston: *Enclosed you will find $..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name.....

Club,..... St. and Number, or Box.....

References:..... City.....

State.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues, $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio* *Letter No.*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date..... 1889.*

Enclosed find $1 in..... for dues to April 30, 1890.

1888 Number,..... Name.....

Original Number,..... Street and No.....

Club,..... City..... State.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.

FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

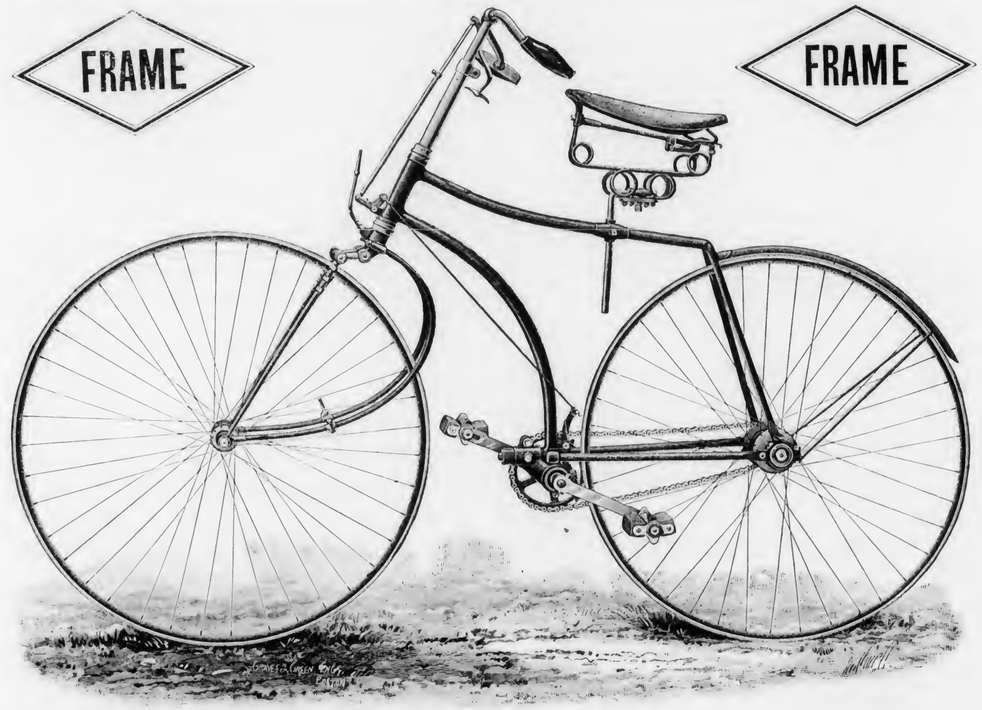
DEVOTED TO THE INTERESTS OF CYCLING.

$1 00 a Year.
5 cents a copy.

BOSTON, 19 APRIL, 1889.

Volume XVIII
Number 25.

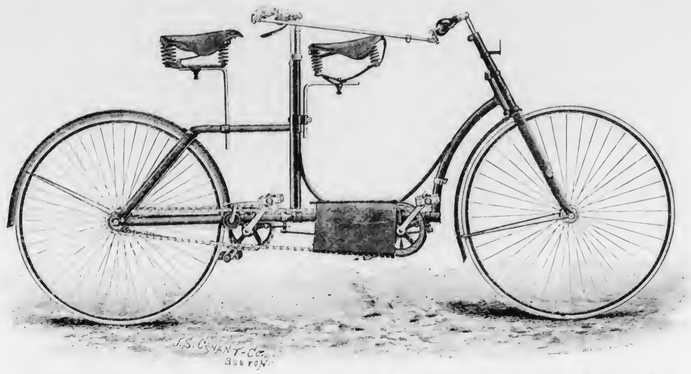
FRAME



FRAME

The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

FRAME OVERMAN WHEEL CO., Makers, FRAME
BOSTON.



There are many reasons why you should ride a PREMIER TANDEM SAFETY. It runs with half the effort of the best Tandem Tricycle, and goes where the latter cannot venture. You may take anyone on the PREMIER without previous experience on their part or extra labor on your own. You may ride it alone on either seat. For a quiet country ride with the partner of your joys and sorrows, or for a lightning scorch in your Club road race, it is alike unequalled. It is the strongest Tandem Safety made, and is the only one built on correct mechanical principles. You will find a demonstration of this statement in our new illustrated catalogues, which we shall be happy to send you on application. Immediate delivery. 55 or 60-inch gear at purchaser's option.

LLEWELLYN H. JOHNSON, Orange, N. J.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact, that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

Send for list to the

CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

Can fill orders at once, large consignments arriving each week.

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All Advertisements in this Department 20 cents a line.

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ONE Singer Straight Steerer Tricycle, used but little. Price $80. E. P. BURNHAM, Newton, Mass.

FOR SALE—Two Experts: in first class condition, 50 inch, $70; 54 inch, $75; also 54 inch National, in fine condition, $90. BROWN & GREENLEAF, 10 Brattle st., Cambridge, Mass.

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FOR SALE—200 second-hand ordinaries. State what price and size wanted. HOWARD A. SMITH, Newark, N. J.

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

FOR SALE—54 inch Expert, half enameled, good as new except finish. Price $75. F. E. DuBOIS, West Randolph, Vt.

WANTED—Good second hand safeties, cash or in exchange. HOWARD A. SMITH & CO., Newark, N. J.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 55th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co., and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE—A bargain. A genuine convertible Beeston Humber Tandem, in excellent condition; fitted with best Butcher cyclometer, and "King of the Road" lamp. Apply to HARRY D. HEDGER, 475 Fremont st., Boston.

E. C. BENNETT,

—AGENT FOR—

VICTOR, STAR & EAGLE.

We carry a fine list of second-hand wheels. Send for list. Repairing a specialty. We also carry a full line of sundries.

160 Orange St., NEW HAVEN, CONN.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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"ROVER" SAFETY FOR SALE—Starley & Sutton's. In good order, $60. Driving wheel strengthened with heavier spokes, and will carry up to 200 lbs., making it stronger than when new. C. E. WILLOUGHBY, Perth Amboy, N. J.

FOR SALE—1 48 inch Special Star, almost new. Perfect order. Will sell cheap for cash. Address STAR, North Adams, Mass.

WANTED—To exchange a canvass boat, in good order, for a 54 or 56 inch bicycle. Write for particulars. H. C. WILCOX, Three Rivers, Mich.

SAFETIES, new and second-hand, New Rapid, American and Victor. Address W. A. MEEKER, Agent New Rapid and American cycles, 329 River St., Troy, N. Y.

FOR SALE—56 inch American Rudge. A1 condition. L. D. and Kirk saddles. 2 prs. cranks. Brown Ball and Parallel Pedals. Tools and tool bag. Best offer over $84.00 cash, takes outfit. Address Lock Box 051, Canal Dover, O.

FOR SALE CHEAP—60 inch American Champion bicycle; good as new. FRANK G. MILLER, Rockford, Ill.

FOR SALE—54 inch Victor bicycle; spade handles. In first class condition; will sell cheap. WALTER B. HOLDEN, 3 Central Wharf, Boston.

A PREMIER SAFETY TANDEM, almost new and but little used; ball pedals; a fine machine. Price $150. W. L. GARDNER, Troy, N. Y.

FOR SALE—50 inch Lt. Roadster, '87 pattern. In good order. Best offer over $50 takes it. Address B. W. GOULD, 100 Fremont st., City.

FOR SALE—Col. Surprise Tricycle, new, cost $150; $135. Col. L. R. Tricycle, like new, cost $100; $110; 50 inch Champion, balls all round, cyclometer, $85; 48 inch Champion, same, $75; all in fine order. C. E. DAVIS, Wapakoneta, O.

TWO IMMENSE BARGAINS—1 Genuine Beeston Humber Tandem, balls, all but pedals; newly enameled; in good condition; cost, new, $250. 1 54 inch Victor Light Roadster, 1888 pattern; standard finish, balls all around; used but little; in perfect order. Either machine sent C. O. D., privilege of examination, for $110 net, if express charges are guaranteed. Address J. EDWARD SEARLES, 503 Albany st., Little Falls, N. Y.

TWO-TRACK COLUMBIA TRICYCLE—In excellent condition; extra large front wheel; Kirkpatrick saddle. Price $75. B. W. FRANKLIN, 2 Wall st., N. Y. City.

SCOVILL DETECTIVE CAMERA, 4 by 5; Beck lens; 3 double plate holders, with tripod; cost $75; good as new; sell for $50. Appollo L. R., 50 inch, weight 35 1-2; ball head and pedals; Butcher spoke cyclometer; sell for $90; perfect. Premier racer, H. H. & Co., 50 inch; weight 22 lbs.; no pedals; perfect condition, $80. Racer and roadster together, $110. Roadster and camera, $130. Racer and camera, $75. Roadster, racer and camera, $150. J. R. RHEUBOTTOM, Weedsport, N. Y.

FOR SALE—50 inch Expert, enamel, nearly new. 58 inch Expert, all nickel, latest pattern, A1 condition. 54 inch American Rudge, enamel, balls to both wheels, cow-horn bars, spade handles, A1 condition. Springfield Roadster, ball bearings, nearly new. For terms apply to JOHN S. MUSSER, 132 E. Chestnut st., Lancaster, Pa.



The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**

FOR SALE—48 inch New Rapid Bicycle; late pattern; almost good as new, with ball head; 2 handle bars go with wheel; ramshorn and spade. Will sell cheap. Address E. D. FAHRNEY, Waynesboro, Penn.

FOR SALE—A Quadrant tandem; good wheel, $100; would exchange for safety or approved merchandise. BRADFORD, 308 Madison st., Brooklyn, N. Y.

FOR SALE—Columbia Safety, price $105. Call or address 103 Clermont ave., Brooklyn, N. Y.

FOR SALE—52 inch Rudge Light Roadster, run less than 1000 miles; '88 pattern; half nickelled; spade handles and Butcher hub cyclometer. M. P. WARD, Peabody, Mass.

A BARGAIN—Ladies' Columbia two track tricycle, 1888 pattern; run about 200 miles; in perfect condition. Address GEORGE H. SCRANTON, Birmingham, Conn.

FOR SALE—48 inch American Star; new last season; good condition. Price $50. C. A. CONOVER, Coldwater, Mich.

FOR SALE—A Special Quadrant Tricycle, cost $200; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

FOR SALE CHEAP—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., Westfield, Chautauqua Co., N. Y.

FOR SALE—54 inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

56-INCH Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow-horn bars. Cost $115; will sell for $65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

FOR SALE—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. McGARRETT, Box 124, Springfield, Mass.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

FOR SALE—Columbia Two-Track Tricycle, in first class condition. J. S. NEGUS, 210 Putnam ave., Brooklyn, N. Y.

VICTOR TRICYCLE—Latest pattern; cyclometer; good condition; a bargain. W. HUDSON NEEDHAM, No. 40 Fountain st., Worcester, Mass.

FOR SALE—54 inch American Rudge. A1 condition. FRED. KIMBERLY, 7 Franklin st., Auburn, N. Y.

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A new or second-hand wheel, write us. Second hand wheels taken in part payment for new mounts. Agent for all leading makes.

Repairing Of All Kinds Done.

WHITE CYCLE CO.,

118 North Greene St., TRENTON, N. J.

FOR SALE.

5 Columbia Experts, 50, 52, 54-inch, from $65 to $90.

CLINE BROTHERS,

Agents for VICTOR Cycles.

304 West Baltimore St.,

BALTIMORE, - - MD.

A BARGAIN

1889 pattern 56-inch Victor Light Roadster, used two weeks. Guaranteed good as new. Price $85. Champion Light Roadster, almost new, price $70.

Eisenbrandt Bros.,

424 E. Baltimore St., BALTIMORE, MD.

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Should use the **"Daily Cash Balance Book"** recently gotten out by W. L. Surprise, Ex-Chief Consul, State of Tennessee. It is neat, handy, and the best method of balancing your Cash every day, that was ever introduced. Send for circulars, sample sheet etc.

W. L. SURPRISE, Memphis, Tenn.



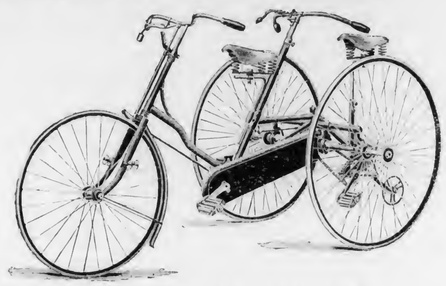
INCER CYCLES

OVER 57,000 IN USE.

LARGEST MAKERS

IN THE WORLD

WITHOUT EXCEPTION.



THE SINGER TANDEM,

A thoroughly *strong, safe,* and comfortable tandem, well tried during last season. The steering is controlled by either rider, and two independent brakes are fitted—one for each rider. It is of best quality throughout, is fitted with our patent axle, and has ball bearings to all running parts, including pedals. It is convertible to a single machine by a very simple arrangement, by which the back part is made detachable. SIZE.—30 in. side wheels, 7-8 in. tires, 28 in. front wheel, 3-4 in. tires. Speeded 54 in. Plated hubs, cranks, axle-tubes, handle-bars, and fittings; remainder enamelled black. **Price $250.00.**

Out of all the "S.S.S." Tandems supplied during 1888, we have *not heard of a single case of breakage,* while, on the other hand, we have the most satisfactory accounts of their efficiency.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - - BOSTON, MASS.

At the Head of Their Classes. **NEW MAILS.** Only wheels with Triewell Ball Head.



We are daily receiving letters that the New Mail is the steadiest running Safety in the market.

Letter just received says:

"Find I can ride and "steer the wheel very "nicely with hands off, "which is impossible "with any other make "here."



We have some great bargains in Second-hand High Grade Wheels. Send for Second-hand List.

WM. READ & SONS, 107 Washington St., Boston.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 113 W. 16th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 169 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 19 APRIL, 1889.

OUR PAPER WAS MAILED.

LAST week our whole edition was in the Boston Post Office by 4.30 P. M. Saturday. All the New England papers were in the mail by Friday night.

Please send on complaints and we will try and trace the cause of the delay. We shall repeat this notice weekly for some time to come.

THE suggestion made by "A wheelman of New York" in our last issue to the effect that a parade of wheelmen in the procession of April 30 or May 1st would be a good thing, seems to have met with approval if we are to judge by the postals and letters we have received on the subject. As a specimen one writer says, "To have the wheelmen represented in this parade would undoubtedly give cycling a big boom in this city and State, as it is expected there will be nearly one million spectators of the great pageant. I hope the WORLD will push the idea for all it is worth."

The time for organization is pretty short and so if the wheelmen of New York desire to be in line on the occasion mentioned, they ought to be up and doing. For our part we are in favor of anything that will further the good of cycling and we think that a Division of wheelmen in a parade such as is proposed, will be an excellent idea providing the number in line will be sufficient to make a respectable showing.

THE extremely generous notice given our issue of the 29th ult. by our esteemed contemporaries, the *Wheel* and the *American Athlete*, calls for a special recognition at our hands. Unfortunately it is usually the case that business competition calls forth and engenders jealousy and heart burnings, but in the commendation above mentioned, and which we gratefully recognize, generous manhood rises superior to petty jealousy.

We cordially thank Editors Prial, Wells and Wheeler for their kind words, and as we said before, that while the work done on that paper was enormous, and the result one that gave us satisfaction and feelings of pride, yet the edition was made possible by the generous support and aid given us on all sides, by advertisers and contributors.

OUR correspondent "Skib," from Baltimore, is about right when he points out that League meets as run during the past few years are an expensive burden not to be demanded, but on the contrary it should be discouraged.

The generous hospitality extended by the different cities during the past few years is a pleasant recollection, but we protest that this princely method of free entertainment has established a precedent which has caused the Divisions that have entertained to cry "enough" and those who would like to, to hesitate before taking on the tremendous burden of raising large sums to entertain their visitors.

We are glad to notice that President Luscomb takes a stand on the side of economy and simplicity. Let us cry halt, and let our annual meet put on more of the nature of a real meet for the advancement of the cause of cycling and better highways, and less of the character of an annual frolic and spree. Let every man pay his own way and let the national organization pay for the use of the hall necessary for the use of the business meetings. Of course the local cyclist can do the "hospitable" act, but don't let us expect it at the rate of from $1500 to $2000 per day.

The Executive Committee should not only discourage such enormous outlay, they should absolutely refuse it, perhaps *forbid* it.

IT bids fair to be lively in racing matters this season. The spring season, with the Chicago tournament, the Harvard race meet and the Providence tournament, gives promise of gladness to the seasoned pot hunter and the callow novice. Then the road racers will have a chance at Chicago, and over the Milburn-Irvington course.

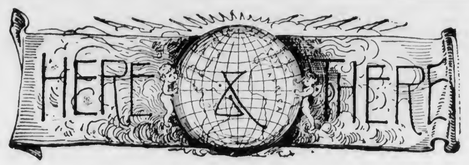
OUR valued correspondent, "Jack," has always some good, practical ideas on every subject connected with cycling, and as the question of separating the ordinary and the safety in races has caused some discussion (though now settled), his views, which coincide with ours, will be read with interest. Says "Jack:"

"This question as to whether safeties should be allowed to race with ordinaries in open events, is a somewhat difficult one. If the event is 'open,' certainly. But I'd rather see the two machines kept separate, especially among novices. There is nothing in the world which 'rattles' a man on a racing ordinary as to have a wobbler on a safety riding near him with the handles of his low machine in dangerous proximity to the pedals of the tall ordinary. Of course with a good rider there is no danger. I have seen G. L. Morris almost shaving the board edging on the inside of an English track, but then *he could ride*, and handled his machine as the mother of ten children would handle her 'latest,' and not as an inhabitant of Bret Harte's 'Roaring Camp' would handle the 'Luck.' To me (with my quaint ideas) a safety bicycle is almost as distinct a machine from an ordinary bicycle as a tricycle is from either of them. The only things the safety has *in common* with the ordinary are *two wheels* and *one track*. They are both of the bicycle *family*. If it is an 'open' race, or a question of 'the fastest man on *any* machine which can be classed as a cycle,' then *ignus via* (fire away).

You see it is unfair to the 'ordinary' rider. He runs a chance of a cropper through the *presence* of the safeties on the track. If they were barred he would have fewer chances against him, and would be able to ride with greater assurance of safety. With the safety rider, who has nothing to lose (at least in point of safety), it is all the same whatever kind of machine is competing against him. But there are at least two sides to every question and thing (dice cubes have six, each differing from the other)."

DEFEATED!!

JUST as we go to press, we learn that the bill providing for a Bridge and Roads Commissioner in Massachusetts has been defeated in the Assembly.



CHICAGO.

THE "STROLLER."

PRESIDENT SKINKLE, it is rumored, will shortly leave for Cleveland, there to reside permanently, and wire pulling has already begun by candidates for the office of President. W. F. Bode is in the lead, with Thorne and Langworthy close behind, and it is said that Randall would like very much to try it again, and is on a still hunt for the place.

THE Illinois Club claim to have a dark horse in their midst, who, according to the enthusiastic members (and all Illinois men are enthusiastic) will rival Windle—almost. But with their present racing talent, and the addition to the same of Sauer, Ehlert, and probably Phil Hammel, the Chicagos will have to hustle to keep their end up in the racing line this season, as with Van Sicklen and Winship out of their team (for both "Van" and "Win" say they will not race at all this year), Hosford on a safety and Greenleaf at college, leaves them with only Lumsden and Roe, and possibly Spooner, aside from any dark horses that may be found in their midst, to represent them.

WHEN I read my weekly account of events in last week's WORLD, beginning with the pool tournament, I sighed and longed for a private interview with the "d—l" who made it read "fool" tournament, and found solace in the fact that my identity was still unknown, as it might have been quite unpleasant for me otherwise.

MANY letters of inquiry have been received at the different clubs as to what would be the best day to visit the Chicago tournament and see the races, and this is almost impossible to answer, as a very attractive programme of races has been made up for each day. Come and stay through the week, if possible, is the best answer I can give.

I AM told that the new constitution recently drafted by our Constitution Committee will be submitted to the Division for adoption by a mail vote, in the near future.

WHERE will the Illinois Division meet be held this year, is a question I am frequently asked, but up to the present time am unable to answer.

THE Æolus Club boys recently moved into a new club house, only to find that a clause in the lease made it imperative on their part to move out, provided that property was sold, and a consideration of $200 paid. The same week the club moved in the landlord sold the property, and now they are obliged to look for other quarters.

I AM told that Temple is an associate member of the Illinois Club, instead of honorary. Well, the honors are about even—Temple, professional associate member of the I. C. C.; Munger, professional privileged member of the C. C. C.

THE Lincolns gave a most successful smoker last Thursday evening. The Illinois Club were the guests of the evening. The gymnastic features were the most entertaining part of the programme.

BURLEY AYRES was on deck at the Chicagos', and was the same old Burley in spite of the Milwaukee beer, which Burley says is fearful strong.

NEW ORLEANS.

"NOKOMIS."

ON April 1st the annual election of officers of the Louisiana Cycling Club took place. After the election of officers, the club adjourned to the festive board, where they had their annual "feed." The "feed" was a great success, and everything that made its appearance was speedily demolished with gusto, until the introduction of *Beccasine Fesande* (a *very* French dish—in plain English "slightly off snipe"). This was too much. A bicyclist can eat most anything, but those snipe—well, the less said the better.

TEN applications for membership to the Louisiana Cycling Club were read and accepted at their last meeting.

THE club house scheme was freely discussed at the monthly meeting of the L. C. C. After a long discussion, it was decided to refer the matter back to the Executive Committee, with power to act in the matter. Amongst the fourteen members present $1375 was subscribed, nearly one third of the amount needed, and as there are some twenty or thirty members to be seen, it certainly argues that a club house for the L. C. C. is an assured fact. The spirit in which the proposition was received by the members was very encouraging to the officers, and if they will only continue to show that spirit, the building of the club house will be comparatively an easy matter.

ON motion made, the Captain of the L. C. C. was instructed to challenge the New Orleans Bicycle Club, for a team race of two and one half miles, eight men to constitute each team, race to take place within forty days of the next meeting of the N. O. B. C., and the prize and course to be mutually agreed upon, cost of the former to be defrayed one half by each club.

THE N. O. B. C. refused a former challenge of the L. C. C., and it is hoped they will not treat this one in the same way, as it will finally settle the question as to which club is entitled to first place in the matter of racing.

THERE was a meeting of the Louisiana Division L. A. W. on the 8th. A summer tour or encampment was suggested, and was received favorably and a committee was appointed to arrange details. H. H. Hodgson, C. C., presented two medals, a gold and a silver one, to be contested for by the members of the Louisiana Division L. A. W., and a committee of Messrs. Betts, Rea, Graham, Gore, Frederic and Russ were appointed to arrange details.

A. M. HILL was appointed Official Handicapper for the States of Florida, Alabama, Mississippi, Tennesee, Arkansas, Colorado, Nevada, Texas and Louisiana.

MESSRS. RANDALL, Shields, Renaud, Gore and Fenner were appointed to serve on the Racing Board for the coming year.

ROAD improvement is being agitated all over the State, and was started by the Louisiana Division L. A. W.

THERE are over twenty miles of new streets being paved in New Orleans, and gravel roads are being laid everywhere.

DENVER.

"OCCASIONAL."

OH, how we miss him; our leader in debates, in schemes for the club's good, in musical affairs and in fun; best of Secretaries and most courteous of gentlemen. How large is the space, in our affections, left open by his departure. But "it's an ill wind that blows nobody good," and in our loss one of the New York clubs will gain a member, in Mark E. Harris, worth the owning. On the evening (April 1st) of Mr. Harris' departure, a large delegation of the Social Wheel Club called upon and presented him with a handsome cane, upon the gold head of which was engraved, "To M. E. H. from the S. W. C." After the presentation a line of march was taken for the train. On their arrival at the depot the boys, aided by the club quartette, sang various songs to enliven the melancholy occasion, and had a large and appreciative audience in the passengers aboard the many trains. After a general hand shaking with all, Mr. Harris mounted the platform of the car just as the train pulled out, and the three cheers and a tiger given him as a send off, will long be remembered by all, and "Mike" especially.

THE Social Wheel Club have informed the Denver Ramblers that the challenge issued by them (the Ramblers) on July 30th has been accepted. The race is for a team of seven, nine or eleven, over a course thirty-six miles long.

A COMMITTEE is now out for the purpose of drawing up a Constitution and By-Laws for the new Western League Cyclers, or, as the name now is, "League Union Cyclists." The principal aims of this organization are the running of races on the class system and the abolishment of the amateur rule. Although the scheme does not meet the favor of most League members the numbers recruited for the new association are quite a number.

ON the evening of April 4th quite a number of wheelmen assembled at the rooms of the Social Wheel Club, in pursuance of a call issued by Chief Consul Beddo, for the purpose of selecting a new Chief Consul and formulating plans for the coming season. But—no presiding officer present—no meeting.

COMMITTEES are now out soliciting memberships to the Track Association. It is proposed to build the track in the new Broadway Athletic Park.

MR. KING, of *Sports Afield*, has engaged a gentleman from over the great pond to edit the cycling portion of his paper. The gentleman referred to has had experience in the cycling paper business, and gives promise of doing great things for the wheelmen of Denver.

NEW YORK.

"HAWKSHAW."

SOMETIMES I think that the sentimental "gush" that is besmattered over cycling by some of its admirers, whose intentions are better than their brains, often causes it to lose the support and adoption of many brainy and virile adherents, who, seeing these driveling attempts at sentimentality, conclude hastily and unjustly that the manly element of athleticism in wheeling is sunken beneath its load of flashing nickel, braying bugles and epauletted and bespangled riders. As an example of this, take the editorial page of a recently published journal devoted to the furtherance and improvement of the sport, so its head lines inform us, and see there such rot as the statement that the riders of a certain city were "enjoying a taste of Heaven," in the good roads abounding there, that is to say in the city quoted, not in Heaven. Now such printed utterances, which are more or less of an editorial character, cause anyone reading them, to at once conclude that such school-girlish use of superlatives is only indulged in when the readers of the paper, who are of course suppositiously wheelmen, are themselves of a like sentiment, and being so, are, as a matter of course, hardly liable to attract the attention and comradship of a seeker after a manly sport. For when any human being has reached a state wherein wheels, roadways and heavens become a conglomerate mass in his addled brain, he will hardly commend himself to the ordinary man as one whose company should be sought, and wheeling gets all the blame for putting the poor thing in this deplorable condition. There is, of course, no remedy for this unfortunate state of affairs, I well know. Manufacturers cannot supply brains to purchasers of their wheels, more's the pity, neither can they put a seal upon the lips or a padlock upon the pens of these unfortunate (though perhaps good intentioned) praise singers of cycling glory. Please, therefore, gentlemen, when you seek, in public print or speech, to sound the loud hosannahs of your imperial opinions, don't gush over it, don't slobber upon cycling in attempting to honor it with your laudations. Write manly, vigorous commendations, and both you and the cause will be benefitted by the change.

I HAVE noticed of late, in the public prints, that the crop of colored ladies who, during the infancy of George Washington, kindly consented to act as nurse to Georgie, have, strange to relate, almost entirely died off, though there yet remains a few dusky blossoms of this rare vintage. Now in view of the probable extinction of this numerous and long-lived old lady, I would like to call the attention of the public and the press to the individual who stands ready to take the place of this old lady when she passes from life and print; namely, "the-first-man-that-ever-rode-a-bicycle-in-America." Here's an individual who fairly revels in his multiplicity. Every village now has its simon pure specimen, and no bicycle club throughout the country is so poor that it cannot afford a brass-bound example of this wheeling dodo. Of course it will be claimed that the market is overstocked, and that there may be doubts as to the genuineness of the claims of these individuals, but this cannot be allowed. I will grant that the quantity just now is rather great, but then this is a great and growing country, and we never do anything in it by halves, so it simply rests upon the genuineness of these gentlemen's claims to being "firsts" that any contests can occur, and even here the proofs will astonish even the most skeptical. I don't propose to prove any of these claims until I have been able to interview some of the claimants, to learn from them what I am to get for my support in the affair, but for fear that they might not thoroughly appreciate the value of it, and hence might be inclined to put rather a cheaper valuation upon it than my ancestral pride would admit of my accepting, I just want to call their attention to the following: The real genuine "first rider in America" usually prefaces his claims by telling you that he had ridden in England *long* prior to the introduction of bicycles and bicycling here, just how long before, he usually forgets; and that "in the winter of 1875 or early in the spring of 1886"—just here's where the great battle takes place for the honor of "first rider"—he went to Philadelphia, where the Centennial was either open or preparing to do so, and that there he found an exhibitor who had a few old-time "Ariels" displayed, and the "first rider" then and there mounts the wheel and rides off, amidst the applause of the multitude and the joy of the exhibitor. Now this is the general frame-work of the claim that all genuine "first riders in America" usually make, though of course each embroiders it with the flowers of fancy, the web of fact, as best suits his individual idea of ornament. I want to say right here, however, that I spent eight months living in the Centennial grounds, and in making a systematic study of the wonders there contained, yet just now I cannot even recall the bicycle exhibit at all, though I know of course that there was such a one. What I can say, though, is that if all the riders who claim to have ridden these wheels then, and purchased them afterwards, were assembled together, I don't think that Fairmount Park would be large enough to hold them, so with these facts in view, gentlemen who "first rode a wheel in America" will find that my support of their claims in this direction will come high, but when they think of the fortunes that await them after once they have established them and found fame and "seads" upon the platforms of the dime museums, they will not regret. I am sure, having come down handsomely for the support of "Hawkshaw."

"TACK."

ALL KINDS.

THE English credit the Scotch with being a queer race, and there is certainly as much difference between these two races as there is in this land of the "Star and Garter" (I mean the "Stars and Stripes—*Another* Richmond in the field"), between the temperaments of the Northerners and the Southerners. Not a bad story is told of an American, General L——, who was in company where there were some few Scotch. After supper, when the wine was served up, the General rose and addressed the company in the following words: Gentlemen, I must inform you that when I get a little 'groggish' I have an absurd custom of railing against the Scotch; I hope no gentleman in the company will take it amiss." With this he sat down. Up starts M——, a Scotch officer, and without seeming to be displeased, said: "Gentlemen, I, when I am a little groggish, and hear any person railing against the Scotch, have a most absurd custom of kicking him out of the company; I hope no gentleman will take it amiss." It is almost superfluous to add that the last speaker had occasion to exert his talent. Yes, the Scotch are a queer race. I hope my friends, James R. Nisbet ("Aeolus") and David F. Brennet ("Steersman"), the editors of the *Scottish Cyclist*, will find nothing personal in this. I am "Scottish, quite Scottish, ye ken," myself, but I thought the story a good one, and you can judge for yourselves.

I SEE in the BICYCLING WORLD of March 29th that George C. Clarke, of Greenville, Miss., the Chief Consul of the Mississippi Division, L. A. W., has appointed league houses at Greenville and Natchez. Three or four years ago, when I was the first Chief Consul, L. A. W., for the State of Mississippi, being bung-starter, chief bottle-washer and eye opener and all that sort of thing, I appointed the Washington Hotel in Vicksburg a league hotel (vide Karl Kron's X. M. Miles), much to the surprise of one Welch, the proprietor, who did not understand exactly the meaning of the term.

THERE should be a good many rides in the State now. The road from Vicksburg to Greenville by way of Deer Creek is "a dandy" (especially if you leave your bicycle in the lobby or stable at home, and take the L. N. O. and F. train via Leland). Deer Creek used to be famous for "bicycling bees," during the social season, and "necktie-parties" were greatly in vogue also, while "balls" kept the community in a state of healthy excitement (pistol and Winchester balls, you know), and "dances" (at the end of a short rope) were diversions to wile away the hours that might otherwise hang heavily, so they hung colored divines who stole chickens, and malefactors also, to drive away their care, just to observe time honored custom and keep themselves out of mischief and harm's way. Whenever I read a word about Mississippi, I think of the land of coon and cotton, dear old "Dixie"—far away.

I HAD my first ride in America, for the 1889, a few days ago. At the Citizens nice club house at W. 60th street, I got the wheel, kindly loaned me by Mr. Elliot Mason, and started out to Central Park, where I had a good spin, "doing" the round of the park several times, and admiring now and then a fine American trotting horse which in many cases looked "better bred" than the man who was driving him. On my return to the Citizen's Club, I met several of the members, among these being Mr. John C. Gulick and Mr. Chas. A. Spear, and had quite interesting chats with them on "our sport." Mr. Spear said one thing I shall never forget, and which has a good deal of hard sence in it. The last time (I think) Mr. Spear was in England he was looking at tricycles. "I want," said he to the dealer, "a tricycle with three wheels *and three screws*." That's what took me. A simple wheel, a wheel that had no extras about it. In this he is about right. I believe in simplicity. Three wheels, an axle, a simple frame, a saddle and a handle-bar with a couple of cranks; sufficient bearings and two pedals, and some holes to introduce oil for lubricating purposes, and there you are. For my part I ri le with a safety stripped of mud guards, brake, lamp, bell, etc., and the only thing I have to carry that is not requisite to the *running* of the machine is the enamel and dust of travel. In the Citizens' Club wheel room was a full-plated Columbia safety, specially built for our old League Chief Consul, Dr. N. Malon Beckwith, I have never met the Doctor, but judging by the length of the ┐ pin of the saddle, and the low position on the front forks of the foot rests, he must indeed be a

regular "R. S. Bryson" (a 6-foot 5 1-2 incher) who hoisted the flag-staff at the first Harrowgate Camp in England, and used to revel in wheels of over 60 inches in diameter.

BALTIMORE.

"NORVAL."

THE Hagerstown, Md., Club held a meeting, and fully discussed the question of holding the annual League meet at that place. A committee, consisting of President V. M. Cusheva and Captain Updegraff, were chosen to confer with Chief Consul Mott and the Executive Committee of the L. A. W. in Baltimore. If satisfactory arrangements can be made, work will be begun at once to make an immense meet. The boys, if they undertake it, will make a success of it.

THE Chesapeake Wheelmen Stock Company was incorporated by Cornelius F. Abbott, John C. Robinson, James B. Reed, John D. Wheeler and Wm. G. Speed. The capital stock is $5000, divided into 500 shares. Their object is for pleasure, social and beneficial purposes.

THE Chesapeake Club was regularly incorporated last week, with thirty-two active members. The members propose spending $2000 in fitting up their new club house.

THE Crescent Club are building another storage room for the wheels of its members. The room will hold about sixty wheels. The club housewarming will take place on Friday, April 26th.

THE Baltimore Club are in receipt of the applications of about twenty-five members of the dying Rambler Club.

THE Centaur Club planted on Arbor Day, at Patterson Park, the white oak tree, "Centaur." An address was delivered by Mr. C. H. Eisenbrandt, the President of the club.

ST. LOUIS.

"LINNEUS."

THE meeting of the cyclists of Quincy, Hannibal, Louisiana, St. Louis and Clarksville, at the latter place, is having the attention of our local riders, and both Captains Lewis and Sanders have agreed to call runs to that place on Sunday, May 5. The only thing needed to make it a big success is a large attendance from the other cities named, and to secure that end the Captains of the Quincy Clubs and the local Consuls at Hannibal and Louisiana have been written to. Those who participated in the meet last November, or in fact anybody who has ever spun over the beautiful gravel roads of Pike County, or took in their awe-inspiring coasts, will be sure to go up again. The fare from St. Louis is $2.25 for the round trip, or in parties of fifty or more $2, and in the latter event a special baggage car, which will be side-tracked at Clarksville, will be procured for the carriage of bicycles.

I NOTICE that L. S. C. Ladish has been appointed Official Handicapper for Missouri and Kansas, which is certainly a good selection, but as he is not a League member, how can he be appointed? ['Tis not necessary to be a member.—ED.]

THE cycle track is coming up in great shape, and a meeting will be held at the Missouris' club house next Monday, to discuss it. The needed amount is almost subscribed for.

S. C. NEWMAN, the efficient Secretary of the Missouris, will remove to Chicago during the early part of May, to engage in business.

IN reply to some questions about the new road book, will say that same will be issued just as soon as the Division Board of Officers see their way clear of the Warner bill, which to some extent still hangs fire in the house, and funds may be needed to defeat added amendments.

IF the report is true, as claimed by your Denver correspondent, that the Western Association of Passenger Agents reported adversely upon rhe carrying of bicycles in baggage cars, this will be an opportune time for the new Chairman of the Transportation Committee, W. M. Brewster, to show his hand.

FOR the first time in the history of cycling, St. Louis has been allowed to compete in the Pullman road race, an invitation to that effect having been sent on some weeks ago by Mr. Garden. A. M. Lewis, Pomarade, Hart and Hurck will probably enter.

CAPTAIN SANDERS took the Cycle Club on a tour of discovery last Sunday to Indian Cave situated about twenty miles south, on the Telegraph road. He reports the road to be in excellent shape, almost to the mouth of the cave, and the beauties of the cave will amply repay any cycler who wishes to make the trip.

SPEAKING about the roads in Cola County, which contains the State capital, W. A. Rothwell says: "I do not wonder that wheeling here labors under so many difficulties, the wonder is that there is a single rider to be found in the county, for the roads are simply atrocious."

"IT never rains but it pours." Just as the division is getting through knocking out that Warner bill, up pops the City Council of Columbia and wants to pass an ordinance forbidding the riding of cycles on their streets. Prof. H. C. Penn, the local Consul, has written Chief Consul Brewster about it, who will no doubt take prompt action, so that the city authorities will be prevailed upon to withdraw such a measure.

MINNEAPOLIS NOTES.

"PARSON."

SOMEHOW or other cycling has never been the same here since "Jack" (J. Purvis Bruce) left this city nearly two years ago to spend his life among the wheeling notables of England and Scotland. He was, while living here actively engaged on the *Tribune*, yet while attending to his many duties he always found time to look after cycling interests hereabouts. There was not a man who rode a wheel here, who did not know him and none who did not like him—who could help but like "Jack" with his quiet gentlemanly ways, and his thorough knowledge as to how a race meeting, or any other meeting, should be run? "Jack" is a well made little (?) man of about 5 feet 8 inches in height and weighs when in training between 140 and 150 pounds, though I once saw him so "trained down" after a hard tour across Minnesota that he weighed but 120 pounds "all on," as he sat on his bicycle, the thirteenth man to start in the most severe 25 mile road race that has ever been run in this State and over about the toughest roads and against a hard head wind part of the distance. But "Jack," though he looked "light" looked "powerful" and when he pedalled past the spectators at the crack of the pistol, it was plain to see that the little dark skinned fellow, with his mass of curly black hair, meant business and was in that race to ride. One by one the heavy weights dropped out. Flabby adipose-tissue was not equal to nerves, muscles of steel and pluck, so he had the satisfaction of beating Ed. Savage and Colie Bell, two of our fastest men. He also had the fun of beating by a few feet on the home stretch, his chum and friend, Jim Stockdale, the third man of the trio, who at present are the best riders in the State. It was a race long to be remembered by Minnesota Wheelmen as the closest, hardest fought race that ever occurred in this section.

OUR track is an assured thing and will be ready to race on by May 1st. So you may expect to hear of some good races from this section. Records will probably stand, as far as we are concerned, but there will, nevertheless, be some close, good racing.

THE Minneapolis Bicycle Club have formed a team that I think can hold its own with any team west of Chicago. It is composed of Colie Bell, J. R. Sockdale and E. J. Hale. As St. Paul, Winona, Fergus Falls and Fairbault all have large clubs and several have good tracks, a team race is a possibility in the near future, and then we shall see what we shall see.

THE season was formally opened on April 4th, as the M. B. C. took its first regular run then.

THE M. B. C. are soon going to have a formal opening of their new club headquarters over the Citizens' Bank. Music and light refreshments will be the main feature of the evening.

NEWS AND COMMENT.

MR. J. L. YOST, late Secretary and Manager of the Springfield Roadster Co., has returned from the Pacific Coast wonderfully improved in health. All Mr. Yost's friends will be pleased to hear this, as he left Boston some three months ago, a pretty sick man, but now he comes back with a fresh grip on health, and an enthusiast on the subject of Southern California. So delighted is Mr. Yost with that section of the country that he will close out his affairs here and take up his permanent abode there.

IT is possible that "Pedals" may go abroad with the Elwell party next month.

THE Framingham (Mass) police are after the sidewalk fiend. We cannot waste any sympathy on the rider who gets into trouble by riding on the sidewalk.

FRANK GAMWELL, of Bridgeport, Conn., was thrown from his bicycle the other day, and sustained injuries which the physicians pronounce "rupture." Rather a queer result for a plain header!

FROM the fact announced, that Attleboro' wheelmen have decided not to compete in the coming races at Taunton, it looks as though the racing association formed between the Taunton and Attleboro' men had passed from a condition of being, into one of history.



EAGLE ROCK HILL!

Climbed with ease on a 44 1-2 pound 50-inch Eagle Bicycle with 5 3-4 inch cranks, on Saturday, April 6th, by Wm. A. Clark of Stamford.

WHAT NEXT?

Now that the critics of the "Eagle" have had their pet theory exploded, and find that the "Bird" can climb with the rest of them, and perhaps may lead them all as its riders get more accustomed to it.

The Eagle depends on no complicated mechanism to aid it on hills, it has no chains, clutches or levers to get out of order, collect dirt, and rattle continously. It depends simply upon the weight of the rider, so placed on the driving wheel that NO POWER IS WASTED, and no unnecessary weight is placed upon the wheel which is not doing the work.

It may take a little practice to learn to handle the "Eagle," but those who have mastered it are better pleased with it, with each day's riding.

Apply for the agency for the Eagle in your town. Do not wait until it has been given to some one else.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - - CONNECTICUT.

Large Illustrated Catalogue Free.

Our 1889 Catalogue

IS NOW READY.

Send your name and address and a copy will be mailed free.

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,

239 COLUMBUS AVENUE.



THE · COVENTRY · MACHINISTS' · CO., · Ld.,

239 COLUMBUS AVENUE,

BOSTON, MASS.





QUADRANTS.

The above are two of our 1889 patterns specially suitable for the American market. Either pattern can be fitted with our beautiful NEW SPRING WHEEL for rough roads.

TO AGENTS:

Agents in the principal cycling centers where we are not yet represented, desiring our sole district agency and possessing the necessary licenses for importation, will oblige by communicating IMMEDIATELY with MR. H. G. PRIEST, care of Bicycling World, 12 Pearl Street, Boston, Mass.

Makers: THE QUADRANT TRICYCLE CO.,

BIRMINGHAM, ENGLAND.

A RIDER from Mason City, Iowa, writes and asks us whatever became of that proposed five-mile match between S. G. Whittaker and A. A. McCurdy, at Minneapolis, last January? Our answer is that nothing came of it except disgrace and chagrin. Just this and nothing more.

A YOUTH, who was once employed as office boy by us, sends a postal card, on which the following is indited: "What yer givin us? Yer talks by the tutor No. 1 never guv us no date at all. No. 2 sed it was 1940, and now No. 3 ses its 1890. Pretty mess yer makin sence yer gave me the sack, aint yer? If I warnt a better offis boy than the chump youve got now Id put my bed in a bag."

AN exchange remarks: "Every bicyclist should use his personal influence to secure good roads, but his duty does not require him to get off his wheel over the handles and smooth the highway down with the back of his neck."

MR. T. B. BRUCE, the Secretary of the Providence Tournament Committee, writes: "On the occasion of our tournament, May 30, we are going to work in tug-of-wars, foot ball, tennis, running foot races, feats of horsemanship and a broad sword contest on horseback, and make a field day of all sports, but we shall, of course, make bicycling the main feature."

A WELL-KNOWN Chicago rider writes us: "What can be a greater testimonial to the smoothness of Chicago pavement than the two fatal accidents happening there, by wheelmen scorching on the asphalt. They simply fall, and then die. Good old Fred Boyden has just died, as you have learned. He was a member of the Illinois Club, and one of our crack amateur racing men. I was very sorry indeed to learn of this. He was a good fellow, big and tall, and the last man I should think would succumb to such an accident. I have fallen all over creation and only been razzle-dazzled three times so as to be actually unconscious. I was fatally injured once, only. It seems, however, that when you take a header on the asphalt, it smashes you flat. It is simply terrific the way the Chicago boys have been riding of late years. I never cross an asphalt street on foot, but I look up and down for bicycles, fearing for my life. And all through the summer months chronicles of accidents on the asphalt come in. Fred Boyden used to figure in them, too, he having tasted the asphalt seriously before. Now, it finally fetched him, alas."

AT the recent athletic entertainment held under the auspices of the Plainfield, N. J., Bicycle Club, the sum of $80 was cleared. The sports were excellent and consisted of foot, hurdle, sack, and slow bicycle races.

THE Press Cycle Club, of Boston, was formally organized last Friday at the *Herald* office. Officers were duly elected.

THE picture of Capt. Kendall adorns the pages of the *Wheel* of a week ago.

THE Cycle Club, of Chester, Pa., celebrated its first anniversary by a dinner, last week. Twenty men sat down to a nine-course banquet.

THE Press Cycle Club will have its initial run next Sunday. Capt. Kerrison will call a run to Salem! The worthy Captain evidently thinks that the members of the Press Club are all tough riders!

HOW to lay a track: Before you raise the corners, or even level off the ground, raise the requisite amount of dollars, and follow the instructions literally which are given in the last number, March 29th, of the BICYCLING WORLD. That's the best way.

THE time was when about every tenth man one met on the roads round Boston either sported the star of the old Boston Club or the Massachusetts coat of arms of the club bearing that name. But alas! now it is an event really worthy of mention to meet a rider carrying either one of those badges.

SENATOR MORGAN writes us: "I notice you are severe on the lady bicyclists, but please remember, Mr. Editor, that they are making their living at cycling, and as they are well behaved and intent on earning an honest living, I think their course is commendable. I do not think they will injure the sports or themselves so long as their appearance and conduct on and off the track is the same as it was at Omaha and Kansas City."

THE two miles National Championship race will be run at Providence May 30th.

THE Harvard Bicycle Club offer big inducements to those who are after glory and prizes, and also to those who enjoy a good afternoon's sport. See special announcement and also the advertisement.

THE Pennsylvania Club, of Philadelphia, has nearly two hundred members at the present time.

THE bicycle events to be run at the games to be held May 10th, under the auspices of the 12th Regiment, of New York City, are attracting great interest from the racing of Gotham, Philadelphia and Brooklyn.

ST. LOUIS is also troubled with the soul destroying surface running method of "sprinkling" (?) the street.

W. IRVING WILHELM, of Reading, against whom judgment had been issued for the recovery of the champion cup, is determined that he will not give up his trophy to the Reading Bicycle Club, which claims it, if he can help it, and to-day through his attorney he took the case into court. In our last issue we gave the particulars of the case.

MISS EDITH PRATT has the honor of being the first lady in Elmira, N. Y., to ride a safety.

THE Wanderers of Toronto, Ont., have lately "swelled out" into larger and more commodious quarters.

THE idea seems to be developing that Baltimore will take the meet again for 1889.

WE hope to see the annual meet of the future take on more of the frugal simplicity of our Puritan fathers. Make it a pleasure to entertain, not a burden.

MR. J. L. YOST, who has just returned from southern California, was much surprised that cycling was not more popular in certain sections he visited, where, he asserts, the roads are very fine.

CHARLIE KLUGE, the "old timer," will take to the path once more this year.

JUST as the big organ in the Union Park Congregational Church of Chicago began to roar its Sunday night melody, a young woman in a snug-fitting dress and wearing a tall bonnet rode gracefully up to the side of the building on a sparkling new tricycle. When she alighted, she unfastened a strap which had held her Bible to the machine, and walked jauntily into the big entrance of the church. A red-faced policeman who paces down Ashland avenue from Randolph to Madison street housed the tricycle for its fair owner in a shed near Warren avenue. This is the way one pretty, dashing Chicago girl attends divine service.

THE Long Island wheelmen, of Brooklyn, N. Y., are celebrated for the generous way in which they entertain. There is no end to the enterprise shown by the committee in furnishing entertainment for its members and friends.

THE Omaha *Bee* in naming W. A. Rowe as professional champion of the world, does not really state the facts of the case. It is still a very open question as to which is the fastest, Howell Temple, or Rowe. Rowe holds all the world records from one quarter mile up to the hour record; but in competition?

IT is said by those who ought to know, that the county roads of Essex County, N. J., are the finest and best kept of any in the States. A party of Bostonians were lately taken over these Essex County roads. They aver that the suburban roads of Boston are "no where."

THE Leominster, Mass., *Enterprise* asks: "If the law recognizes the bicycle as a vehicle and gives the rider a right to travel in that way on the public streets, does it also give him a right to run his vehicle on the sidewalk? Some serious accidents happened last year by reckless bicycle riding on the sidewalk." To the query we answer: The law does *not* give the cyclist the right to to ride on the sidewalk.

THE Kansas City *Journal* favor the formation of a "Society for the suppression and care of imbecile wheelmen." It will be the aim of the society to "provide a secure retreat for the sidewalk fiend, and for a number of other unclassified nuisances who bring discredit on bicycling."

MAKE a note of this: The entries for the 25-mile handicap road race, which takes place on Decoration Day, over the Millburn Irvington course, will close on May 10 with A. Barkman, 242 Broadway, New York city.

MR. A. HULL, of Elizabeth, N. J., has been "doing" Bermuda a-wheel. He says the roads make up in *quality* what they lack in *quantity*.

MAY 1st is the day that the Massachusetts Road Commission Bill will receive its quietus, or live as an evidence of advanced ideas in road maintainance.

THE New York *Press* is responsible in the following: "There are rumors of an approaching consolidation of ten of the most prominent city wheel clubs, which, if accomplished, will result in an extremely powerful wheel organization appearing in club circles.

THE Board of Directors of the Scranton, Pa., Bicycle Club entertained the members and lady friends at a hop last Tuesday night.

MR. CHARLES RICHARDS DODGE is now in Europe. A letter from him, dated Queenstown, announces safe arrival. Mr. Dodge will remain abroad until about October 1st.

Send to **WARWICK CYCLE MFG. CO.**, Springfield, Mass., for Catalogue.

LADIES' RECEPTION ROOM.

[All communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—Ed.]

I have been talking with a lady friend who was one of the first to ride the bicycle, and I find her enthusiastic in its praises. "I had my falls at first," said she, "but beyond a few slight bruises I received no injury. I suppose I was a distressingly poor scholar, for it did seem to me that I should never conquer the untractable steed. But my teacher was patient to a fault, and I was persistent, and so success rested with me at last. For many weeks I rode 'on my nerves,' and I would come home after a ride quite exhausted in brain and body, but that is all gone now. I am as much at home on my bicycle as I am on a tricycle, and I am conscious of no more expenditure of nervous force on the one machine than upon the other. One attracts much more attention on the two-wheeler, and rude boys have some cutting remarks to make, but pioneers in any cause must make up their minds to that sort of thing and take it calmly. I can take my bicycle on the train; I can easily find room for it at home; I can go farther and faster than on a three-wheeler; I obtain many advantages in the two-wheeler that the three-wheeler does not and cannot have, and I think have sacrificed very little in making a change of mount." Thus experience speaks. Hear ye, what it says.

I am in receipt of a letter from Providence, in which I am told that the ladies of that city are all bound bicycle-ward. Miss Cooke and Miss Webb, both members of the club, have purchased two-wheelers and have learned to ride them. Other ladies have ordered wheels, and several are not quite converted, though willing to be Rhode Island hopes to send all its lady riders to Cottage City this year equipped with bicycles.

From all that I can hear I am inclined to say that it will be easier to enumerate the ladies who will ride tricycles this year than it will be to take the census of the bicycle riders. I am told that Mr. and Mrs. McArthur, of Malden, have taken a ride of forty-eight miles on their tandem and found it an easy task. Mr. Kilby and Mr. Atkinson, of theatrical fame, will be seen on double two-wheelers this season, and Messrs. Grimes and Nash, of Cambridge, will, with their respective ladies, ride the same kind of wheel. And who then will ride the tricycle? Ye who have been looking for the day when tricycles shall be cheap may yet be gratified.

"One may as well be dead as out of fashion," is an old saying. In modern times we should change the adage a little, and, adopting the slang of the street, which too often finds its way into the dancing room, we might be led to so far forget ourselves as to say, "If we would keep up with the procession we must adopt the popular craze of the day." It seems to me that the rush towards the bicycle is not far from a craze. There is a break-neck speed about it. The tricycle is thrown aside in contempt. "We want only two wheels," the impetuous ladies say, why encumber us with a third?" And yet; the manufacturers have hardly begun to show us what they can do for ladies in the construction of a three wheeler. I firmly believe that the makers can give us a thirty pound tricycle that will carry a lady safely, with ease and comfort. A great many will adhere to the three wheeler. I sincerely trust that the makers will not be turned aside from their work of perfecting the tricycle with the mistaken idea that all the ladies want two wheelers.

I have received several suggestions relative to the shortening of the name "tandem bicycle." One writer suggests "Tanbike," and another thinks "Twoser" would be the proper word. A lady advocates "Tee Bee." I like the latter best of all though it is hardly the thing. I am aware that I am open to the charge of encouraging slang, but there is good slang and bad slang. Good slang can never be harmful, but both kinds, I regret to say, fix themselves upon the language and sooner or later smile at us out of the dictionaries.

Every once in a little while we are told that Mrs. Cleveland is going to ride a wheel. The story has come out again and this time we are told that she is having a tricycle built to order. I am afraid we shall have to dismiss this as an idle tale of venerable age. If the story had been recently concocted the writer would certainly have credited her with the intention of riding a bicycle.

Helen Grey.

DEATH OF H. C. SPAULDING, JR.

We regret to have to announce the death of Consul H. C. Spaulding, Jr., of Elmira, N. Y. The following is just to hand: "It is my painful duty to inform you of the death of Mr. Henry C. Spaulding, Jr., of this city (Elmira, N. Y.). He died at 5.30 A. M. Friday, 12th, of typhoid fever, after an illness of only two weeks. All that careful nursing and skillful physicians could do failed to save him; and in his death this city loses one of its brightest and most respected business men, and the League of American Wheelmen one of its most loyal and hardest workers.

He was a great lover of bicycling, and was the League Consul from this district. He had made preparations to join the Elwell party of cyclers on their European tour the coming summer; but death has claimed him. He leaves many friends to mourn his loss."

LOW BICYCLES AND DOGS.

What safety rider has not noticed the appalling increase in the apparent number of dogs to be met with on the highway. It is ungraceful even if it were pleasant to hold ones leg horizontally while propelling the machine with the other and watching a huge bull dog trying to eat the rubber off the recently vacated pedal.

Who has not wished for various things at such a time, including perhaps, more courage. I do not advocate cruelty to even the yellowest dog, but there ought to be some means discovered by which we could indicate to the "Barker" family that their attentions are distasteful to us and in some way cause them to look upon a bicycle as a thing to be avoided. Sheet iron leggings have been suggested. But I think it should be something to apply to the dog, rather than to the innocent wheelman.

If the right thing be adopted it would be only necessary to apply it once to each dog. Whatever is used, it should not injure him permanently but should so act on his memory that he will hereafter regard a safety bicycle with suspicion. Some sort of Homeopathy many do in the case of those dogs whose names are "Carlo," "Jip" etc., but those of the "*Towser*" variety are less sensitive. Who will place his name among the great ones by giving us the much needed antidote?

Sterling Elliott.

Newton, Mass., April 9th, '89.

KANSAS DIVISION MEET.

The next annual meet of the Kansas Division will be held at Forest Park, Ottawa, Kansas, June 4th, 5th, and 6th. The managers are making every effort to have it the largest and most successful meeting of wheelmen ever held west of the Mississippi, not excepting the national meet at St. Louis, in '87. The race programme consists of twenty events, to be run on the 5th and 6th, and includes two State championships, and the half mile and ten mile National L. A. championships. $600 will be given in prizes. The Ottawa wheelmen have secured the exclusive control of the park for the meet, and the track for the ten days' preceeding. The track, which has always been on of the best in the West, has been recently improved at a large expense, and will be in the finest condition for racing. It is hoped that eastern wheelmen will not be deterred by distance from attending. The prizes will be of a character to repay the expense and trouble of a long trip. A guarantee fund has been raised sufficient to pay all expenses and for all prizes, and everyone can rest assured that all promises will be faithfully carried out.

THE LANCASTER, PA., MEET.

The Lancaster, Pa., Bicycle Club expects on the coming Fourth of July to outdo its efforts of last season and arrangements are already being made and everything at this early day points to success.

Last year we held a race meet in June at our driving Park. The track which is one half mile is exceptionably fine and all of the racing men spoke highly of the condition in which we had put it, and were all well pleased with the generous prizes offered.

Well it was "our first offense" but considering everything was very successful.

This year we intend to improve, and the annoyance to racing men of last season, of a crowd of wheelmen and citizens on the track which resulted from a misunderstanding all around will be absent. Races will be run in the morning and afternoon of the 4th. At the last monthly meeting an amendment to the by-laws was passed making the Lancaster Bicycle Club again a League Club.

We are all live and active wheelmen, and wheeling was never up to such a "high water mark" as now, and we hope any wheelmen coming through Lancaster will give us an opportunity to show our hospitality and interest in cycling affairs.

D. F. Grove.
President Lancaster Bi. Club.

COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford.

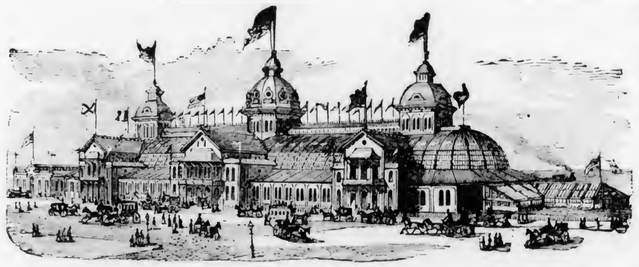
GENERAL AGENTS FOR CONNECTICUT. AGENTS WANTED IN UNOCCUPIED TERRITORY.

HARVARD BICYCLE CLUB RACE MEET.

The Harvard Club will hold a race meeting on Holmes' Field, Cambridge, Mass., Saturday, May 11, and below we give the programme:

One-mile safety, handicap, open, 100 yards limit—First prize, Kodak camera; second prize, Columbia cup, given by the Pope Mfg. Co.; third prize, Flobert rifle. Quarter-mile bicycle, scratch, open—First prize, Anthony's lilliput detective camera, given by Barker & Starbird, 50 Bromfield street, Boston; second prize, Smith & Wesson hammerless revolver; third prize, "Pettitt" tennis racket. One-mile interscholastic, scratch, open to all preparatory schools in Massachusetts—First prize, sole leather travelling bag; second prize, "Sears' Special" racket; third prize, silver cup. One-mile bicycle, handicap, 120 yards limit, open—First prize, Meyrowitz Bros. yachting glass, given by the Coventry Machinists' Co.; second prize, travelling bag; third prize, engraved silver cup. One-mile bicycle, 3.20 class, scratch, open to members of H. B. C.—First prize, U. S. signal glass, given by Wm. Read & Sons; second prize, "Sears' Special" racket; third prize, engraved silver cup, given by Wright & Ditson. Two-mile tandem safety, scratch, open—First prize, two brass standing lamps; second prize, two stop watches; third prize, two engraved silver cups. Two-mile bicycle, handicap, 250 yards limit—First prize, Eagle bicycle, value $130, given by Eagle Bicycle Co.; second prize, Kodak camera; third prize, Winchester repeating rifle; fourth prize, old silver cup.

The bicycle events are open to all two-wheeled, one-tracked machines, carrying one rider. The safety race is open to Rover type rear-driving safeties. Tandem safety race open to Rover type rear-driving tandems, road wheels only. Any race in which the number of entries shall warrant it will be run in heats. Entrance fee, $1 for each event, except interscholastic; one-mile interscholastic, 50 cents. Entries close Saturday, May 4th, at 12 P. M. Right to reject entries reserved. Entry blanks can be procured of R. H. Davis, 153 Brattle street, Cambridge.



CHICAGO TOURNAMENT.

The Chicago Exposition building, in which the coming exhibit and tournament in that city is to be held, is by all means the finest structure for the purpose ever built. It is the largest roofed area in the world, without interior support, even the mighty Agricultural Hall, in London, being insignificent in comparison. In lenght it is 1,000 feet, in width, 240 feet, and in height, to the base of the flag-staff, 160 feet. The location of this leviathan is one of its principle charms. It stands on the lake front, 100 yards from the starting point of the great Pullman road race. To the south lies Michigan avenue, a magnificent boulevard for upward of a dozen miles directly south. To the north lie the aproaches to Dearborn avenue, an asphalt road three miles in length, and Lake Shore drive, another famous boulevard, connecting the city with Lincoln Park. To the west is Jackson street, which the most popular of West-Side routes, running to Farfield, Humboldt, and Douglas Parks. The city hall, all principal hotels, theatres, and railroad depots are within ten minutes walk of the building, which, in addition to being the largest, is doubtless the most centrally located in America.

Around the side of the structure runs a gallery, varying from twelve to thirty feet in width. It is over 500 yards in circumference, and on it several records were made four or five years ago. The racing tracks, of course, will be laid on the main floor, one for amarteurs, and one for professionals.

RACING AT NEW ORLEANS.

On March 31st, the much postponed race for the Batson Medal took place. The course was from the Toll Gate to West End, a distance of three miles. The day was lovely, the race was fine, and the boys were all happy. There were sixteen entries, but only twelve started. The race was won by Foster DeBuys with E. M. Graham, Grivot, Renaud, M. S. Graham, Frederic, Hathorn, Hill, Angamar, Nathan, Bogel and Harris following in the order named. The fastest actual time made was by E. M. Graham who rode a safety, his time being 11.55 for the three miles over a shell road and against a strong head wind.

C. H. Fenner, R. G. Betts, C. M. Fairchild and M. B. Spigg were the officers of the race.

DeBuys, Nathan and Grivot made their "debut" on the racing path in the above race.

Nokomis.

PROVIDENCE RACE MEET.

The Rhode Island Wheelmen, of Providence, R. I., having decided to hold a tournament Decoration Day, May 30, 1889, at the far-famed Narragansett Park, a few remarks perhaps would not be out of place, as regards the track, etc.

The Narragansett Park was laid out by the Spragues, regardless of expense, to be the best track in the United States, and to say that they were successful is unnecessary, as the track, grand stand and grounds prove to all who see them.

Rowe, after he made his first mile in the remarkable time of 2.39 at Springfield, came to Providence the same year and made 2.39 at Narragansett Park, and it is proposed to have the track in equally as good shape, if not better, for time and records as then.

The accommodation for transit is the best, as it is intended to run a train from Boston straight to grounds, without change. Horse cars run to gate.

The following will be the bicycle events, to be run under L. A. W. rules: Two-mile national championship, one-mile novice, one-mile team race, three-mile State championship, one-mile safety championship of State, two-mile safety open, one-mile safety handicap, one-mile tandem safety, two-mile tandem safety handicap, one-mile open, one-mile handicap.

B. T. Bruce is elected Secretary of Executive Committee, and G. L. Cooke Treasurer.

NEW ORLEANS.

The following is the programme of the New Orleans Bicycle Club's races for the Hill Cup:

May 18—From Valence street to Carrollton, on St. Charles street.

June 22—From Halfway House to first bridge at West End.

July 20—From Lee Circle to West End, via Carrollton avenue.

Aug. 17—From corner of Claiborne and Canal streets to Spanish Fort.

Sept. 21—Heat race at Audubon Park.

The Racing Board having charge of these contests is composed of Messrs. C. P. Chapman, H. H. Hodgson, C. H. Fenner and F. M. Ziegler, Jr.

GREAT CENTURY RUN.

Orange, N. J., to Philadelphia, June 8, Saturday, via Newark, Elizabeth, Plainfield and Trenton. Rests and photos at Plainfield, Princeton and Trenton, with dinner (75 cents) at the latter place. Rendezvous on 7th at Mountain House, Mountain Station, D. L. & W. R. R. (wheels free; supper, lodging and breakfast, $2.00; lodging and breakfast, $1.50; *first class*). Start 1 A. M.; Trenton (65 miles) 1.30 P. M.; Philadelphia, 7 P. M. Average rate, 7 1-2 per hour.

Open to all wheelmen. Members of clubs in metropolitan district sign lists in club houses, all others send names to L. A. Clarke, Chairman and Secretary, 25 Broad street, New York City.

THE ROXBURY CLUB BALL.

As usual, the ball given by the Roxbury, Mass., Bi. Club last Wednesday evening, was a great success, a repetition of last year's event.

Chief Consul Emery is the President of this club, and when we announce that fact it will be understood that anything the Roxbury's undertake will be done well.

The members of the club ride well, they dance well and they entertain most acceptably. We speak whereof we know, as personal experience has taught us.

Long may the Roxburys live to scorch on the road and play the generous hosts in the ball room.

ESSEX BICYCLE CLUB.

The tenth annual meeting of the Essex Bicycle Club of Newark, N. J., was held at Davis' parlors on Thursday evening, April 11th.

The reports of the several officers were most satisfactory, excepting that part of the Captain's "Log" which showed a falling off in attendance upon club runs. Action, however, was taken looking towards improvement in this direction. The Secretary reported a marked increase in membership since the last annual meeting. After transacting necessary business, which provoked some lively discussions, the club adjourned to the dining-room, to partake of the annual dinner. The toasts, although impromptu, were responded to with vivacity and wit, Elwood C. Harris responding to "The Old Guard," Wm. S. Righter to "Headers," E. Eugene Sargeant to "Individual Idiosyncrasies," Madison Alling to "Wheeling Sketches," F. W. Keer to "The Ladies," and S. N. Atwater to "Our New Members." A humerous poem by Herbert W. Knight was received with much favor, eliciting unbounded applause; followed by a general interchange of views on "Cycling," and the experience of several tourist members on the admirable roads in Bermuda.

HIGH JINKS AT THE CHICAGO CLUB.

The Chicago Club has been wrenched to its very centres over several questions. First, "Shall we play billiards on Sunday?" Laid on table—to die. Second, "Shall 'Birdie' Munger be admitted to honorary membership?" After several amendments offered by the sarcastically inclined, that Armaindo, Morgan, Eck and Whittaker be also admitted, Munger was elected and declared an honorary member. The result has produced "high jinks" in the Chicago ranks, and a special meeting is talked of to reconsider the motion and election.

"Stroller."

BUYING UP AMATEURS.

Editor Bicycling World: I think when any man comes out in print and makes the statements and insinuations that L. A. W. 820 does, under the above heading, he should be bold enough to sign his own name at the end of the article. I shall be glad to reply to No. 820 if he will be kind enough to tell us who he is, and where he comes from.

By kindly inserting these few lines in your valuable paper, you will oblige

Yours very truly, Sidney B. Bowman.

190 Broadway, New York. L. A. W. 6353.

TOLEDO, OHIO, CYCLERS.

This club is composed of eighty-five of the most prominent and acttive young men in this city, and are very go ahead, as the L. A. W. members who were here last State meet, will testify. To end the winter season festivities, the club last Saturday evening, gave a "smoker" to its members and friends, and a very jolly and smoky time they had. Talk about smoke; well, we had several Africans to shovel it out of the back door, and it made 'em hustle to keep the room clear.

The first number on the programme was gymasium class drill, under the direction of Mr. Keller. The drill was very interesting, and showed the very satisfactory result of calisthenics in body building. The next on the programme was lunch and cider, and a very enjoyable feature it was. Covers were laid for one hundred, and after washing down the bread, and cheese, and ham, and olives, and pickles, topped with oranges, bananas, and apples, with cider, cider, and cider, pipes and tobacco were brought forth, clouds of smoke began to ascend upward, and speeches and toasts were launched upon the unsuspecting assembly. The opening remarks by the President, on "The Cycling Club," were well received. He reviewed the past and pictured the bright future that was in store for the club. "The wheel" was very ably and humorously replied to by T. S. Parkhurst, the local hits taking especially well. A solo; by Mr. Lewis, was exceptionally well rendered. The gymnasium; by Mr. McKinnon, was handled in a very masterly manner, and elicited frequent applause. A quartette, composed of Messrs. Colton, Lewis, Hahn, and Love, sang the "Waiter Song" so well as to call for an encore. Our guests; by Mert Robinson, who only rides a "four wheel," with horse attachment, won applause. Then the recitation, by Bert St. John, though last, was none the less amusing. As it was now getting to be very near Sunday, Mr. Lewis started the familliar song, "Auld Lang Syne," with everybody helping in chorus, and thus dissolved the Toledo Cyclers' smoker.

Di. Vernon.

MY RESPECTS TO THE LADIES.
BY "JACK."

Editor Bicycling World:—I should advise every young man who contemplates taking an uninitiated lady out for a cycle ride, to first teach her indoors, preferably at a school, (what's the matter with Bidwell's for New Yorkers?) or in a very quiet country lane, where she can at least master the elements of cycle riding without the supervision of the dear public. But, no; they run the tandem up to the curb, the young lady is assisted onto the front seat, and away they go. The poor girl is soon tired of this (to her) unusually severe exercise, and besides making an exhibition of herself, is very likely never to get on a wheel again. If cycling is beneficial to woman-kind, (and in moderation and propriety I think it is,) then it is worth man's while teaching woman, and if worth teaching her, is worth *teaching her well*. There is no girl who will not profit physically by the exercise, if taught her in a proper manner. The American girl is pretty and strong, and should ride a cycle well. In England I have seen some eminently graceful lady riders, and oh, horrors! some who made me wish they had never been put on a saddle, so unsuitably were they dressed, so badly were they mounted, and so awkwardly did they pedal. There's nothing I like better than to take a pretty girl out for a spin, [We are with Jack on that point. Ed.] One who sits well and can pedal properly; but the awkward, shoulder-bobbing rider—never! My nerves won't stand that. I have *some* pride left yet. Every girl who is taught properly, and who consequently rides well, is a pioneer among her own sex; every awkward "shoulder-bobber," is a hinderance or deterrant to others who fain would learn themselves if it looked more graceful in others.

Jack.

BETTER THAN PILLS.

A Nashville, Tenn., exchange relates the following conversation which was overheard between two gentlemen:

"They were seated in a car, and the speaker, a man whose hair was tinged with the frosts of at least sixty winters, was telling his companion of his experience with this prevalent and peculiarly American disease. He had, he said, been troubled with dispepsia for a number of years. He had tried many remedies, and had been under the care of many physicians, but each subsequent course of treatment had apparently only augmented the severity of the ailment. His last physician had prescribed for him for six months, and he had patiently and conscientiously followed his course of treatment, but to no purpose. Finally, finding that the disease would not yield to the potions prescribed, the physician told his patient to invest in a wheel. Having faith in the judgment of his medical adviser, he purchased a "trike." He had been riding it but a short time when he found that he could eat things which before would have been as repulsive to his stomach as a red flag to a bull in a big field. His appetite increased and in a short time he found himself thoroughly recovered, and wondered why this simple and effective remedy is not more generally adopted."

BALTIMORE AGAIN—OR WHERE?

A correspondent from Baltimore, who signs the *nom de plume* of "Skib," sends us a copy of a letter from President Luscomb, addressed to the chief consul of the Maryland division, asking that officer to confer with the members of that Division to find out if they wish to hold the 1889 meet at some place in the State—presumably Baltimore.

The following very sensible suggestion appears in President Luscomb's letter: "I would suggest in considering the advisability of your Division undertaking the meet of 1889, that extensive and expensive entertainment be done away with; that the assembling of the League be upon simple principles for the general advancement of wheeling interests, the promotion of the welfare of the League, and the interchange of opinions and ideas upon all matters connected with wheeling and our organization. The object should be to bring our members together for mutual acquaintance, discussion, and enjoyment from the wheelman's standpoint."

Our correspondent then says that the chief topic of conversation among wheelmen was the letter aforesaid. That many looked on it as a complementary recognition of the Division's efforts of last year, while he, the correspondent, was of the opinion, from "its general tone," that this letter was of a "circular" nature, and had been sent to all Divisions alike. He points out that the tendency of the past meets is bad, because each year the attempt to outdo and excel the generosity displayed in free entertainment, is discouraging and pernicious." As run during the past three or four years, "League meets" have been a strain on the pockets of the local cyclists and merchants of the cities where the meets have been held, to say nothing of the demand on the valuable time of the local men. In a nutshell, these meets are getting to be an expensive burden, and usually a city having *once* generously entertained, is not anxious to again take up the burden in a hurry.

"Skib" continues: "As the by laws provide that the Executive Committee shall decide on the place of the annual meet at the February meeting of the National Assembly, let the committee so appoint time and place for the holding of the annual meet; let the proper officials confer with the Division wherein the committee determined to meet, and make the necessary arrangements. Not for an elaborate form of free entertainments, but for a business meeting as required by the Constitution, and if desired a race meet to run off the championships, and any other form of entertainment they may desire, *but let the members attending such meets pay for same*, and if any profits are derived from them let it go to pay the National Association, and likewise let the national body stand all losses. If the local clubs see fit to provide any entertainments, such as open houses, etc., all well and good. But do away with this practice of offering to those attending league meets, a long list of free entertainments. These meetings are already looked upon more as an "annual frolic" than a business gathering. I do decidedly score myself as one opposed to league meets as held of late years."

But what has all of the above to do with holding the meet this year in Baltimore? Only this: If the Maryland Division is to be called upon to manage another meet similar to the one given last year, I for one (and I think four-fifths of the other members in the State will agree with me) am opposed to it, and I would use all my endeavors to defeat such a move. On the other hand, if the Executive Committee sees fit to name Baltimore as a place of meeting, I would be glad to see the meet come to our city, and I am satisfied that the Maryland Division would profit by it." It is customary for the clubs of Baltimore to have a race meet once a year, and sometimes twice. Then why not have the League meet here at that time? and whatever profits are derived from the races, let half *or all*, be turned over to the National Association to be used in defraying the expenses of a hall for holding the business meeting. A two days' meet could be arranged with very little trouble or expense. First day—Morning, business meeting; afternoon, runs through parks, suburbs and points of interest; night, if the clubs see fit, and no doubt they would, could be spent in visiting the various club houses where open house could be held; in this way the first day could be spent quietly but pleasantly. Second day—Morning, parade, if desired; afternoon, races; night, attend theatre or take a trip down the bay, as fancy may dictate. This plan is just in brief, but nothing is impossible, and I believe a meet held on the lines of the above would be very pleasant, either in Baltimore or anywhere else, and would be of more benefit than one of the old time frolics, both to the Division and to the National Association. It may not bring as large a list of visitors, but I venture to say that more in a business way would be accomplished, for the reason that those who attend meets for a grand frolic would stay at home, and those who have the interest of the organization at heart would attend, and further the interests of the L. A. W. and cycling generally."

The Western Arms Co., of Chicago, report big sales of the new Rapid Cycles.

Mr. S. T. Clark, of the Clark Cycle Co., has gone to England. The trade in the new Rapids imported by this firm is reported as very satisfactory.

The Capital Cycle Co., of Washington, D. C., report that of the seven forms of Psycho Safeties they sell 40 of their drop frame Psychos, suitable for both sexes, to one of their straight frames. This would indicate that the machine of the future is to be a safety wheel suitable for both sexes. This is as it should be, and will do much to disprove the statement that a bicycle is a "selfish" machine. We predict a prosperous future for this company, as the army of lady bicyclists increases daily. This company *not only* introduced ladies' bicycles, but has actually put on the market this season four weights of bicycles suitable for ladies, weighing 34 lbs., 39 lbs., 44 lbs. and 50 lbs.

Messrs. Schoverling, Daly & Gales have now the new stock of Wright & Ditson's well known Lawn Tennis goods, including their Sears' Special, New Pettitt and other rackets, Championship balls, adopted by all the leading associations, Columbia markers, Pettitt's shoes; also A. J. Reach's base ball supplies. They have also added a complete line of lawn tennis blazers, caps, belts, shoes, pants; an entirely new feature in blazers, in which they can supply any color or combination of colors, and would gladly send sample coats on approval. We think a visit to their store would amply repay any one. Agents for New Mail, Ideal, Vineyard, also a complete line of boys' safeties.

J. R. Rieumottom, on page 507, makes a pretty good offer to any one wanting a Gamera, a Roadster or a Racer.

J. W. Egolf, Spring City, Pa., writes: "Find enclosed cheque for Special Premier safety. The machine is giving good satisfaction. Please deliver the popular safety as soon as possible."

For business men, the Daily Cash Balance Book, published by W. L. Surprise, of Memphis, Tenn., is certainly a valuable addition to the counting room. See his advertisement, and send to him for a facsimile sheet.

We were walking down town the other morning, when we saw a handsome van, the body of which was painted a beautiful light sage green picked out with black, the wheels were lemon, lined with black, and the springs were painted a rich scarlet. A pair of large and sleek horses drew this wagon. On the panels of the van was painted the legend: "Singer & Co., Bicycles and Tricycles, 6 and 8 Berkeley Street." So the trade moves on!

Letters from the St. Georges Engineering Company report big sales and large orders from this country. They add: "Our order book for English trade proves that the ordinary here is more popular this year than it was last."

In a personal letter to J. Purvis-Bruce—"Jack"—Mr. Wm. Edwin Haskell, proprietor and editor of the *Minneapolis Tribune* (the cleanest and most progressive paper in the Northwest), on whose staff "Jack" some time ago did the sport and "cycling" work, writes as follows: "I am doing some bicycling myself now, and am riding, with a good deal of *benefit to my health*, one of the new Victor Safeties." Mr. Wm. E. Haskell is a son of Mr. Haskell of the *Boston Herald*, and has long taken an interest in cycling, owning the first tandem that ever came to Minneapolis, many years ago. His paper has long been favorably regarded by cyclists throughout the Northwest, as it has always been a champion of their wants and interests.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

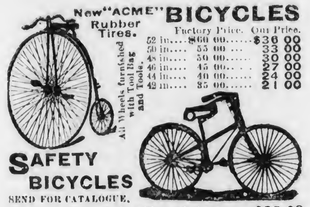
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By buying BICYCLES of

W. D. CLOYES,

Cortland, N. Y.

Second-hand Wheels Wanted Established 1879.



Factory Price.	Our Price.
52 in.....$60 00.....	$36 00
50 in..... 55 00.....	33 00
48 in..... 50 00.....	30 00
46 in..... 45 00.....	27 00
44 in..... 40 00.....	24 00
42 in..... 35 00.....	21 00

Small Boys' 20 in wheels, with parallel bearings..$25.00
Large Boys' 24 in., with brake and mud guards... 35.00
Ladies' or Men's 30 in., ball bearings to both wheels 75.00
Ladies' or Men's 30 in., ball bearings ALL OVER.. 90.00

ST. LOUIS, MO. **E. C. MEACHAM ARMS CO.**



MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

WE are under obligations to many members who have sent us literature regarding fire brick pavements. Our columns are now so crowded that we cannot use the space we would like to give the subject, but we have sent all the papers to those parties who wished to get, through us, information regarding the pavement.

THE renewals are coming in very fast. We have at date of writing 3000 renewals on the books. On the even date of last year we had but 1125. If the pace keeps up we shall go far ahead of the best record.

Championships.

The 1 2 mile and 10 mile L. A. W. Bicycle Championships have been awarded the Kansas Division, to be run at their June Meet at Ottawa, Kansas.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Warren, R. I., April 10, 1889.

Rhode Island.

The "Bristol Hotel" has been appointed League Hotel for Bristol. Rates, $1.50 per day; meals, $.35 each.

CHAS. S. DAVOL,
R. I. Chief Consul.

Philadelphia.

Please inform me if the L. A. W. has a representative in Philadelphia, if so, who is it and where can I find him? I do not seem to be able to get hold of any blank applications for membership to the L. A. W., being unattached. If I apply to any of my friends who are attached to local clubs, they invariably ask "Why do you not join our club?" PHILA.

[Mr. Kirk Brown, 18 So. Broad street, represents the League in Philadelphia. He has offered to receive renewals or applications and forward to this office. This will be a convenience to Philadelphia members which they will appreciate.—SEC.]

District Handicappers.

District No. 1—The New England States—E. P. Burnham, 25 Park street, Newton, Mass.

District No. 2—New York and New Jersey—E. P. Prial, P. O. Box 141, New York City.

District No. 3—Pennsylvania, Delaware and Maryland—Geo. D. Gideon, 17 No. Seventh street, Philadelphia.

District No. 6—Mississippi, Louisiana, Texas and Arkansas—A. M. Hill, 115 Canal street, New Orleans.

District No. 7—Missouri and Kansas—L. S. C. Ludish, 3105 Oak street, Kansas City.

District No. 8—Ohio, Kentucky and West Virginia—John T. Huntington, Brush Electric Co., Cleveland.

District No. 9—Indiana, Illinois and Michigan—A. J. Street, 80 Seeley ave., Chicago.

District No. 10—Wisconsin, Minnesota and Iowa—S. F. Heath, 300 Hennepin avenue, Minneapolis.

Handicappers for the remaining Districts will be announced later.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

New York State Division.

Mr. M. L. Bridgman, of Brooklyn, is hereby appointed Vice Consul of this Division and will assume the duties of the office from this date.

I have this day appointed the *Wheel and Cycling Trade Review* the official organ of this Division.

W. S. BULL, Chief Consul.

Buffalo, April 10, 1889.

Illinois.

John Lord is hereby appointed Local Consul for Marseilles. Lester David, Local Consul for Streator. "Fry House," the League Hotel for Rushville, rates $1.50, regular rates $2. Hotel French, League Hotel for Evanston, rates $2.00 per day.

Yours fraternally, W. A. DAVIS, C. C.

Pennsylvania Road Book.

The Pennsylvania Road Book has been promised to be ready for distribution by May 1st without fail.

J. G. CARPENTER, Sec-Treas.

Iowa Division.

Mr. H. B. Cropper having handed me his resignation and refused to any longer perform the duties of the Secretary-Treasurer's office, I have accepted same, and hereby appoint Mr. Fred Beach of this city to fill the vacancy until Mr. Cropper's successor can be appointed.

Members will please take notice and address all communications for the Secretary-Treasurer to Mr. Fred Beach, 412 Iowa avenue, Muscatine, Iowa.

Fraternally, ROBT. L. THOMPSON,
April 10th, 1889 C. C. Iowa Div.

Missouri.

Mr. Jno. B. Jennings having resigned the Local Consulship of Moberly and vicinity, I have appointed Mr. F. A. Scott to fill the vacancy. Fraternally,

W. M. BREWSTER, C. C.

St. Louis, April 10th, 1889.

From the Racing Board.

To District Handicappers, Race Meet Promoters and Racing Men:

We now have the country divided into Racing Districts, in each of which is located an official League handicapper, who will attend to handicapping and classifying the racing men. Racing men are warned that to compete in a race not handicapped or classified by the proper official, means suspension from the race track.

For the benefit of all parties the following plan should be adopted as it will make the handicapper's work easier, insure the racing men fair handicapping and classification, and do away with much of the "kicking" always to be heard at the tape.

Promoters of Race Meetings should request (on the entry blank) each racing man, who enters a handicap race, to give the *distance* of the *handicap* and *position in the finish*, in his *last two races*. They should also request (on the entry blank) each racing man, who enters a class race, to give his *best previous time* for *that* distance, and also his *best time* for *each shorter distance*, than the race for which he enters. Every wheelman will readily see the advantage to be derived, it this plan is followed. Racing men must send in correct answers or be liable to suspension under clause 2 of rule 23. If they *neglect* to furnish this information, providing the Race Promoters request it, they are liable under the same rule. The clause, requiring that entries to handicap and class races, close seven days prior to date of contest, and that the lists be forwarded to the handicapper not later than five days previous, *must be strictly followed*. There is no city or town in any of the Racing Districts from which a letter, properly mailed, cannot reach the district handicapper, the lists be arranged and the same be returned in time for printing on the score card. In order to accomplish this the rule must be observed to the letter. If the promoters of the different race meetings will adopt this plan, it will save the Board from again amending the rules; otherwise we shall be obliged to make this plan, or one similar, compulsory.

The Racing Rules are in the hands of the printer, and will be ready for distribution very soon. We dislike to amend them so soon after their issue, and trust it will not be necessary.

Copies of the rules may be obtained of any board member, or of the handicappers by enclosing a two cent stamp for return postage.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and address are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 185—Total 184—

BOSTON, April 19, 1889.

CALIFORNIA DIVISION—8—

Los Angeles Wheelmen.

21066 Bennett, A. H., 224 W. 2d st., Los Angeles
21067 Romero, Thos., 132 Aliso st., "
21069 Scheidler, Frank, 42 S. Spring st., "
21070 Gay, Arthur H., Willamette Lumber Co., "
Unattached.
21068 Allen, A. W., cor. 2d and Fort st., "
21069 Duque, B. V., 109 S. Hope st., "
21038 Hendricks, Frank, Kelseyville
22071 Seaver, Wm. H., 10 Front st., San Francisco

CONNECTICUT DIVISION—8—

Athletic Wheel Club.

22035 Bell, Harry C., Portland
Danbury Wheel Club.
21057 Beal, R. C., Drawer K, Danbury
21058 Gillett, Chas. K., 30 Foster st., "
21051 Marsh, Edw. C., Rear of 275 Main st., "
21055 Wilson, Howard B., 261 Main st., "
Unattached.
21050 Blackman, Robert E., 47 Lake ave., "
22072 Case, Fred M., 16 Crown st., New Haven
22073 Reed, Walter P., Middletown

DELAWARE DIVISION—1.

22075 Lofland, Zeadie H., 909 French st., Wilmington

DISTRICT OF COLUMBIA DIVISION—3.

Capital Bi. Club.

22074 Tyler, C. C., 1209 K st., N. W. Washington
Unattached.
21005 Dennis, Wm. Henry, 515 13th st., N. W. "
21070 McGlathery, Frank G., 704 13th st., N. W. "

ILLINOIS DIVISION—14.

Alpha Cycling Club.

22070 Guthrie, Alfred, 0710 Perry ave., Normal Park
22077 Guthrie, Chauncy Joe., 0750 Perry ave., "
Illinois Cycling Club.
22108 Young, A. J., 107 Madison st., Chicago
22109 Wilson, E. S., 180 La Salle st., "
22110 *Mason, Mrs. Geo. A.*, 341 W. Adams st., "
22111 Krause, F. E., 1403 Wash. Boul, "
22112 Redington, F. B., 831 Wash. Boul, "
22113 Gaisel, G. P., 848 Adams st., "
22114 Sauer, H. E., 285 La Salle ave., "
22115 Jordan, Scott, 499 Jackson st., "
Quincy Bi. Club.
21977 Evatt, Frank W., Wabash R. R. Office, Quincy
Lincoln Cycling Club.
22055 Gerould, F. W., 108 Madison st., Chicago
Unattached.
22056 Webb, Geo. S., Aurora
22039 Sherman, Roger, 300 Wash. Boul. Chicago
21930 Sullivan, Eugene J., Clinton and Jackson sts., Chicago
21092 Henson, J. W., Clinton and Jackson st., "
21061 Gadey, C. H., Clinton and Jackson sts., "
22078 Grice, J. B., Sandoval
21070 Heinly, Louis E., Danville

INDIANA DIVISION—2.

La Porte Wheelmen.

21050 Sullivan, John L., Box 370 La Porte
Unattached.
22080 Lowrie, Frank D., Box 384, Portland

LOUISIANA DIVISION—3—

N. O. Bi. Club.

21041 Sprigg, Bert M., 105 Gravier st., New Orleans
Unattached.
21040 McIntire, Robt. E. L., 21 So. Claiborne st., New Orleans
21030 McLean, H. P., 209 Ninth st., "

MARYLAND DIVISION—10—

Potomac Wheelmen.

22015 Paisley, Wm. D., 80 Green st., Cumberland
22013 Detilbaugh, Chas., 5 Hanover st., "
22005 Darnell, Victor. "
22006 Gardner, William, "
22003 Getzendanner, H., Central Station, W. Va. C. R. R., Cumberland
22012 Gurley, T. W., 110 Baltimore st., "
22000 Little, Sam'l S., 144 Baltimore st., "
22010 Laney, Hervey, "
22007 Porter, H. Virgil, Jr., "
22013 Ring, Chas. S., 38 Balto ave., "
22001 Roessler, L. C., 110 Balto st., "
22011 Smouse, Jno. R., "
22001 Smith, D. A., 190 Balto st., "
22002 Williamson, E. L., 67 Bedford st., "
22008 Wineow, J. D., "
22009 Zacharias, J. F., M. D., "
22016 Green, F. L., Ellerslie
22036 Shivers, Emanuel, 247 Pearl st., Baltimore
Unattached.
22017 White, Frank A., Box 318, Easton

MASSACHUSETTS DIVISION—11—

Berkshire Rovers.

22018 Twing, Jesse A., 39 Eagle st., No. Adams
22019 Gifford, Chas. W., 14 Williams st., "
Chelsea Ramblers.
21094 Douglas, Wm. H., 128 Shurtleff st., Chelsea
Dorchester Bi. Club.
21042 Churchill, Jas. B., Plain st., Boston
22084 Clark, J. P., Pumping Station, Dorchester
F. R. Cycle Club.
21079 Forden, Frank H., Box 3, Fall River
Outing Wheel Club.
22024 Lotze, W. G., 147 Main st., Springfield
Springfield Bi. Club.
22025 Grime, Geo. C., 70 William st., Springfield
Taunton Bi. Club.
21097 Hart, Frank W., care Davenport & Mason Taunton
Unattached.
21078 Morrell, George W., No. Beacon st., Allston
21079 Clayton, Geo. H., 82 Cabot st., Beverly
21080 Hanners, Wm. P., 21 Knowlton st., "
21095 McCrank, Jas. M., 58 Alpine st., Boston
22037 Pope, Albert L., 578 Commonwealth ave., "
22038 Kelley, John H., care J. P. Lovell Arms Co. "
22085 Clap, H. L., Box 54, Attleboro Falls
22118 Wrightington, Chas. N., cor. Francis and Perry sts., Brookline
21090 Corey, W. K., "
22027 Taylor, W. B., care W. I. Taylor, "
21081 Pratt, Ernest L., 14 Le st., Cambridge
21095 Chapin, G. Edwin, 2 Wallace Ct., Charlestown
22043 Connelly, Timothy J., 243 Wash. st., Dorchester
21048 Lord, Harry F., 61 Pecker st., Haverhill
21040 Guild, Irving T., 120 Johnson st., Lynn
22037 Neal, Arthur W., 21 Sachem st., "
21080 Robson, Louis E. K., care Rubber Shoe Co., Malden
21041 Klein, W. J., Box 108, Natick
22026 Bodley, Harry L., Box 204, No. Adams
22021 Locke, A. W., 8 Pleasant st., "
22030 Mouse, Brad. P., Palmer
22122 Peaks, Chas. E., Roslindale
21047 Russell, W. L., 130 Dudley st., Roxbury
21045 Dunlap, A. J., So. Egremont
22023 Nickerson, Fred. A., Box 1109, Springfield
21088 Robertson, J. W., 5 High st., Taunton
22020 Goodwin, John M., Box 52, "
22119 Brown, Chas. R., 3 Mountain ave., Malden
22117 Bicknell, Wm. J., 27 Fountain st., Roxbury
22116 Frost, Thomas B., City Hall, Chelsea
22081 *Stevens, Mrs. G. W.*, Huntington House, Cortes st., Boston
22082 *Grosvenor, Miss A. B.*, 230 Columbus ave., "
22083 Mems, Victor E., 12 Wellington st., "
22120 Hanson, Clarence, Room 22, 53 Kilby st., "
22121 Richards, Frank W., Babcock st., Brookline

MICHIGAN DIVISION—9.

Unattached.

22042 Connow, Colin M., Alpena
22031 Kimball, Fred A., "
22045 Maiden, W. R., "
22044 Davis, C. D., "
22035 McRae, Geo. F., "
22009 Prince, Will A., "
22047 Richardson, F. L., "
22048 Churchill, H. D., "
22040 Millard, Harry L., cor. Monroe and Altoona sts., Grand Rapids

MISSOURI DIVISION—5.

St. Louis Cycle Club.

22087 Silverburg, Eli., 1311 Blair ave., St. Louis
Unattached.
22091 Bauer, Edw., 1220 Hickory, St. Louis
22050 Flesh, Edw. M., 6 Olive Shot Tower Co., "
22058 Houser, Daniel Malott, Jr., 1024 Chouteau ave., St. Louis
22090 Wilcox, W. H., 3323 So. 9th st., St. Louis

NEW HAMPSHIRE DIVISION—3.

P. E. A. Club.

22033 Thomas, Elmer Robert, Box 504, Exeter
22031 Smith, Sanford M., Box 122, "
Rockingham Bi. Club.
21040 Purington, M. H., Portsmouth

NEW JERSEY DIVISION—3.

Hudson Co. Wheelmen.

22088 Dennett, W. C., 204 Summit ave., Jersey City
Unattached.
22040 Beach, E. W., 11 Spring st., E. Orange
22086 Terhune, P. C., Box 311, Hackensack

NEW YORK DIVISION—20.

Auburn Cycle Club.

22005 Smith, Goldsborough C., 73 Genesee st., Auburn
22004 Storke, Willis L., 140 North st., "
22005 Leonard, L. F., 93 E. Genesee st., "
Newburgh Bi. Club.
22097 Rogers, John B., 51 Grand st., Newburgh
Buffalo Bi. Club.
21085 Boughton, Wm. E., 344 Hudson st., Buffalo
21084 Denny, Jesse D., 453 Main st., "
21089 Hayes, Chas. E., Cosack & Co., "
21087 Hopkins, Walter G., 2 Austin Bldg, "
21088 Jewett, Jno. E., care J. C. Jewett Mfg. Co., "
21082 Mason, Albert A., 97 Bd of Trade, "
21080 Wardwell, Frank C., 235 Hudson st., "
21083 Wayland, Jno. L., Buff. Sav. Bank, "
Unattached.
21091 Zittle, Edward J., 043 Elm st., "
22028 Dornin, Arthur Evans, 52 West 55th st., New York
22002 Le Roy, Louis C., 220 5th st., "
21071 DeWolfe, E. R., 1418 Bdway, "
22000 Morrow, H. E., 351 West 50 st., "
21072 *De Wolfe, Mrs. E. R.*, 1418 B'way, "
21073 Terrell, Wm. H., 171 Woodworth ave., Yonkers
22008 Dean, Arthur E., 80 Court st., Binghamton

OHIO DIVISION—5.

A. B. C.

22050 Alles, N. C., Alliance
Harrison Wheelmen.
22001 Campbell, Harry O., Box 235, Harrison
Unattached.
21074 Eddy, John Whittemore, Buchel Coll., Akron
21060 Kester, Wm. F., Edton
22081 Shefelton, J. E., Box 500, Chagrin Falls

PENNSYLVANIA DIVISION—27.

Alleghany Cyclers.

22051 McClarren, W. T., 130 Webster ave., Pittsburgh
22052 Porter, Richard C., 147 Wood st., "
H. B. C.
21051 Weston, Wm. F., Honesdale
Erie C. C.
21062 Wrentz, H. G., Erie
21063 Morrison, W. L., 335 West 6th st., "
21064 Leslie, H. J., "
Lancaster Bi. Club.
22030 Keller, P. G., Cooper House, Lancaster
Oil City Wheelmen.
22053 Davis, Jno. F., Box 71, So. Oil City
Penn. Wheelmen.
21052 Bover, Frank N., 230 S. 13th st., Reading
York Bicycle Club.
22057 Blair, Philips A. S., cor. Phila and Duke, York
22058 Benges, Wm. S., 110 E. Market st., "
22059 Allen, Geo. L., 115 W. King, "
22060 Gable, R. Frank, 108 N. Duke "
22104 Lochniver, L. R., 5 E. Market, "
22102 Small, David E., 133 Market, "
22103 Thomas, John H., 101 N. George st., "
22104 Keyworth, Wm., 1st. Bank, "
Unattached.
22029 Fry, Geo. N., Green Line, Oil City
22053 Keil, Augustus L., 211 So. 33rd st., Philadelphia
22054 McKee, Thomas M., care McKee Bros., Pittsburg
21075 Biber, B. F., 505 Market st., "
22052 Miles, A. G., Oil City
22054 Criswell, Robert C., So. Oil City
22055 Perrine, J. N., Oil City
22097 Stephenson, Frank M., "
22095 McCready, W. S., 78 Poplar st., Allegheny
22099 Keyser, E. M., Box 74, Chambersburg

VIRGINIA DIVISION—1.

Norfolk C. C.

22107 White, A. R., 29 College Place, Norfolk

WISCONSIN DIVISION—3.

Green Bay Bi. Club.

21053 Arthur, E. Alden, Box 913, Green Bay
Waukesha Wheelmen.
22042 Fuller, Warren H., Waukesha
22231 Reed, Geo. H., "

NEVADA—1.

Reno Ramblers.

21054 Wilson, E. S., Reno

Renewal List.

BOSTON, April 19, 1889.

List No. 3			
California	41	Tennessee	5
Colorado	1	Texas	1
Connecticut	27	Vermont	10
Delaware	2	Virginia	10
Dist. of Col.	8	W. Virginia	7
Illinois	120	Wisconsin	9
Indiana	7	Alabama	3
Iowa	15	Arizona	
Kansas	5	Dakota	
Kentucky	6	Florida	
Louisiana	1	Georgia	
Maine	2	Mississippi	
Maryland	37	Montana	
Massachusetts	104	New Mexico	
Michigan	14	Nevada	
Minnesota	1	South Carolina	
Missouri	33	Utah	2
Nebraska	1	Washington	
New Hampshire	21	Wyoming	
New Jersey	82	Canada	1
New York	130	England	
Ohio	89	Nova Scotia	
Pennsylvania	79		
Rhode Island	4		
		Total	875—2021

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York.

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Mobrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2508, San Francisco.

COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

DELAWARE—Chief Consul, S. W. Merrihew, 96 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1206 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, R. L. Thompson, Muscatine Secretary-Treasurer, Fred Beach, Muscatine, Iowa.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co. Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, E. H. Croninger, 110 East Ninth street, Covington. Secretary-Treasurer, Al M. Watcher, Martin and Greenup streets, Covington.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, Harry W. Fairfax, 454 Carondelet street, New Orleans.

MICHIGAN—Chief Consul, A. B. Richmond, 411 So. Ionia street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 350, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, W. M. Brewster, 309 Olive street, St. Louis. Secretary-Treasurer, J. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George F. Hill, Great Falls.

NEBRASKA—Not elected.

MARYLAND—Chief Consul, Albert Mott 734 St. Paul street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 1177 Tremont street, Boston. Secretary-Treasurer, Sanford Lawton, Springfield.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretay Treasurer A. L. T. Cummings, Biddeford.

NEW JERSEY—Chief Consul, Dr. J. H. Cooley, Plainfield. Secretary Treasurer, Robinson Pound Plainfield.

NEW YORK—W. S. Bull, 754 Main street, Buffalo, N. Y. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, T. J. Kirkpatrick, Springfield. Secretary-Treasurer, J. W. Spahr, Springfield.

PENNSYLVANIA—Chief Consul, George A. Jessup, Scranton. Secretary-Treasurer, J. G. Carpenter, Wilkes-Barre.

RHODE ISLAND—Chief Consul, C. S. Davol, Warren. Secretary-Treasurer, N. H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, J. R. Wilson, [illegible] ville. Secretary-Treasurer, B. A. Patch, Clarksville

TEXAS—Chief Consul, Hugh J. Blakeney, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier. Secretary-Treasurer, F. E. Dubois, West Randolph.

VIRGINIA—Chief Consul, J. C. Carroll, 107 Main street, Norfolk. Secretary-Treasurer, A. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, H. P. Wilkinson, Wheeling.

Number

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name.....

Club..... *St. and Number, or Box.....*

References:..... *City.....*

State.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date..... .....1889.*

Enclosed find $1 in..... ..for dues to April 30, 1890.

1888 Number,..... *Name,.....*

Original Number,..... *Street and No.....*

Club,..... *City,..... .....State,.....*

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a

3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

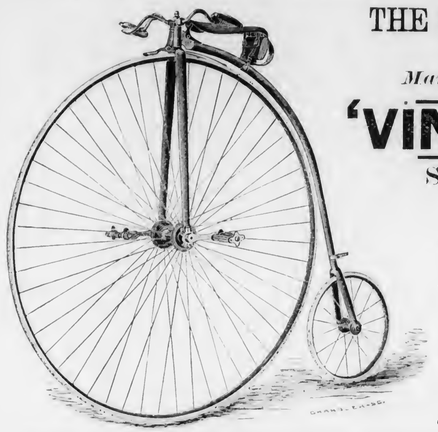
"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout—No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots
- W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
- HALPIN & CO., 13 Murray Street, New York, for New York State.
- C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
- D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
- H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.



THE SAMUEL WINSLOW SKATE MFG. CO.,

WORCESTER, MASS.

Manufacturers of Ice and Roller Skates and THE

'VINEYARD' BICYCLE.

STRONG, DURABLE and CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.

Diameter Front Wheel.	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on.	Length of leg inside to sole of foot.	Price.
38 inch	3-4 inch	14 inch	5-8 inch	31 lbs.	27 inch	$35 00
44 inch	3-4 inch	14 inch	5-8 inch	33 lbs.	29 inch	40.00
42 inch	3-4 inch	16 inch	5-8 inch	35 1-2 lbs.	30 inch	45.00
46 inch	7-8 inch	16 inch	3-4 inch	38 lbs.	31 inch	50.00
48 inch	7-8 inch	16 inch	3-4 inch	39 1-2 lbs.	32 inch	55 00
50 inch	7-8 inch	16 inch	3-4 inch	41 lbs.	33 inch	60.00

Sold By all First-class Bicycle Houses in U. S.

Orders solicited from dealers. Descriptive Catalogue and discounts sent on application.

The Springfield Roadster Bicycles

Hold the World's Records.

No. 1	Wheel, plain and cone-bearing, 50-inch,	$75
No. 2	" ball-bearing, 50-inch, - - - -	100
No. 3	" plain and cone-bearing, 46-inch,	75
No. 4	" ball-bearing, 46-inch, - - - -	100
No. 5	" ball-bearing, 50-inch, - - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 6	Wheel, ball-bearing, 46-inch, - - - -	110
	This wheel has tangent spokes and hollow rim.	
No. 7	Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - - -	115

SPEED,
SAFETY,
BEAUTY,
DURABILITY

1889
Catalogue Now Ready.
Sent Free.

SPRINGFIELD BICYCLE MFG. CO.,
178 Columbus Avenue, BOSTON, MASS.
Headers Impossible. **Best Hill-Climbers.**

$160 **Erratum** **$160**

MARLBORO' CLUB NO. 2.

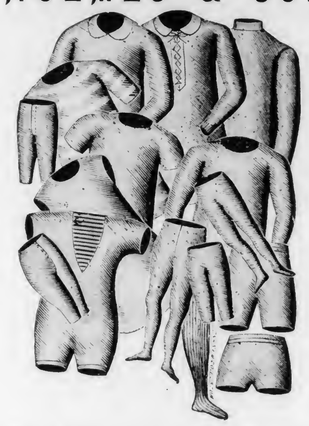
An error in plate of page 14 of catalogue of the Coventry Machinists' Co., printed in last week's World on page 494, gave the price of the MARLBORO' CLUB NO. 2, as $100.

CORRECT PRICE IS $160.

COVENTRY MACHINISTS' CO.,

$160 239 Columbus Ave., Boston, Mass. **$160**

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

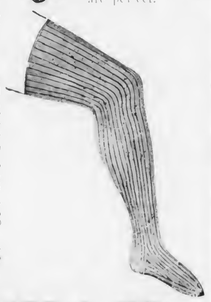
Jersey Fitting Garments

Holmes' Thigh Stocking.



IMPROVED.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect.



Jersey-Fitting Stocking.

3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,
109 Kingston Street, Boston, Mass.

Browning, King & Co.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.
COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,
27 Kingston St., Boston



SAFETY BICYCLES.



Made by Gormully & Jeffery, "RAMBLERS."
" Springfield Roadster Co., "Volants."
" Overman Wheel Co., "VICTORS."
" Singer & Co., (Coventry, Eng.) "SINGERS."
" Indiana Bicycle Mfg. Co., "DANDIES."

Send for Bicycle Catalogue, FREE.

MERWIN, HULBERT & CO.,



26 W. 23d Street, New York.
OPPOSITE 5th AVE. HOTEL.



IF YOU WEAR
PANTS
Buy no more Ready-made.
Send 6c. for Seasonable Samples, make selection, take your measure by our simple rules, and order our
Celebrated $3 Custom-Made
Pants, or finer goods, $3 to $8, by mail or express.
Coats, $8, Vests, $2.25, to match Pants. Full Suits, $13.25 to $30. Overcoats, $12 to $30.
Bicycle Uniforms a Specialty.
Send 6c. for Samples.
BAY STATE PANTS CO., Custom Clothiers
34 Hawley St., Boston, Mass.

HARLEM BICYCLE CO.,

284 Lenox Avenue, near 125th Street,
Agents for
VICTOR CYCLES
And all the Best American and English Wheels, Boys' and Girls' Bicycles, Velocipedes and Tricycles
Renting, Storing, Lockers, etc.
REPAIRING A SPECIALTY.

Great value for 50 cents.

The Cycle Brush Tool.



FOR SALE BY THE TRADE.

SAVE MONEY

By sending your Repair orders to us. We have all the facilities of the repair-shops in the cities, and our charges are about half as much.

SEEING IS BELIEVING.

We sell new and second-hand wheels and cycling sundries.

CLINTON CYCLE CO.,
North High St., - - CLINTON, MASS.



The Elliott Hickory Bicycle.

LIGHT, STRONG, CHEAP.

The following answers a question recently asked us by a party who evidently reads the Cycling Papers:

No, we don't "think we make the best Cycle in the world, we *know* it: but the reason we don't say so is because such a statement would lack novelty and we should expect no one to believe it. We prefer to submit the wheel to your inspection.

STERLING CYCLE CO.,
NEWTON, MASS.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,
18 So. Broad Street, Philadelphia,

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is **30c.** Discount to dealers.

KIRK BROWN,
No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

Howard A. Smith & Co.

Will appoint Agents for their immense line of Sundries in all unoccupied territory.

SPECIALTIES.

Bundle Carriers,	Hose Supporters,
Stockings,	Adhesive Tire Tape.
Standard Gloves,	Spoke Grips,
Whistles,	Standard Oil,
Newark Enamel,	Newark Lamps,
Cement,	Graphite,

Caps, Belts, Jersey Suits, etc., etc.

ORATON HALL, NEWARK, N. J.

Store and Riding Hall open Evenings.

DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

LINCOLN HOLLAND & CO.,
Worcester, Mass.

ELASTIC TIP CO.,



MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	.50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.25 per box
Electric Tape	.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

JOLIET, Ill., February 11, 1889.

Mr. Frank Fairbairn, Erie, Pa.:

Dear Sir—The suits you made for the Joliet Cycle Club last summer have given great satisfaction to the members who purchased them, both in fit and wear. We corresponded with *many* other bicycle suit manufacturers and found your prices lower than any of them.

Yours very respectfully,
H. B. SMITH,
First Lt. Joliet Cycle Club.



SAVE MONEY. Before YOU BUY

BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.**, for Prices. Over 300 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

	Factory Price.	Our Price.
NEW	48 in. $50 00	$27 00
ACME	46 in. 45 00	25 00
BICYCLES.	44 in. 40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Schoverling, Daly & Gales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

SPRING OPENING.

THE MOST COMPLETE STOCK

—OF—

FOREIGN AND DOMESTIC

Woolens

IN THE COUNTRY.

A New Feature for this Season,

OUR $18.00 SUITS

TO ORDER.

Estimates and samples cheerfully furnished for

Uniform Suits,

All the leading Cloths in Stock.

SATISFACTION GUARANTEED.

Nicoll
The Tailor.

145 and 147 Bowery, and
771 Broadway, cor. Ninth St.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 1729 9th avenue, New York.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliott W. Johnson
N. Mount Beckwith Committee.
E. R. Bunnell

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.....5.00
No. 1, Canvas, leather trimmings.....3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

FOR YOUR SAFETY.
The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.



GET THE BEST!
THE

Standard Cyclometer.

Greatly Improved for 1889.

No more **Rattle.**

Simplest and Best Instrument ever Invented.

Made for all **Safeties.**

Registers 2500 Miles.

J. A. Lakin & Co.,
WESTFIELD, MASS.
Send for Circular

Read & Remember,

That Ladies can learn to ride the Ladies' Safety Bicycle at

ADELPHI HALL,

52d Street and Broadway,

NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private, only two pupils on the floor at one time.

Floor 80 x 100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the safety or regular bicycle.

Classes now forming.

Engagements for *lessons* may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

GEO. R. BIDWELL,

313 W. 58th St.,

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TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

ST. LOUIS WHEEL CO.,

311 N. 14th St., - - - St. Louis, Mo.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



$3.00 **$3.00**

Toulmin's Buffalo Bicycle Shoe,

Made only of Genuine Kangaroo, 3.00

Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

W. B. TOULMIN, Buffalo, N.Y.

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*

Correspondence solicited.

HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,

585 Main Street, - - Buffalo, N. Y.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty

BARGAIN LIST.

Second-hand Bicycles, Tricycles, Tandems, Safeties, &c.

FOR SALE BY

Charles Schwalbach,

PROSPECT PARK PLAZA, BROOKLYN, N. Y.

No.	BICYCLES.	Price.
79	42-inch Ideal, Plain Pedals, Enameled, Fair order	$15.00
80	42-inch Ideal, Plain Pedals, Enameled, Good order	20.00
81	44-inch Ideal, Plain Pedals, Enameled, Good order	25.00
82	46-inch Ideal, Plain Pedals, Enameled, Good as new	35.00
83	48-inch Ideal, Plain Pedals, Enameled, Good as new	40.00
84	48 inch Columbia Expert, Ball Pedals, Cowhorn bars, Hollow, Full Nickel, and Wheel in Splendid order	80.00
85	48-inch Rudge Light Roadster, Enamel Finish, All good, Cowhorn Bars, Spade Handles, Ball Bearings, Kirk Saddle, A1 order	60.00
86	48-inch Star, Noiseless Ratchets, Enamel Finish, Cowhorn Bars, Tires good	65.00
87	48 inch Expert Columbia, Enamel Finish, Cowhorn Bars, Double Grip Handles, Ball Bearings, Kirk Saddle, A1 condition	100.00
88	49-inch Columbia Light Roadster, never ridden, used as a sample, '87 pattern, little shop-worn, all balls, same as new, warranted	110.00
89	50-inch Union, Enamel and Nickel Finish, all in good order, Plain Bearings and Pedals, Alarm Bell	35.00
90	50-inch Premier, Plain Pedals, Cowhorn Bars, Enameled Finish, and in good order, Lillibridge Saddle	50.00
91	50-inch Columbia Standard, Plain Pedals, Cowhorn Bars, Lillibridge Saddle, Nickel Backbone and Forks, in tip-top order	50.00
92	50-inch Expert Columbia, Enamel Finish, Kirk Saddle, Cowhorn Bars, Ball Bearings, Double Grip Handles, all in best order	100.00
93	51-inch Columbia Light Roadster, '88 Pattern, new in June, only ridden a few miles, everything modern and equal to new	110.00
94	52 inch Expert Columbia, Enamel Finish, Cowhorn Bars, Ball Bearings, all in A1 order with Kirk Saddle	100.00
95	52-inch American Challenge, with Harvard King Lamp, Drop Bars, Ball Bearings, Enamel Finish, all in good order	40.00
96	52-inch American Rudge, Enamel Finish, Cowhorn Bars, Ball Bearings, fine order	60.00
97	52-inch Rudge Light Roadster, Enamel Finish, Ball Bearings, Cowhorn Bars, pink of condition	75.00
98	52-inch Expert Columbia, Full Nickel, Ball Pedals, Victor Saddle, Cowhorn Bars and Wheel, in splendid order; a Cheap Wheel who gets it	80.00
99	52-inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel in good order	80.00
100	52-inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel has only been ridden 15 miles, and a bargain at	100.00
101	54-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Ball Bearings, Kirk Saddle, all equal to new	100.00
102	54-inch Standard Columbia, Half Nickel, Straight Bars, Ties in very fair order	30.00
103	54-inch Standard Columbia, same as above	30.00
104	54-inch American Rudge, Enamel Finish, Wheel in prime riding order, Cowhorn Bars, Ball Bearings	60.00
105	54-inch Standard Columbia, Enamel Finish, a very strong and durable machine for beginners	30.00

TERMS CASH.

Machines sent C. O. D. on approval on receipt of freight charges both ways and cost of crating.

MACHINES TO RENT by the DAY, WEEK or MONTH.

Repairing a Specialty, all work done on the premises.

Sole Agent for

New Mail, Columbia and Club Bicycles, Tricycles and Safeties.

All Branches of the Bicycle Business, Riding Academy with competent Instructor, perfect riding guaranteed. All Sundries and Parts for Sale. It will pay you to send or call before buying elsewhere.

HARVARD BICYCLE CLUB RACE MEET.

$500 IN PRIZES.

Cambridge, Mass., Saturday, May 11, at 2.30 P. M.

EVENTS.

1. ONE MILE Safety, Handicap, (open). 100 yds. limit.
   1st Prize, Kodak Camera; 2d Prize, Columbia Cup, given by the Pope Mfg. Co.; 3d Prize, Flobert Rifle.
2. QUARTER MILE BICYCLE. Scratch (open).
   1st Prize, Anthony's Lilliput Detective Camera, given by Barker & Starbird, 56 Bromfield Street, Boston; 2d Prize, Smith & Wesson Hammerless Revolver; 3d Prize, "Pettitt" Tennis Racket.
3. ONE MILE INTERSCHOLASTIC. Scratch, open to all Preparatory Schools. (Entrance fee for this event $0.50)
   1st Prize, Sole Leather Travelling Bag; 2d Prize, "Sears Special" Racket; 3d Prize, Silver Cup.
4. ONE MILE BICYCLE, Handicap, 120 yds. limit (open).
   1st Prize, Meyrowitz Bros. Yachting Glass, given by the Coventry Machinists' Co.; 2d Prize, Travelling Bag; 3d Prize, Engraved Silver Cup.
5. ONE MILE BICYCLE, 320 Class, Scratch, open to members of H. B. C.
   1st Prize, U. S. Signal Glass, gizen by Wm. Read & Sons; 2d Prize, "Sears Special" Racket, given by Wright & Ditson; 3d Prize, Engraved Silver Cup.
6. TWO MILE TANDEM SAFETY. Scratch (open).
   1st Prize, Two Brass Standing Lamps; 2d Prize, Two Stop Watches; 3d Prize, Two Engraved Silver Cups.
7. TWO MILE BICYCLE, Handicap, 250 yds. limit, (open).
   1st Prize, Eagle Bicycle, value $130, given by Eagle Bicycle Co.; 2d Prize, Kodak Camera; 3d Prize, Winchester Repeating Rifle; 4th Prize, Old Silver Cup.

Entrance Fee, $1. for each Event. Fees must positively accompany entries, to be sent to

R. H. DAVIS, 153 Brattle Street, Cambridge.

All seats reserved, price 50 cts., for sale at

POPE MFG. CO., - - - - 79 Franklin St., Boston.
COVENTRY MACHINISTS' CO., - Columbus Ave., Boston.
WRIGHT & DITSON, - - - Washington St., Boston.
WM. READ & SON, - - - 107 Washington St., Boston.
LEAVITT & PIERCE, - - - 738 Harvard St., Cambridge.

Quincy, Ill., March 23d, '89.

Cormully & Jeffery Mfg. Co.,

Chicago, Ill.

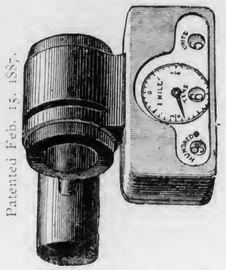
Centlemen--I am more than pleased with my '89 Rambler, and after an experience of six years, during which time I have ridden several different makes of high grade wheels, both of the safety and ordinary pattern, I am safe in saying that the Rambler is the easiest running wheel I ever rode.

The new spring, which, with the aid of the broken joint, allows the pedals and saddle to move together, is a big improvement, and in rough road riding it does not have a tendency to throw the power off the pedals, as in the case of the springs in other safeties.

Yours truly,

HAL S. OSBORN,

Capt. Rambler Cycle Club.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

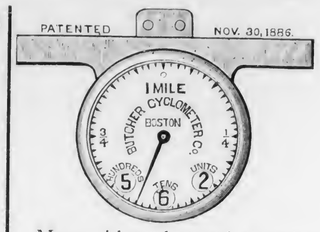
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BUTCHER CYCLOMETER CO.,

338 Washington Street,

BOSTON, MASS.

Ordinary Bicycle, $10.00
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Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



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New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

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NOTICE.

That in addition to our Men's Bicycle Shoes, we have the best Ladies' Tricycle Shoe made. They are made on our Common Sense lasts, with our Patent Flexible Shank attached. We can furnish them in sizes from 2 1-2 to 7, and A, B, C, D in width. Try them



Sent direct from factory, post paid.

Mens' No. 1. Hand Sewed and Hand Stitched. $5.
" " 2. " " " $3.50
Ladies' " 1. " " " 4.50

Liberal discounts to the trade and clubs.

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Randolph, - - - - MASS.
☞ No. 1 Shoe bears our label, "Strickland & Pierce."

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—DEALER IN—
American and English Cycles and Sundries.
First-Class Repairing ONLY.
Every attention given to repairs from the South.
Parts and Sundries Supplied for all Machines.
RIDING SCHOOL OPEN SHORTLY.

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,
Dealers and Repairers.
33 Page St. Providence, R. I.

PUNNETT, Merchant Tailor & Athletic Outfitter,

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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

Tricycles and Tandems.

Columbia Light Roadster, used one year, $70.00; Singer, very good, $85.00; Marlboro' Light Roadster, new last fall, excellent, $105.00; Columbia Tandem, excellent, $150.00; Marlboro' Tandem, '88 pattern, as good as new, $165.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find it advantageous to write.

WHITTEN, GODDING & CO.,
PROVIDENCE, R. I.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

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SIEGRIST BROS.,

MANUFACTURERS OF
THE CHAMPION BICYCLE SHOE

Price $4.75



OUR SPECIALTIES.
Running, Walking, Tennis, Foot Ball and Tour Light Weight Base Ball Shoe.



Price $4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

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237 Canal St., cor. Centre, New York.

PATENTS

procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,856.)

BICYCLES

Psycho or Singer Safety	$70
Tandem Bicycle, $2-0	145
Ladies' Psycho,	140
Gents' Psycho,	140
Royal Singer,	135
Singer Safety,	135
Ladies' Singer,	125
Crown Safety,	75
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Gypsy Safety,	50
Wanderer Safety,	35
Little Jewel, $12 to 25	

Send for catalogue. We give you all the price will buy.

38 Van Buren St., Chicago, Ill

REPAIRERS

If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.

Write to **BROWN BROS. MFG. CO., CHICAGO, ILL.**

Testimonials.

WEST RANDOLPH, Vt., Sept. 21, 1888.
H. B. SMITH MACHINE CO.

Dear Sirs—Enclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

NORWICH PHARMACAL COMPANY,
Laboratory and office E. Main St.
NORWICH, N. Y., March 25th, 1889.
H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—I ride a 48-inch Special, and am more than suited with it. This is the third season and it is as sound as a new wheel. I never had a spoke grip on it yet.

Yours truly,

M. P. GREEN.

PORTLAND, Me., March 11th, 1889.
H. B. SMITH MACHINE CO.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you



THE NEW STAR, 39x24

Mohegan Lake School, PEEKSKILL, N. Y.
H. B. SMITH MACHINE CO.

Dears Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As to speed I think there is little if any difference. Truly yours.

FRANK C. BLODGETT.

414 South Broad St.,
ELIZABETH, N. J., March 16th, 1889.
H. B. SMITH MACHINE CO.

Gentlemen—Star received on the 14th. Handle bar and brake lever very satisfactory. This is quite a machine, I like it better than either the 45 or 48-inch Star; it is the easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. If you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale.

Yours,

D. B. BONNETT.

PORTLAND, Me., March 11th, 1889.
H. B. SMITH MACHINE CO.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you claim for it; we take pleasure in ordering *two* more, which we desire for our own use. We want 39x24, 2-3 nickel, with balls, front and Hollow Spade Bar. You may send us one of the large size leather touring bags when you ship wheels. Yours truly,

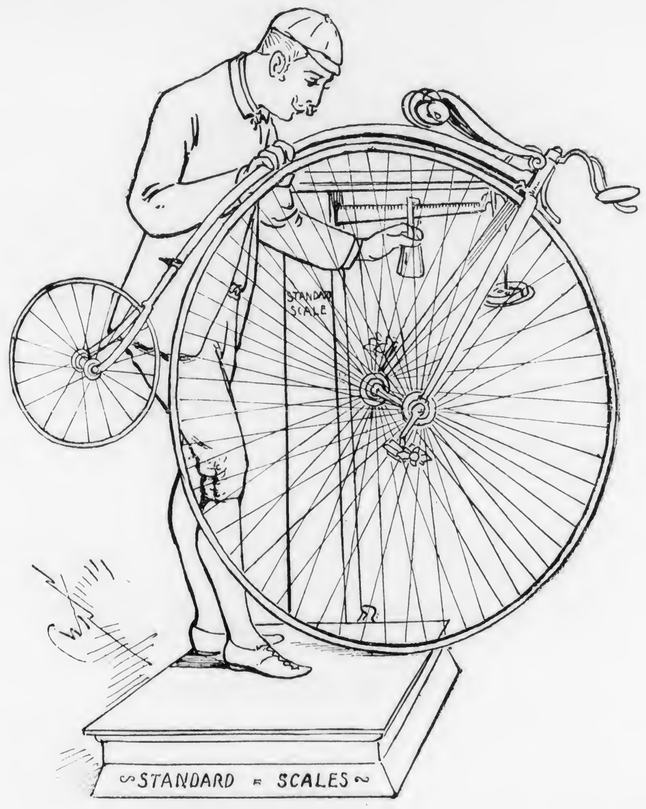
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1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - Smithville, N. J.

COMPARE COLUMBIAS



WITH OTHER BICYCLES.

THE BICYCLING WORLD & L. A. W. BULLETIN.

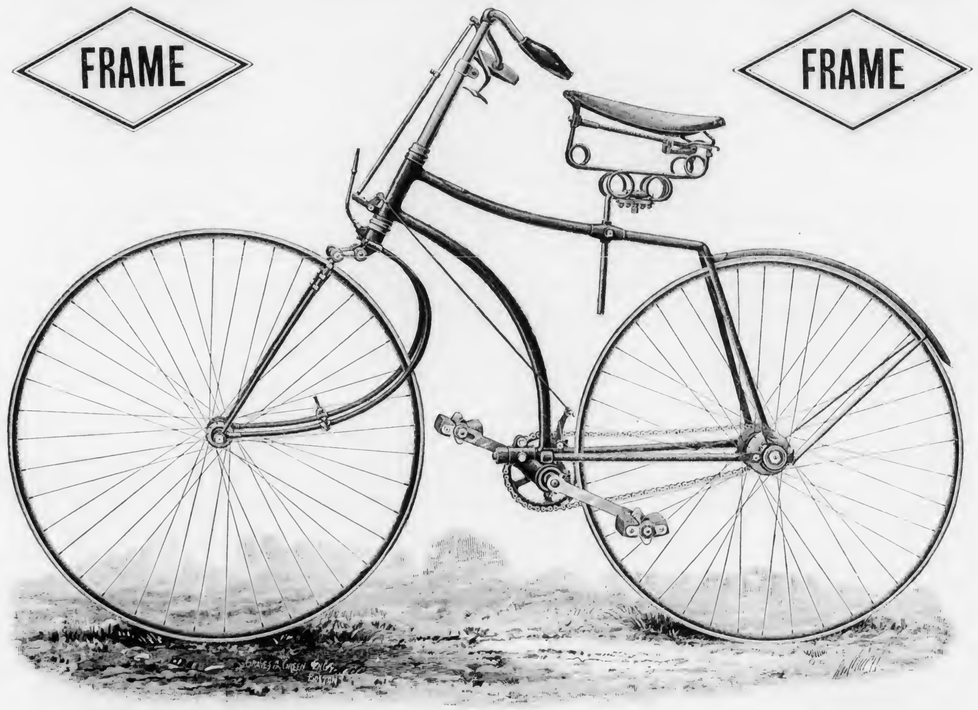
DEVOTED TO THE INTERESTS OF CYCLING.

$1 00 a Year.
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BOSTON, 26 APRIL, 1889.

Volume XVIII
Number 26.

FRAME



FRAME

The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

FRAME OVERMAN WHEEL CO., Makers, FRAME
BOSTON.

The Special Premier Safety.



Laurels from the Golden Gate

OAKLAND, Cal., April 8 1889

"The SPECIAL PREMIER SAFETY is a Beauty, and is entirely satisfactory."

W. D. HARDY.

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PREMIER POINTS—Strength, Durability, Lightness, Finish, Ease of Running, Ease of Steering, Availability for Either Sex, Correctness of Mechanical Construction, Interchangeability.

Immediate Delivery.

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Apply to nearest Premier Agent, or send for Catalogue to

LLEWELLYN H. JOHNSON,

Sole Manufacturing Importer, - - - ORANGE, N. J.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact, that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

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Can fill orders at once, large consignments arriving each week.

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FOR SALE—Two Experts; in first-class condition. 50 inch, $75; 54 inch, $75; also 54-inch National; in fine condition, $50. BROWN & GREENLEAF, 170 Brattle st., Cambridge, Mass.

CYCLIST'S RECORD BOOK, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago. Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.



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Patented. Price, $1.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 315 West 59th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE—A bargain. A genuine convertible Boston Humber Tandem, in excellent condition, fitted with best Butcher cyclometer, and "King of the Road" lamp. Apply to HARRY D. HEDGER, 173 Fremont St., Boston.

E. C. BENNETT,

—AGENT FOR—

VICTOR, STAR & EAGLE.

We carry a fine list of second-hand wheels. Send for list. Repairing a specialty. We also carry a full line of Sundries.

160 Orange St., NEW HAVEN, CONN.

CYCLING BOOK-KEEPERS

Should use the "**Daily Cash Balance Book**" recently gotten out by W. L. Surprise, Ex Chief Consul, State of Tennessee. It is neat, handy, and the best method of balancing your Cash every day, that was ever introduced. Send for circular, sample sheet etc.

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In this Department, 15 cents a line. Cash must accompany the order.

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$60 BUYS a 52 inch, full nickeled Expert. Good reasons for selling. Address 10851, 20 Main St., Bradford, Pa.

FOR SALE—50 inch Expert Columbia bicycle, full nickel, drop handle bars, Kirkpatrick saddle, with bell, cyclometer, and tank. In good condition. Price $45. Address EDWIN I. WILLIAMS, Fair Haven, Vt.

WANTED—A Safety in A1 condition, it cheap. VINCENT GILPIN, 845 Preston St., Philadelphia, Pa.

EXCHANGE—New 30 by 24 Star, Springfield Roadster or Volant safety, for '88 or '89 Victor safety in perfect shape. Lock Box 15, Bainbridge, N. Y.

$60 52-inch Columbia Expert, full nickel, '88 pattern, perfect order. E. E. F., 332 W. 28 St., New York City.

VERY CHEAP—54-inch '88 pattern Special Star, balls and spades, good as new in all respects; ridden about 100 miles. Cost $125. $75 takes it. 50-Harvard, balls to both wheels, Cobblestone saddle, G. & J. extension cranks. Two years old; ridden about 500 miles; worth $75. $45 takes it. A 54-inch Am. Star, good order, for $25. Address G. FRANK FRITS, Akron, O.

FOR SALE—Victor tricycle, latest model, bicycle steering, foot brake; used few weeks only. Will leave Ames Mfg. Co's works here At. Price $80. JOHN A. SPOONER, Chicopee, Mass.

WANTED to trade for or buy a 48 inch bicycle. Lock Box 9, Cadiz, O.

SPRINGFIELD ROADSTER—For sale. Nearly new. Cost $75; will sell for $50. GEORGE COTTER, 10 Liberty st., Peoria, Ill.

SAFETIES, new and second hand, New Rapid, American and Victor. Address W. A. MECKER, Agent New Rapid and American cycles, 320 River St., Troy, N. Y.

FOR SALE CHEAP—56-inch American Champion bicycle; good as new. FRANK G. MILLER, Rockford, Ill.

TWO IMMENSE BARGAINS—1 Genuine Boston Humber Tandem, balls, all but pedals; newly enameled; in good condition; cost, new, $250. 1 54-inch Victor Light Roadster, '88S pattern; standard finish, balls all around; used but little; in perfect order. Either machine sent C. O. D., privilege of examination, for $110 net, if express charges are guaranteed. Address J. EDWARD SEARLES, 505 Albany st., Little Falls, N. Y.

FOR SALE—56 inch Expert, enamel, nearly new. 58 inch Expert, all nickel, latest pattern, A1 condition. 54 inch American Rudge, enamel, balls to both wheels, cow horn bars, spade handles, A1 condition. Springfield Roadster, ball bearings, nearly new. For terms apply to JOHN S. MUSSER, 132 E. Chestnut st., Lancaster, Pa.

FOR SALE—A Quadrant tandem; good wheel, $100; would exchange for safety or approved merchandise. BRADFORD, 508 Madison st., Brooklyn, N. Y.

A BARGAIN—Ladies' Columbia two-track tricycle, 1888 pattern; ran about 200 miles; in perfect condition. Address GEORGE H. SCRANTON, Birmingham, Conn.

FOR SALE—48-inch American Star; new last season; good condition. Price $50. C. A. CONOVER, Coldwater, Mich.

FOR SALE—A Special Quadrant Tricycle, cost $200; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

FOR SALE CHEAP—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., West field, Chautauqua Co., N. Y.

FOR SALE—54-inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

56 INCH Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow horn bars. Cost $115; will sell for $65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

FOR SALE—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. McGARRETT, Box 124, Springfield, Mass.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $145. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

WANTED—A Victor Safety, '88 pattern, in A1 condition. P. O. Box 440, Waterloo, N. Y.

IF YOU WANT TO BUY

A new or second hand wheel, write us. Second hand wheels taken in part payment for new mounts. Agent for all leading makes.

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WHITE CYCLE CO.,

118 North Greene St., TRENTON, N. .

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5 Columbia Experts, 50, 52, 54-inch, from $65 to $90.

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1889 pattern 56-inch Victor Light Roadster, used two weeks. Guaranteed good as new. Price $85. Champion Light Roadster, almost new, price $70.

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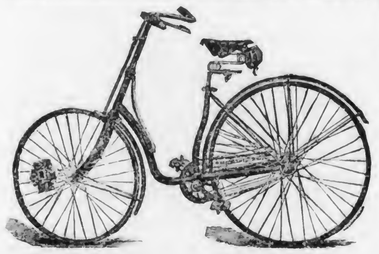
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The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

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No. 809 Water Street, S. W.,

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The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**



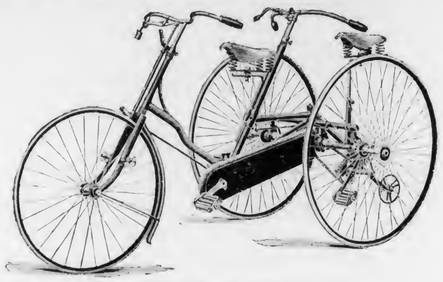
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THE SINGER TANDEM,

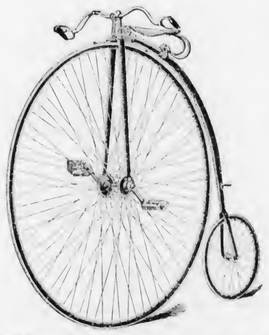
A thoroughly *strong*, *safe*, and comfortable tandem, well tried during last season. The steering is controlled by either rider, and two independent brakes are fitted—one for each rider. It is of best quality throughout, is fitted with our patent axle, and has ball bearings to all running parts, including pedals. It is convertible to a single machine by a very simple arrangement, by which the back part is made detachable. SIZE.—30 in. side wheels, 7-8 in. tires, 28 in. front wheel, 3-4 in. tires. Speeded 54 in. Plated hubs, cranks, axle-tubes, handle-bars, and fittings; remainder enamelled black. **Price $250.00.**

Out of all the "S.S.S.S." Tandems supplied during 1888, we have *not heard of a single case of breakage*, while, on the other hand, we have the most satisfactory accounts of their efficiency.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

At the Head of Their Classes. **NEW MAILS.** Only wheels with Triowell Ball Head.



We are daily receiving letters that the New Mail is the steadiest running Safety in the market.

Letter just received says:

"Find I can ride and "steer the wheel very "nicely with hands off, "which is impossible "with any other make "here."



We have some great bargains in Second-hand High Grade Wheels. Send for Second-hand List.

WM. READ & SONS, 107 Washington St., Boston.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 169 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 26 APRIL, 1889.

OUR PAPER WAS MAILED.

LAST week our whole edition was in the Boston Post Office by 4 P. M. Saturday. All the New England papers were in the mail by Friday night.

Please send on complaints and we will try and trace the cause of the delay. We shall repeat this notice weekly, for some time to come.

THE thoughts of every hard worker is now refreshingly turned toward the near at hand season, when the early closing on Saturdays will once more be in order. We believe in this half holiday on Saturday most thoroughly: it is equally good for the employer and the employed. The idea that the employer was losing just so much valuable time is an exploded one, the employer and employee are both benefited. We Americans have been apt to think that every moment lost from our business was dollars thrown away, but a practical test has proven this not to be so. We would like to see every store and every office in the city of Boston closed at 12 noon every Saturday during the summer season. It gives the boys a chance to take a little run on a cycle away from the business cares and fretting of this work-a-day world.

THE riders of the West who are active in the movement to form a racing organization, in which the lines dividing the amateur from the professional are abolished, are making a great mistake. History will simply repeat itself, and the fate of the A. C. U., formed by Mr. Ducker some three years ago, (and *dead* nearly as long ago), will be the fate of the "League Union Cyclists." We quote our Denver correspondent. "The principle aims of this organization are the running of races on the class system, and the abolishment of the amateur rule."

These gentlemen should remember that they are placing themselves in direct antagonism to every one of the many powerful organizations that are built on the foundation of amaturism. They must recollect that the L. A. W. is not the only organization that insist on the amateur law, and therefore, if the L. U. C. becomes an organization, and holds races under the proposed rules, the competitors will be barred from all amateur contests, not only by the L. A. W., but by *all the other amateur associations in the country*. This may seem a very trivial matter to our Denver friends, but in all good feeling we raise the word of warning, so that they cannot hereafter plead ignorance.

WE thought that it was strange that the usually well-posted editor of the *Wheel* should make the erroneous comment on the racing rules governing the barring of safeties from ordinary races, but the explanation he made, that the sheet containing the amended racing rules got lost, and it thus escaped his eye, is a reasonable one. We are all liable to slips, even if we are editors.

HAGERSTOWN, Md., has sent out an invitation for the League to meet in that city.

THE defeat of the bill for the appointment of a "Commissioner of Roads and Bridges," in the Massachusetts Legislature, leaves the Massachusetts L. A. W. Division with something to work for. The bill would have given the State an almost perfect system of road improvement. This some of the committee who reported against it acknowledge, but the old prejudice against wheelmen, together with a feeling that the bill which created a Superintendent of Streets in each town, which was gained early in the session, was sufficient for one Legislature to do, was strong enough to prevent the average member from doing perfect work for the State.

One member stated upon the floor of the House, that "wheelmen are never satisfied: we have given them the earth and they want a fence: we have given them the Superintendents of Streets, and now they ask more."

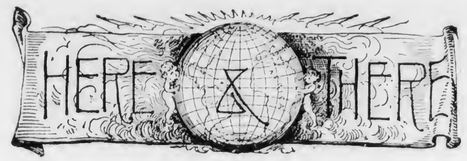
Is this Statemanship? not to consider the merit of the bill, or the benefit to be obtained from it, but d—n it because wheelmen desired it? Had the member stopped to consider that better roads in many localities are an absolute necessity to prevent personal injury to a wheelman, he would have known that the wheelmen would favor only that measure which would give the best results. Better roads are admitted to be a desirable object by everyone, and wheelmen are necessarily honest in the support of the best measure to obtain the desired end.

The doing away with the worn out system of Highway Surveyors and the appointment of one responsible head, a Superintendent of Streets in each town, is alone sufficient success for the division to congratulate itself that it has made a long stride toward better roads, perhaps all it ought to have expected for its season's work.

MR. E. J. SHRIVER has something to say, on another page, on the reconstruction of the election system of the L. A. W.

WE notice that our Chicago correspondent talks of raising $10,000 dollars for the entertainment of the League next year in Chicago. This is very generous, but we sincerely hope that it will end in talk. Last week we spoke about the bad effects of expensive entertainment, and we urge on the wheelmen of Chicago, and every other place where the meetings of the future may be held, to go slow on the appropriation business. Let us have less money spent in entertainment. Let the "visitors" pay their own way more. This extravagant method of running things is too much of a strain on the generosity of wheelmen.

PROBABLY there will be no road racing in Missouri. The amended Warner Bill, forbidding it, has passed the House of that State by *one* vote.



BUFFALO.

"ALI BABA."

WM. S. BULL, Chief Consul of New York State Divison, has issued a new form of application for official hotels in this State. Mr. Bull stated that it was a difficult matter at first to get the principal hotel men to recognize the League. But that has all passed. They are now clamorous for the League's patronage, and will recognize the applications sent out by Mr. Bull. He intends to have placed in each official league hotel a record book, which will only be shown to the applicant upon presentation of his league ticket. He may make such entry as to condition, etc., of the road over which he has just ridden, as will be of benefit to those who will afterwards refer to it. The proprietor of the hotel, who consents to the agreement, will hang in a conspicuous place in the hotel office the certificate of appointment.

WHILE Buffalo has been enjoying the warm sunshine and the balmy air of spring, our southern friends have had the satisfaction of wading through snow up to their hubs. It does seem ridiculous to read the shout of the press—it is something like this: Ho! for Buffalo as a spring resort! It is very easy to be adapted to present conditions. The dreadful is so soon forgotten; one ray of sunshine dispels many former ills.

THIS is the time when the wheelmen need to be cautious. It seems warm enough down on earth, but when you stride the saddle and go sailing through mid air, you seem to go through a cold stratum, which soon numbs the fingers, and will chill one to the marrow unless you wear everything double.

MR. BULL returned from New York recently, whither he had gone to visit the New York and Brooklyn clubs. He has a strong desire to get the Brooklyn clubs back into the League.

CHICAGO.

THE "STROLLER."

ALL Illinois Club members have boycotted the *Herald*, owing to an item that appeared in that paper, stating that Tom Roe was the Referee in the ladies' bicycle race, and that Mr. Roe was Captain of the Illinois Cycling Club.

IT is quite probable that an amateur twenty-four-hour race will be one of the features at the coming cycling tournament here. If so, the local contestants will propably be Mason, Riggs, Roe, Hammel, Spooner, Bert Myers, and Maas Otto.

THE Lincoln Club are trying hard to have Lincoln Park thrown open to wheelmen in the evening, and are getting up a petition to present the Park Commissioners that has already assumed mammoth proportions.

VAN SICKLEN, Winship, Lumsden, Hammel and Ehlert will probably be the scratch men in the Pullman road race this year, although Van says he will not ride in the race, as, if he should win, he would be cheated out of the victory. This sounds rather childish coming from the old "war horse."

THERE has been nearly a hundred ladies' bicycles sold in this burg this year thus far, and the end is not yet.

THE latest addition to cycling clubdom is the Alpha Cycling Club, located at Normal Park, who threaten to sweep everything before them in all contests this year.

SAM MILES has been in St. Louis the past week, in the interests of the coming tournament.

J. C. ELLIS has a new idea, and is trying to get it in operation, and that is to have an association of Chicago wheelmen, composed of L. A. W. members only, and thinks that if this was brought about we could easily raise $10,000, to entertain the League with here, next year; while some of the politicians think this would never do, as the organization would be run entirely by the Illinois Club. As every member of that club belongs to the League they would have a large majority in the new organization, if one were formed.

ELLIS also says that why he should be called club kicker is something he never coulld understand, as he does less kicking than any man in his club.

THE bicycle part of the parade in honor of "Spaulding's Globe Trotters" was considerable of a fizzle, there being only twenty wheels in line.

"TWINKLE" devotes a column of the *L. A. W. Pointer* to a criticism of a recent article in the *Inter Ocean*, descriptive of a tour made by six young wheelmen of Jacksonville, Ill. Poor "Twinkle" evidently must have been suffering from indigestion (certainly it could not have been from jealousy of the author, when he wrote that criticism. We shall have to call you the "Critic" in the future, Mr. Secretary.

MINNEAPOLIS NOTES.

"PARSON."

THE weather, which has been very rough for the past few days, has cleared up, and we smile again. The several agents report this as the best year known for the bicycle business. The safety craze has struck this town and struck it hard, and now all one hears is "what kind of a wheel shall I ride?"

I DROPPED into Morton's the other day and found everyone busy, so strolling into their bicycle department I ran across a safety with a card on, which bore the following: "No, you can't take a header on me. Yes, I can go up a steep hill. No, I am not as fast as my larger cousin, but I try to get a lunch while he is taking a square meal. Don't mention it, sir, you are welcome."

THE M. B. C. had to postpone their club run this week, on account of rain, but if the weather permits a run will be taken to Anoka on Sunday.

MEMBERS of the club are all busy preparing for the formal opening of their new rooms, which occurs on Thursday next. A very interesting programme will be presented. Will give you full particulars in my next.

THE M. B. C. team have issued a challenge to any team in the State, for a race any distance, on road or track.

SEVERAL of our "scorchers" are thinking of entering the Chicago to Pullman road race. I should give the following celebrated advice, as given by Punch: "Don't," the company is too fast for you.

THERE are several clubs in the State who talk of building tracks. If this amounts to anything more than talk some good races will be the result.

PENNSYLVANIA.

"ARIEL."

SOME of the Centurions were beautifully taken in the other day, while on the road. Coming down Broad street they tackled a rider on a safety, who was dressed in plain everyday clothes, and looked like some tender-foot, so picking him up at a lively pace, they proceeded to "warm" him, according to the time honored custom of doing a gr en-horn. But the gray-coated Century men did not know that the quiet-looking individual was one of the oldest and best known riders in the city, and that he was riding a safety geared to 57, consequently the small machine "stayed there" right along down Broad street, and when opposite Monument Cemetery, Mr. G, (let us call him) put on a little more steam, and left the graycoats far in the rear, a more surprised set of Centurions you never saw.

PENNSYLVANIA'S ball on Thursday night, together with that of the South End Wheelmen, which comes off at St. George's Hall the same evening, and the third annual banquet of the Century Wheelmen at the Collonnade Hotel, will give us a week of festivity. The only question, so far as I am concerned, is as to whether, after a midnight supper with the choice spirits of the Century, I will be in any condition to do the ball on the following evening.

GREAT rivalry exisits between the South End and Pennsylvania Clubs, as to the respective merits of the scorchers of each organization on the road, and there have been several little brushes of late. In order to definitely settle the question, Captains Supplee and Dimon will each call a club run to Norriston on the same day—probably next Sunday—and on the ride home a sort of impromtu road race will be indulged in. Under the silver keystone will ride Merrihew, McDaniel, Supplee, Hill, Fuller, McCloskey, Elliot, and a few more noted names, (what do you think of them, gentlemen from down town?), while the main stay of the South End will be the three Klobs, Wilson, Dimon, Bradley, et al. There will be some fun, and I am going to see it.

THE Century Club house is being rapidly furnished. The new wheel room is 66 by 25, one of the largest in the city, and they have just put in a magnificent suite of parlor furniture, with carpets to correspond. As an evidence of the boom the new has house given them, twenty-seven new names have been proposed for membership within the two weeks elapsing since last meeting.

AT the regular meeting of the Mt. Vernon Wheelmen, last week, the club decided to rent a new house on Continental avenue, and will move as soon as arrangements can be made. Their membership is now over fifty, and in fact, all the clubs are reporting heavy increases. Cycling is on the boom in the Quaker city.

MR. GEORGE D. GIDEON, the well-known rider of the Tioga Cycling Club, has been appointed official handicapper for this district, and is busily engaged in figuring out the respective abilities of the local racing men. Of the latter, Merrihew, Saxis and Draper will bear the most watching. Saxis has shown up remarkably well in practice this season, and will, I think, make a flyer.

A VERY enjoyable occasion was that of the visit paid by the Camden Wheelmen to the South End Club rooms last Saturday night. Some twenty-odd Jersey men came over and spent a lively evening, wrestling, sparring, etc., soothed by the music of the club orchestra, and interspersed by fancy riding by Messrs. Bradley and Green. Of course they smoked, furiously, (they always do) and as the active exercises whetted their appetites, cider and doughnuts were provided in liberal style by their entertainers. The South End are noted hosts.

DIAMOND street has always been one of *the* noted resorts for riders, but since the introduction of the new electric light last week, night riding appears to have doubled. All sorts and conditions of wheels are spinning over its smooth surface every afternoon and evening, among which are a number of ladies riding safeties and tandem bicycles. Of the latter, I must say that I prefer the type with a bar connecting the two handles. Its main objection—in fact the only one—is the claim the front rider would be impeded in case of a side fall, but this is not so unless going at a high rate of speed.

NEW YORK.

"JACK."

I WONDER if Prial, of the *Wheel*, knows that there is a newspaper published in Stillwater Penetentiary (Minnesota)? If he does, he should exchange with it, so as to let some of his editorials on prison life (as it is and should be) gain circulation among the inmates. One of the Younger Brothers (of Jesse James notoriety) is managing or society editor, or something of the kind, and might deign to read editorials in the behalf of jailed men.

I WONDER if the cycling critic is one of the favored ones of nature. He is the rooster that sits on the fence and crows scornfully at the effort of his fellows to *do something*. If they fail, he crows them (as is his mission) into the grave of oblivion. If they succeed, he crows yet the louder that he may perchance detract from their successes. Honest workers go to the wall, but the unproductive soured creature crows on unmolested. He cries "chestnuts" when every other man is "snowed under," and when Gabriel blows his trumpet the "creature" will be found crowing away, and criticising the quality of the note of the horn. There are a few of these chaps in our midst, who do nothing but cry "chestnuts" at other people, when their own face is in need of Pears' or Proctor & Gamble, and their own stockings need mending.

A. B. BARKMAN'S twenty-five-mile Irvington-Milburn road race is going to be a success, as things look now. A. B. never has a moment to talk about anything. Fly up and down the stairs at Spalding's like a sheet of tissue paper in a gale of wind; "must get that 'safety' off," he yells, and then there is a vision of a blue Norfolk jacket, a pair of brown eyes, a beard and a derby hat, and the man has gone to lunch. Bless his heart, but I'll interview him yet, and give him three columns and a *cut* of his upper anatomy that will send him "daft."

THEN there's Elliot Mason and that man of his who always laughs. Dammie! if I don't believe if you told him it was to be the last day in twenty-four hours, that he'd laugh till he sprinkled the floor so that the boy with the green watering-pot would be knocked out of his favorite pastime, of making circles round the knot holes in the pine floor.

I HAD the pleasure of meeting on Sunday, at the Citizens' club house, two of the members, Dr. Brooks H. Wells and Mr. George Martin Huss. Had a long chat with Dr. Brooks, who seemed to think cycling was growing very fast. Mr. Huss is a great authority on the delights of the bath after a run in the dust and heat.

IN the Park on Sunday I noticed some fellows who should be well spanked. There were some fourteen of them, dressed in skin-tight black full tights, who only wanted a few spangles and a lime-light effect to make them look like black demons. I wonder how these men would like to *walk* home in that abominable rig? Now do show some decency, some of you fellows, for the sake of *other* people, and for the cleanliness of the sport, if for nothing else. It is not decent—that is the long and the short of it.

THE club men with the gold epaulets and shoulder stripes are also objects of great admiration to nurse-maids and other crude organisms, but to more civilized eyes they are barbarous a wee bit. The cycling *suit* is giving place to the cycling *uniform*, which is a nuisance, and of which there is no earthly need. No horseman rides in uniform. His clothing is only adapted (as should be the cycling suit) to the requirements of the wheel. That is all.

AT his health factory and dispensary, at 313 West 58th street, I saw Mr. George R. Bidwell, a gentleman of goodly frame and exterior and pleasant, easy manner, who reports business in all the various directions in which he pushes it in the cycling line, as extremely good.

BALTIMORE.

"NORVAL."

THE Hagerston, Md., "Norval" club expresses their desire to have the coming L. A. W. meet held in that town, and they are making an earnest effort to have Hagerstown selected. The club has answered Mott's letter, and he has sent the invitation to President Luscomb. The invitations for their meet to be held July 2, 3, 4 will not be sent out until a reply is received from Mr. Luscomb.

KINGSLAND, the Baltimore crack, will soon go into active training for the Chicago races to be held in May. He thinks he will pull out several victories.

THERE is some talk of re-organizing and changing the name of the "Cycling Ramblers," a club which organized at Westminster, Md., about two years ago. Lately very little interest has been taken by the members of the club.

THE Centaur Club has given out the contract for its club house.

NEW HAVEN.

"ELM CITY."

LAST Thursday the N. H. Bicycle Club held its final smoker for the season. The punch bowl bobbed up serenely, and was emptied with the usual dispatch peculiar to the methods of the N. H. Bi Club members.

APRIL 12th is Fast Day in this State, and we celebrated it by having a parade, a photograph taken, and a run to Beauford Point. Dinner at the Beauford House was taken, after which a game of base ball was played in a style that would have made your ten thousand dollar beauties weak, could they have seen it.

I NOTICE in the last week's *Wheel* an article urging cyclists to join the League. The *Wheel* has usually claimed that there was no advantage in League membership, and so I was pleased to see this evidence of a change of heart.

NEWS AND COMMENT.

A CURIOUS case of mistaken identity, in which a cyclist acted as detective, occurred in Belleville, N. J., the other day. A Mrs. Snow, of that place, rushed out of her house and shouted that a couple of men who had just boarded the Newark car had robbed her. The charge was heard by a cyclist who was riding by, and he at once followed the car and at the first opportunity telephoned to the Newark police to be on hand to arrest "the burglars." He then continued on, and as the men alighted he identified them, and they were arrested. It turned out to be a case of mistaken identity, and apologies galore filled the air.

IN Massachusetts, if a dog rush out at you while passing quietly along the highway, you may kill him if you can, and the law will not say you nay.

THE Lansing (Mich.) Bicycle Club prohibit sidewalk riding.

THE Albany (N. Y.) Wheelmen respectfully decline to consolidate with the Albany Cycle Club, and so the proposed deal is off.

WINDLE is building a five-lap track on his father's farm at Millbury, Mass., so that he can do all his training at home.

THE St. Johnsbury, Vt., trustees have commenced to improve and rebuild the city streets. In congratulating the people of St. Johnsbury on the proposed improvement, the *Republican* of that place says: "The announcement that something is to be done in the way of permanent improvement of our roads will be good news to everybody. Under the old and antiquated system which has so long

been followed no good results are possible, while at the same time it is the most costly and expensive system that could be devised. For instance, during the last fifty years enough money has been spent on Eastern avenue to pave it its entire length with silver, and yet its condition this spring has been a disgrace to a civilized community."

HARTFORD will be at the front, as usual, this year in giving a grand tournament, at about the usual date. This tournament will be *strictly* amateur, no professional events at all.

NEW HAVEN is talking tournament; in fact, racing this season seems to be on the boom.

E. P. BURNHAM, the appointee of Chairman Davol as handicapper for New England, is a good selection. We believe Mr. Burnham will establish a good record in his official capacity.

HARTFORD Wheel Club will hold a hill climbing contest Decoration Day. The eminence selected is situated in the Capital Park. The contest will be one for best time, one ascension.

IN all probability Windle will go to Europe, as representing the New York Athletic Club, and compete in all the open and prominent events. This great little man stands five feet six inches, and when in training weighs 145 pounds. He has started in sixty races, winning fifty-five firsts.

THE Hartford Wheel Club have lately renovated their club house at an expense of over $600. The house has been entirely "cleaned out," and the walls and paint renewed, and entirely refurnished, and now the house can scarce be recognized by those who have not seen it since last fall. The club will probably give an opening reception some time in May.

THE Forest City Ramblers, of Cleveland, Ohio, will have a 25-mile handicap road race May 30th.

THE Long Island wheelmen will hold a ladies' reception on Monday next, the 29th.

THE *New York Press* states that "by actual count 228 wheelmen went by a given point in Central Park on Sunday last, while at the same time and place only ninety-seven vehicles of every other description passed."

WE had a pleasant call from Mr. Geo. K. Barrett, of Chicago, a prominent member of no less than seven amateur associations of that city.

LYNN, Mass., has one lady who cares not for the public prejudice, and she rides a safety.

THE papers seem to have more than the usual number of accidents recorded to riders of the bycycle. Perhaps the inaction of the winter months has something to do with the state of affairs.

THE Cambridge (Mass.) Club will give a minstrel entertainment at Union Hall next Thursday, May 2d. The Cambridge Club is justly celebrated for the excellence of their performances and we have no doubt that standing room only will be posted at the door on that occasion.

WE shall be pleased to hear from No. 21033 when the spirit moves him.

PROF. CARL MEYER seems to think he hss solved the problem of aerial navigation. For our sake we hope he has; but it is so easy to theorize and so difficult to put into practical operation. The flyer is described as being so compact that the rider seated upon it almost conceals the apparatus, with the exception of its driving wheel, of which two sizes have thus far been built, of twelve and forty-five feet respectively. The larger wheel weighs only six pounds and has a motion in revolution of about fifty feet per second. It is intended to be worked like a bicycle, but runs along the air lines instead of on the ground, and is driven by the hands and feet of the rider just high enough to escape obstacles. It steers simply by leaning in the direction the rider desires to travel—up, down, right or left—and is adapted to be supported by either a parachute kite or a so-called "hydrogen spindle."

NEW JERSEY is the most progressive State in regard to improvment of highways in the country. Witness the fact that the Union County Board have decided to raise $150,000 for the improvement of county roads. Bravo, Jersey.

HOW easy it is for a racing man at the end of the season to say, "I will not race next season," and how difficult when the "next season," comes around for this same man to keep off the track, *vide* Willie Windle's resolves made in 1888, and his entrance to the Havard Bicycle Club events this spring.

THE two miles L. A. W. championship will be run at Providence, May 30th.

W. WINDLE will appear on the path May 11th at the Harvard Bicycle Club races.

THE Brownsville, Pa., Cycle Club willl have a meeting July 4th.

THE Kings County Wheelmen, of Brooklyn, will hold a two days' tournament, June 28-29. A committee has been appointed to arrange details.

THE Long Island Wheelmen will hold a tournament June 15.

RALPH TEMPLE was in town last week. His friends were glad to see him.

REMEMBER the date of the Harvard Club races is May 11th. See advertisement.

LAST Saturday Windle took a tremendous header, the effects of which may interfere with his early spring engagements.

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

My dear friend, Miss H., of Jamaica Plain, has astonished all her acquaintances by a demonstration of her ability to ride the two-wheeler without "falling off." They were not aware that she had a machine of this kind until they saw her riding it with the ease and grace of an old rider. And this is the way she did it. The sitting-room of the family mansion is very large, and it was an easy matter to improvise a riding hall by removing the furniture. This was done each evening for a week or more, and, guided by her father, the young lady circled the room until she was able to make the circuit alone and unaided. No matter if a bit of paint was knocked off here and there; no matter for bruises on the paper and the necessarily resultant dirt. Spring cleaning is at hand, and soon there will be no handwriting on the wall to tell the world that once this sitting-room was a riding school.

It was to be expected, and therefore I am not surprised. I looked for some over enthusiastic rider of the bicycle to let go the flood gates of wrath upon my devoted head, for my temerity in suggesting that perhaps the bicycle was not the only machine which ladies should ride, and that there were useful and pleasant purposes to which the tricycle and tandem might still be put. It has come. A writer in the *Wheel* gives a column to my case, but as she does not even attempt, except in one instance, to reply to my arguments, I do not feel called upon to take up cudgels in my own defence. Moreover, I agree with my critic when she tells the WORLD that a great mistake has been made in securing Helen Grey to conduct the Ladies' Department of this journal.

The one instance in which the correspondent takes issue with me leads to the assertion on her part that a rider is in more danger from dogs when on a tricycle than when on a bicycle, because, forsooth, the dogs always come at one from behind, and there the tricycler is unprotected. It may be that the dogs of Washington and New York attack one from the rear, but New England dogs have an exasperating way of coming at one from the side. A gentleman once said to me, "why don't you run over the dogs when they rush out at you?" This is a case where the spirit has been often wickedly willing, but the body woefully weak. Your correspondent, Mr. Elliott, who complains of the dog nuisance, will probably refuse to believe that he is safer from their attacks on the two-wheeler than he is on the three. But it were idle to discuss this point.

A Providence correspondent tells me that the ladies of that city are, to a woman, united in favor of the bicycle. In addition to the ladies who have been announced in this column as converts, she instances Miss Ashley, who rides an Invincible, and Miss Blackmar, who rides a Swift. Miss Sheldon and Mrs. Waterhouse have ordered wheels, and the Thurbers are to have a T. B. The Rhode Island Wheelmen have received a Columbia T. B. for the use of the members. Providence never does things by halves. They are to have a whole day of sport on Memorial Day, and there is good prospect that a very sizable procession of ladies on wheels will be seen moving towards the park at Cranston when the eventful day arrives.

From away down in Mississippi comes this suggestion: "In answer to Miss Helen Grey's call to suggest a short name for the tandem bicycle, I would reply that a name, covering the qualities of bicycle, safety and tandem, would be propper to apply as name to above mentioned machine, therefore I submit to your kind consideration the name 'bicyclope.'"

I am afraid that is too long. The following comes from a lady of Manhattan. I will venture the assertion that her husband is a Mason. "In your issue of April 12th you say 'tandem bicycle is too long. Will not someone give us a single word for this machine so that we may economise words and time?' In this part of the country a single safety is called a 'goat,' why not call a double safety a 'goatee?'"

From Washington comes a news paper in which Mrs. Spooner tells of a delightful ride taken by herself and a companion into the



THE EAGLE.



OPINIONS OF THOSE WHO RIDE IT.

NEW YORK, April 14th, 1889.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:—

Gentlemen: I take pleasure in saying that for easy running, as a hill climber, and safety, the "Eagle" ranks with the best, and in point of material and finish cannot be improved

Respectfully yours,

W. C. MARION, JR., Capt. Kings County Wheelmen.

NEW YORK, April 17th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.:—

Dear Sirs: I have had my "Eagle" now, about a month, and I like it better every time I ride it. It took me but a few minutes to learn to mount, and I think any "Star" rider can handle the wheel "on sight"; an ordinary rider it will take a little longer.

I have been riding for several years, and have tried almost every kind of wheel, and now feel more thoroughly suited than I ever have been.

I can assure you that it is a comfort to be able to ride them down dangerous hills without fear of "headers," and at the same time run no risk of having to train or walk home on account of a broken chain or a "busted" spring.

As regards finish and workmanship, every one who has seen the wheel, bears me up in saying that they are equal to the best.

Yours very truly,

W. E. ELDRIDGE, 323 York Street, Jersey City.

HUNTINGTON, N. Y., April 16th, 1889.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:—

Gentlemen: During the past six years I have ridden as many different wheels. I have ridden the "Eagle" for four weeks, and will candidly say that I never rode a wheel that pleased me as well. It is the lightest running wheel I ever rode, and the reason for this is simply because the large wheel carries all the weight, and the push of the rider is directly *down*, thus giving the benefit of the weight of the rider to the push.

I can ride it on one wheel about as well as if the forward wheel was on the ground, and as to workmanship it is simply perfect. To sum it all up, it has the best points of both "Ordinary Crank" and "Star" wheels combined in one machine. If I could not get another "Eagle" I would not trade mine for *two* of the best wheels I ever saw. Very truly yours,

CHAS. B. SCUDDER, Capt. Huntington Bicycle Club.

BOSTON, MASS., April 16th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.:—

Gentlemen: Yours of the 15th at hand and noted. Your "Eagle" machines forwarded have come to hand, and we must say that they surprise us as being elegant wheels in every way as regard make-up and finish. So many crude affairs are the result of a first season in most makes that it pleases us very much to note the perfection at which you have arrived from the very start.

Trusting that your evident care and forethought on this wheel may meet with due reward, I remain, Yours,

W. W. STALL.

SOUTHAMPTON, CT., April 16th, 1889.

The Eagle Bicycling Mfg. Co., Stamford, Conn.:—

Gentlemen: Now that I have ridden an "Eagle long enough to form some idea of what there is in the machine, I desire to express my satisfaction both as to the workmanship on same and as to its riding qualities. The workmanship certainly compares favorably with that of any other make of wheel. As to its riding qualities, it is enough to say that after having ridden the "Eagle" for less than four weeks, I have decided to discard my former mount in favor of the above wheel. Very truly, EDWIN N. WALKLEY.

NEW YORK, April 17th, 1889.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:—

Gentlemen: I have never seen or ridden in my seven years' experience as a wheelman, a machine that could be ridden up hill with so much ease. There being no gearing or clutches of any sort, and the rider being directly over the pedals, makes the "Eagle" in my estimation, the best hill-climbing bicycle on the market to-day. As to finish, ease of running, workmanship and beauty, it is all told in the one word "incomparable. It is *the* coming wheel.

Yours truly, HARRY PARK, 129 E. 16th Street, New York.

DANBURY, CT., April 19th, 1889.

L. B. Gaylor, Stamford, Conn.:—

Dear Sir: I am more satisfied with the "Eagle" ever day that I ride it. Can climb almost as steep hills as I ever could on an "Ordinary," and am only beginning. It runs remarkably easy on the roads, and on our stone block pavement, it can be ridden at greater speed, with less jar and vibration to the rider, than any wheel I ever rode, which I think is due to the spring frame and the small amount of weight on the front wheel. I remain,

Yours very truly, ORVILLE W. SWIFT, Danbury, Conn.

PASSAIC, N. J., April 17th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.:—

Gentlemen: In reply to yours of the 15th inst. can say I have never ridden a machine in which there were so many elements of worth as in the "Eagle." I have never seen its equal for ease of driving, for hill work, for comfort or for safety, and I have ridden nearly every machine on the American market. I am satisfied that it is a conscientiously built wheel, and well calculated for the heavy work of our roads. Truly yours, FRED SHUTT.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - CONNECTICUT.

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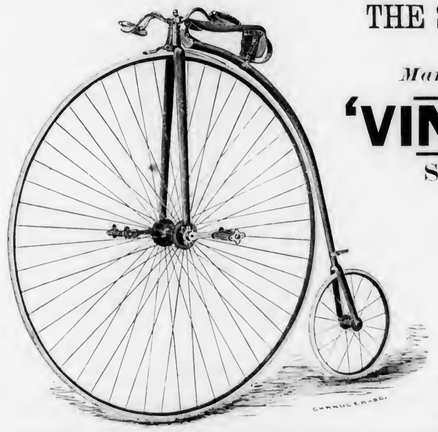
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country. With it comes a letter from which I will make a few extracts:

"While out riding the other day I passed a man who seemed very much surprised to see a lady riding a bicycle. Turning to another, he said, 'She ought to have been a man in the first place.' Now I suppose he thought I wanted to be a man. He never was more mistaken in his life. If there is anything that I am thankful for it is that I am a woman. My husband used to say to me, 'I do wish you would go out more and get strong. Let everything go. Get out!' I don't care whether the house is clean or not.' But I could not summon up courage to get out until I got my bicycle. It is such a different way of going, and gives me so much pleasure that I no longer need to be urged. I am now out every day that is pleasant. I am very much stronger, and I have gotten out of that old notch in the scale beam that would tell me the same old story every time that I got weighed."

It is the old, old tale. How many of us can tell it. Putting aside the enjoyment, putting aside the hardening influences of life awheel, and looking at the health promoting qualities of cycling, there are, oh, so many of us, who have much to be thankful for.

HELEN GREY.

CHICAGO FEMININE RACES.

BATTERY "D" has been fairly well filled every evening the past week by enthusiastic audiences, to see the lady bicyclists, and Saturday evening, at the finish, the place was crowded. All the clubs were well represented, and cheered lustily for their favorites. Miss Baldwin and Miss Woods wore the Chicago's colors, Miss Oaks wore the Wanderers' Athletic Club colors. The Douglas boys lavished flowers in profusion on their favorite.

A drunken constable attempted to garnishee the box office in the interests of a sporting goods dealer here, but Mrs. Eck was too quick for him, and escaped to the hotel with the receipts for the evening in her hand satchel. Mr. Constable, foiled in this, then attempted to stop the race by poking his cane between the spokes of the wheels of two of the contestants (fortunately neither were injured), but "Birdie" Munger (the "privileged" member): Roe and Eck and several others jumped on Mr. Constable and landed him, bruised and bleeding, out in the alley.

The following is the result of the week's riding, the contestants riding three hours each evening:

	Miles.	Laps.
Oaks,	255	9
Woods,	246	8
Baldwin,	241	9
Brown,	225	6
Lewis,	224	5

"STROLLER."

PROVIDENCE RACES.

Editor Bicycling World: Although we have not got a great number of races, the reader will see, by consulting the list of races in last week's BI. WORLD, that they are of the best. We shall work in between the races other athletic games, to give the racing men a chance. We would call your attention to the tandem safety races. Why not enter these races, with your partner, for a record, as we are straining every nerve to have a track second to none? This is a pointer, and we want men to take advantage of it and enter.

See our advertisement next week for all particulars. I would also state that the rules for racing will be found in the BI. WORLD of Jan. 25, 1889. This meet will carry out the rules to a letter, so post yourselves.

B. T. BRUCE.

HARVARD—TECH. ROAD RACE.

IN spite of the rain last Saturday, Harvard and Tech. held their semi-annual road race. The course, which was gone over twice, began at the new Beacon street extension to Englewood avenue, round both Chestnut Hill reservoirs and back to the starting point. Shortly before the start it began to rain, and the men were sent off in the midst of a hard shower, which made the roads very heavy and greasy. This, together with twenty hills in the course, made the time—59 min. 31 3-5 sec.—for fifteen miles, very fast.

Greenleaf, Bailey and Brown, all of Harvard, went to the front, and soon had a lead of several hundred feet. "We've left them already," said Bailey. A few minutes later, Norton, of Tech, passed the Harvard men like a steam engine, and for the rest of the way set them a pace that strongly discouraged futher conversation.

When turning into Englewood avenue, Bailey's wheel slipped, and he fell almost in front of Brown. Roots, who fell while while coming down Engleston avenue, caused Barron to fall over him.

Kirk Coney had started out with the riders, and when Bailey fell Coney gave him his machine. At the end of the first lap, Bailey changed to Davis' wheel. At this time the points stood 28 to 27 in favor of Tech., and her men entertained great hopes winning.

Norton at various times during the race, made desperate efforts to shake off the Harvard men, sometimes gaining several hundred feet, but they always caught him again on the hills.

A mile from the end, Bailey, coached by his brother on a tandem, spurted, followed closely by Norton. Greenleaf and Brown fell behind, but the former caught them again half a mile from home, and despite the exertions of the other two, won by a yard, amidst the cheers of a large body of wheelmen. Norton was close to Greenleaf, and Bailey, who was considerably handicapped by his fall and two changes of wheels, a second behind. Brown, who came in fourteen seconds later, had not trained for this race at all, and only went in at the last moment because Wirts, one of Harvard's best men, was disabled by a severe accident.

The men came in as follows, Harvard winning by 29 points to Tech's. 26:

		Points. Harvard	Points. Tech.	Time. min.	Time. sec.
1.	W. B. Greenleaf, '92,	10	0	57	31·6
2.	Norton,	0	9	57	31·8
3.	E. A. Bailey, '90,	8	0	57	32·6
4.	Kenneth Brown, '91,	7	0	57	47
5.	Edwards,	0	6		
6.	Warner,	0	5		
7.	Hadley,	0	4		
8.	T. Barron, '91,	3	0		
9.	Roots,	0	2		
10.	Wasson,	0	0		
11.	Webster,	0	0		
12.	Holmes,	1	0		

Each college entered as many men as they pleased, but only the first five on each side counted.

THE TWENTY-FIVE-MILE HANDICAP RACE.

MILBURN-IRVINGTON, N. J.

EVERYTHING for the twenty-five-mile handicap road race is booming. Entries are being received fast, and prizes also. Mr. Barkman has, up to the present received a Victor bicycle, as selected from catalogue, one gold watch, a silver watch, a Kodak camera, an elegant M. & H. revolver with interchangeable long and short barrel in case, handsome clock, umbrella, cane, also several smaller prizes and several yet to hear from. Twelve or fifteen prizes will be given, with a *special medal* to the person making the best time, regardless of handicap. For entry blanks, etc., address A. B. Barkman, 241 Broadway, New York.

A meeting was held Thursday evening, at Knickerbocker Cottage, Sixth avenue and Twenty-eighth street, New York, of representatives from the clubs, to arrange details. Everything indicates a grand success.

THE "UNION RUN."

One hundred and ten men, riding by twos, and under the command of A. W. Robinson and Carl Cubberly, rode into Salem last Sunday about noon, and sat down to dinner at the Essex House. Every club round Boston was represented in line except those old timers, the Bostons and the Massachusetts. Alas, how have the mighty fallen! After dinner, and photograph by Hilliard, a return party of fifty men was made up under command of A. B. Benson. Some twenty split from the party, and the balance of thirty men, under Robinson and Cubberly, continued onto Gloucester, where the night was spent, and the return trip to Boston made on Monday. A most enjoyable affair, and much credit is due the committee of arrangements. Not an accident or a disagreeable incident to mar the whole affair.

THE WILMINGTON, DEL., LOCAL RECORD.

Editor Bicycling World: Your issue of the 12th inst. gave an account of a very recent run to Dover, Delaware and return, participated in by Messrs. McDaniel, Merrihew and Elliott over "Ariel's" signature, in which the local road record was broken by our worthy flyers and a new one made. The time stated, "inside of twelve hours," was somewhat ambiguous; be that as it may, I wish to take exception, and I hope you will indulge me.

The writer made a record for this vicinity upon a course one mile long, in poor condition, embracing three railroad crossings, and for five hours against a stiff wind. The trial was for the purpose of demonstrating that long distances and first-class time could be made

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

with perfect ease on the Springfield Roadster, all of which was vehemently denied by certain parties in this bailiwick. The date was October 16th, 1888, the location just south of this city, and the time made was 100 miles in 8.52. After supper 13 1-2 miles addition were made in one hour, making 113 1-2 miles in 9.52. This was witnessed by W. H. Weldin and C. P. Daniels, and checked by a Lakin Cyclometer. I have no special hankering for records, merely making this one to forever set at rest idle and silly vageries. I take great pleasure in thus setting forth the merits of my style of "wreck," having formerly been a crank rider since 1878. Until this is bettered, in all fairness I claim the local record, and for the Springfield Roadster. Very truly yours, H. L. P.

[This cannot stand as record, being over such a short course. —Ed.]

NO ROAD RACING IN MISSOURI.

A telegram from Linneus, dated at St. Louis, April 22, states that "the amended Warner bill passed the House by one vote on Friday last." Therefore, as we understand it, road racing on the highways of Missouri is prohibited.

SIDEWALK RIDING IN ROCHESTER, N. Y.

Editor Bicycling World:—For several weeks I have been wondering why some club member has not taken the trouble to set the public right as to the silly rumors which have been going the rounds of the cycling press with regard to sidewalk riding in Rochester. A few years ago, in accordance with a very generally signed petition, the Common Council passed an ordinance allowing the cyclists the use of the sidewalks on all but the very central streets, where no man with common sense would think of riding, and on *all* sidewalks before 6 A. M. and after 9 P. M. It has been necessary in a few instances to fine some fool boys, but the only thing done since that time is to provide for properly enforcing the ordinance, and no one has done more in this line than the cyclists themselves. Wheelmen get much more here than the law would allow them, and appreciate the fact, and we challenge comparison with any city in the United States. Very truly,

No. 9262.

MR. SHRIVER ON ELECTION.

Editor Bicycling World: Nearly a year ago the Baltimore meeting adopted a new Constitution, which not only perpetuated our old system of elections, but even removed the choice of League officials one step further from the membership at large. It was urged then that the Constitution should be adopted as a whole, and tried for one year, during which there would be full opportunity to test and discuss its provisions. We have seen one election under these provisions, and however one may view the results, there can be no question that the contest for the Presidency was conducted much on the lines of all that is evil in the ordinary political convention, and that very considerable dissatisfaction has been caused by the failure to get any direct expression of the popular voice.

As the weeks are rapidly going by in which the matter can be discussed—for any change could only be made by a Constitutional Convention, which would naturally be held at the time of the annual meeting—is it not about time for some opinions to be expressed on the subject, as to the best means of choosing officers, so that we may avoid the danger of becoming a mere piece of semi-political machinery before it is too late?

My own proposition—to which I have never seen any reply, let alone a valid one—is that both the National Assembly and the President should be elected by the entire membership, at the same time, and on the same ballot as the Chief Consuls and Division Boards. As to the detail of carrying this out, it would be much simpler than our present plan. It might be well to incorporate one feature of the Australian ballot reform, which is making such headway throughout the country, and provide for an official ballot on which should be printed the names of all candidates presented by a given number of League members, which would insure equality of chances for independent tickets; and another good feature would be the opening of polls in populous districts, where members could vote without having to sign their ballots. But neither of these features would be essential to having a direct and popular election. That is not only perfectly practical, but much easier to conduct than to hold three separate elections; first of District Boards by the members, then of a National Assembly by the District Boards, and finally of executive officers by the National Assembly; the last result of all this filtering resting on no broader electoral basis than the members in each district who originally voted for their Division Boards and might as well have voted for all the officers at the same time. Had they done so, a successful ballot in my own district at the last election would have looked like this:

For President—C. H. Luscomb.
For Vice President—H. W. Hayes.
For Treasurer—W. M. Brewster.
For Chief Consul of New York—Geo. R. Bidwell.
For Vice Consul of New York—W. S. Bull.
For Secretary-Treasurer of New York—Geo. M. Nisbett.
For Delegates to the National Assembly—Jno. Smith, Jno. Doe, Richard Roe, etc.
For Division Representatives, 2d District of New York—W. H. De Graaf, I. M. Shaw, etc.

Such a ticket had to be voted last summer from the Chief Consul down, barring the delegates to the National Assembly, and the men who were competent to name their choice for nine inferior officials could certainly have gone through the exhausting mental process of naming three superior officers and one or two delegates from each elective district. When the Division returning officers counted their own Division vote, they could at the same time have counted that for national officers, and have returned it to Secretary Bassett, who would have simply had to add up the grand total of all the returns so made.

Now, if this is not the better plan, I would like to know why not? And if it is, who will join me in calling a Constitutional Convention to consider it? To do so requires the signatures of not less than fifty members, at least ten from each of five separate Divisions.

Yours truly, E. J. SHRIVER.

234 Pearl St., New York, April 16, 1889.

A TRIP AWHEEL TO LICK OBSERVATORY VIA SAN JOSE, CAL.

BY H. ALLEN MATHEWS.

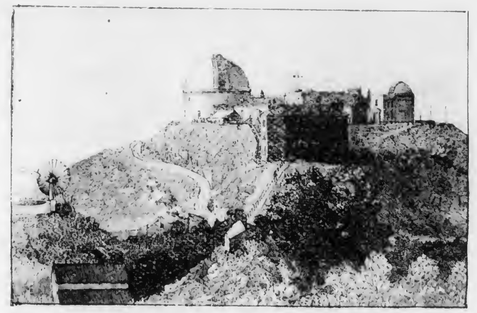
(*Concluded.*)

On his arrival at Smith's Creek, the fog broke and "Old Sol" came shining forth in all his glory. Almost every inch of the remaining distance had to be walked. The grade here varies from 3 to 9 feet in 100. The road was dusty and full of ruts, and last but not least of the difficulty of climbing was the rarified air, which is found 4444 feet above the sea level. This caused many stops to recuperate and get breath. The combination of poor roads, up grade, rarified air and no water made this seven miles the hardest portion of the trip.

At 11.15 our cycler reached the cottages, located on the saddle, between Mt. Hamilton and Mt. Capernicus, and he enjoyed a chat with two of the subordinate employees of the Observatory and at the same time made a raid, armed with a tin cup, on the Lick Observatory drinking water. Twenty minutes later found him at the entrance of the great Lick Observatory.

Sitting on the steps adjusting an instrument were three Professors and two gentlemen with the ordinary title of "Mister." Standing on this solitary mountain peak, almost a mile above the sea level, our cycler viewed the surrounding country, and he saw, towards the east Mt. Huygens (commonly known as East Peak) upon which is located the resevoir, holding the Lick Observatory water supply, the water being forced, by a steam pump, through a two inch pipe, 3-4 mile long from a spring 388 feet below. In the distance about 85 miles (air line) further to the east, he saw, with the aid of glasses, the Yosemite Valley. To the south is Mt. Isabel, a rugged piece of ground with shrubbery so thick that it is almost impossible to ascend it, and standing almost as high as Mt. Hamilton. Between these two mountains is a canon over 1000 feet deep and the "air line" distance from summit to summit is 1.25 miles. From the southwest to the north are low hills, some 600 feet below. This gave a commanding view of the road just travelled, showing its 365 curves appearing like a huge serpent twisted and wound around the hills, with its tail projecting over the first summit to San Jose, 15.50 miles away, air line, and 26.90 by way of the road, whilst its head rests at the Observatory. To the south, Gilroy, and to the west, Los Gatos, can be distinctly seen nestled in the heart of the Santa Cruz Mountains. To the north and west can be seen San Jose, Santa Clara and S. F. Bay, and on a clear day the city of San Francisco can be distinctly discerned. The mountains named Tamalpias (Marin Co.) Shasta (Siskiyou Co.) St. Helena (Napa Co.) Whitney (Tulare Co. and the Sierra Nevada Mountains) also appear in full view.

Let our cycler now turn towards the observatories itself and accompany him within the buildings. These buildings are of brick, sandstone and iron.



THE LICK OBSERVATORY.

A distance of 10 feet across the west vestibule he passed under an archway to the Centre Hall (about 20 feet square). Then facing north passed to the visitors room and after placing his name on the "visitor's register," returned to Centre Hall and passed under another archway to the Main Hall, which is about 9 feet wide and 190 feet long. He then walked 95 feet to the north end of the hall and climbing an iron stairway, entered the dome built for the "twelve inch" telescope. This dome is 25 feet 6 inches in diameter and is made of thin plates of nickeled copper, secured to a light framework of wood. The slit for observation is three feet wide and extends beyond the zenith. The dome can be revolved, once, in less than two minutes. The approximate weight is eight tons. The telescope is about 20 feet long and is mounted on a brick pier with a driving clock placed therein. To the south and next to this dome, is the clock room, containing five clocks and several chronometers and also the "standard clock." A watch can be set to the second by the ticks of this clock which can be heard through any telephone on this coast.

Our cycler now passed to the south half of the Main Hall, first visiting the Secretary's office, then Library, Director's office and last into the Great Dome. This was built by the Union Works of San Francisco and was placed in position Oct. 1887. No adequate notion of the design can be had without either seeing photographs of it, or seeing the dome itself. It must suffice to say that the outside diameter is 75 feet 4 inches, the inside 71 feet. The dome stands on a smooth cylindric wall of brick 3 feet 2 inches thick at base and 2 feet 3 inches thick at the top. The wall has but few windows. The dome itself is admirably constructed by the makers. The moving part weighs 99 1-2 tons and can be moved with a pull less than 200 pounds, that is, one pound can move 1000. Most of the bearings are anti-friction ball bearings.

To give an idea of the amount of work and material used in the construction of this dome, this summary is appended:

Total weight of cupola	174,000 pounds
Total weight of live ring	50,000 pounds
Total weight of moving parts	199,000 pounds
Total weight of metal in dome	289,000 pounds

Total number of bolts and rivets used only in the construction of this dome, two hundred and fifty thousand pounds.

As to the telescope there is no way to obtain any idea of the great size and of the mechanical perfection except by seeing it and by detailed verbal explanation on the spot. The height of the pier is 57 feet 10 inches, exactly, from the floor to centre of motion. Upon this is balanced the great telescope which is 2500 pounds in weight and counterbalanced by weights of the same number of pounds making a total of 5000 pounds supported by this iron pier. This weight is moved by a driving clock, stationed in the centre of the pier. This great weight moved by clock work gives one an idea of the perfect mechanism of this instrument. The tube of the telescope is 3 1-4 feet in diameter, at each end, and four feet diameter at the centre, and its length is 56 feet 6 inches. Under this telescope lies the mortal remains of James Lick, the man who donated $700,000 to build "the most complete and largest observatory in the world;" $575,000 was spent in its construction, the remaining $125,000 is placed at interest. The said interest is applied towards defraying the expenses of the Observatory. To the east of the north end of the Observatory Main building is located the Meridian Circle, Transit and Photographic Houses.

Nearly two hours were spent in the inspection and after a few minutes call upon Professor Holden, the director, our cycler again mounted his wheel homeward bound, and in less than one hour was enjoying a bountiful lunch at Smith's Creek Hotel. Coasting was then in order as far as the Junction House, and then began a 20 mile pump against a heavy head wind to Brooklyn. He stopped at Union City (near Alvarado) for supper and finished his trip awheel to Brooklyn in time to catch the 10.55 night train for San Francisco, after having completed a "century run" (101 miles) awheel for the day's trip.

ANCHORED.

(*Being a Saccharine ditty of Ripley Town, by "Ta, ta."*)

Sweet Ripley! Loveliest village of the bunch,
Where scores of cyclists breakfast, dine and lunch.
How often I've been "*Anchor*"ed or "*Talbot*"ted
As I read the *Times* or *Tippicotted*.
Sweet Harriet! (Her memory makes me sad),
Sweet Margaret, her sis, who called me bold and bad,
Sweet "old reliable" Harriet, and Annie at the "Anchor."
Light-footed Alf, so deft with glass or tankard.
Sweet everything about the pretty place,
(Except the "*bitter beer*") which we could trace
To Harrold Crooke, of Guildford, a hundred miler
A "rapid" man, and an accustomed "smiler."
Sweet church, where cyclists learn to pray
When the wind is high, or wet the way.
Sweet Ripley! famed the country far and near,
For all that to a bicycler is dear.
Dear Ripley! loveliest village of the lot,
Where we quaffed "bitter Bass" in pewter pot,
(And took a well remembered "header"
On the crooked stairs on the way to bed,) or
Tucked full snug in our beds of down,
We dream of the frolics of Ripley Town.

(N. B. Boot jacks, ink bottles, pewter-pots, etc., thrown at the writer will not be returned.)

Jacks.

THREE IN ONE.

Editor Bicycling World:—We had a fine ride (the two of us) a few days ago, and went rather off our usual routes, into Cambridge, on past the colleges, the Songfellow house, Fresh(man's), Pond and Red Mount boneyard, and so round via Watertown, etc., and back to the city by the Brighton road; saw many cyclists spinning, and some old 'papers a-riding in their carriages. The main point here is that while on the wheels we excogitated a dozen improvements for these truly pedaltonic lines of ours, a crude version of which is afloat:

THREE IN ONE.

A Centaur, we learn from the classical sources,
Was half a man's body grafted on to a horses's;
But that freak of old fable to-day is outdone,
Bicycling is a man, carriage, horse, all in one.

The editor offers a suitable reward to anyone guessing the riddles and concealed name in this note.

April 18. T. W. O.

CYCLING AND HEALTH.

ON reading the speech of Dr. Danelson, given at a banquet of the Buffalo Bicycle Club, I was surprised to find that he took so strong exceptions to my article in the BICYCLING WORLD, cautioning bicyclers against wearing belts or other constrictions about the waist, as they had a tendency to induce hernia. As he is quoted, he says that he does not believe such a thing possible. I am not stating the theories of Dr. Blank on the suppositions of Dr. Humbug, but facts. If Dr. Danelson will look over the article he condemns he will find the statement not of a theory, but of two cases of hernia caused by bicycling. I do not think anyone can misunderstand that statement. I take great pride in my health and strength, and have always actively indulged in outdoor sports, have very often exerted my utmost strength in lifting, and had never felt the slightest ill effects until a hernia developed as a result of bicycling. I am satisfied that the real cause of my hernia was the tight belt used to retain my clothing in position. I hardly think that Dr. Danelson can ask for any stronger proof of the validity of my position. I am connected with one of the leading medical educational institutions

in ——— City, and see a great many cases of hernia, and so I am not quoting theory when I say that constrictions of any character about the waist have a tendency to induce hernia, when one is lifting, jumping or suffering from a severe cough.

This is well shown amongst the longshoremen, who often hold their trousers up by a strap drawn tightly about the waist, and they certainly are as powerful a class of men as can be found anywhere, yet they quite frequently suffer from hernia, and it is almost an impossibility to prevent the hernia from coming down, even with a well applied truss, as long as the patient continues to wear the tight strap around the waist while lifting. Remove the strap and the truss retains the hernia easily. The doctor also states that when the bicycler is putting forth his greatest efforts, his body forms a right angle with his thighs, the strain being through his arms, along his back and down his legs, that his abdominal walls are relaxed, and on account of his rapid breathing his diaphragm is not fixed for any length of time, and consequently there would not be the rigidity necessary to force the interstices down, and tend to induce hernia. Now I do not think that the doctor could have read my article very carefully or he would not have committed the error of making statements which can readily be disproved.

In my article I spoke of the effort put forth in climbing very steep grades, and not of the effort put forth in spurting on the level or on an ordinary hill. In such cases the strain would come as Dr. Danelson has stated, but on a very steep hill the conditions are different. We have a great many bicyclers here, and I have observed that the position which they almost invariably assume in climbing our steepest hills is an erect one; in fact they stand upon the pedals, and supplement the weight of the body by pulling up on the handle-bar with all the strength of the arms, *in reality they are lifting*, with the body and limbs in very nearly a vertical position. The abdominal walls are rigidly contracted, the diaphragm fixed or moving but slightly, for the breathing is shallow, short and more or less rapid, depending on the length of hill being surmounted. If the bicycler has been riding at an ordinary gait before reaching the hill, and the first part of the hill is very steep, his diaphragm is then fixed and he is lifting with quite long strains. Now what I wish again to say is, that if that bicycler has a tight belt preventing the free expansion of the waist during the efforts he is putting forth, he is placing himself under very favorable circumstances for the development of hernia, as the power of the abdominal walls is then directed toward forcing the interstices toward the pelvis and out through the inguinal canals.

Any one who reads this carefully cannot help but admit that the ground I have taken is practical, not theoretical. I am glad indeed to see that medical men are beginning to find out the beauty and healthfulness of bicycling, and to use their influence (which is very great) toward its advancement. But is it wise to claim perfection for it and summarily take it for granted, that anyone who wishes to bring out a discussion of some of its few disadvantages is an enemy to the bicycler? I think that full and free discussion of all of its defects, would be an aid to bicycling, for I am sure that its peerless pleasures so far outweigh its few defects that no one would hesitate to adopt it for health or recreation. I do not write this to alarm a single bicycler, but if we run any risks, be they ever so small, and can avoid them by timely precaution, is it not wise to do so? It is far better to prevent than to cure.

Sincerely yours, L. A. W. 18,954.

Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.



THE WHITE FLYER.

Some few weeks ago, we promised our readers that as soon as we could get facts and cut, we would describe the latest addition to the cycling family, namely the White Flyer. It is a rear driving safety, with 30-inch wheels geared to 60-inch, and more if so desired. The pedals are so adjusted that they can be stopped in any position, and by equal pressure of both feet, they become foot rests. The length of the stroke can be varied, pushing one pedal down raises the other a corresponding distance. There are no springs used to draw the pedal back to the initial point; the weight of the down pressed pedal raises the other one. By this description it will be seen that the rider can lift himself out of the saddle in a somewhat similar manner as the rider of a crank machine can do. A point in this machine, and a peculiar one, is that for any person affected by either a stiff knee, or one whose leg has been injured so as to make one shorter than the other, an adjustment of the pedals and driving strap can be made to suit the peculiar conditions. The swing, or guide frame hanging from the backbone, on which the pedals move up and down, can be thrust, while the rider is in motion, to almost any angle. Thus, if he wishes a vertical tread, the frame can be swung so that the pedals come well under the saddle. If, on the contrary, the rider wishes to change the position, and get more of the thrust stroke, this can be done by swinging the frame toward the front wheel. It is claimed that its availability in change of position can be the means of resting the rider very much. It is claimed that when the driving pedal is on top of the guide frame, and in the beginning of a stroke, the constuction is such that the rider has more leverage in this point than at any other in the whole stroke. The leverage lessens as the pedal moves down, and as the legs straighten out, thus equalizing the force to be exerted necessarily in driving the machine. The bearings of the machine are rollers, and we are assured that the adjustment of the joints are so delicate, that the bearings are positively dust proof. It is further claimed that the bearings will, without adjustment or touching, save occasional oiling, wear as long as the bicycle itself. Care has been taken to have plenty of clearance between the bottom of the swing frame and the roadway. Those who have tried it, aver that the steering is very easy, and not at all sensitive. The brake is of the plunger pattern. The saddle manufactured by this company, was adopted after numerous trials, and was selected with special reference to the safety bicycle. It is readily attached, and is adjusted by a simple but effective device. All the parts of the machine are absolutely interchangeable. Any part that is wanted can be furnished by the factory or its representatives, and put in place without any extra fitting. The metal used in the construction of these machines, we are assured, is of the best quality of its kind.

As far as the ability to construct machines is concerned, we have already described the factory of the White Co., in the fitting up of which no expense has been spared to put in the most expensive and perfect form of machinery. These safeties will be put upon the market in June of the present year, and the public will have a chance to put to test the claims made by this company for the White Flyer. The patterns for a ladies' safety, and for a tandem for ladies and gentlemen as well as those of the single and tandem tricycle are well advanced. It will not be upon the market until next year. The White Cycle Co., of Westboro, are now issuing their catalogue, and on receipt of anyones' name who desire to have a catalogue sent them, we have do doubt that this company will send them one.

L. H. Johnson is receiving a few of the new Catford Premier Safeties, which are making a great hit among the road-scorching fraternity of England. These are snapped up on arrival, but he has placed cable orders that will insure delivery from stock in a short time. This road-flyer weighs complete, with brake, saddle and pedals, thirty-three pounds, has hollow felloes, butted spokes, and is used by Nairn, of the *Cyclist*, weight 184 pounds, as a road-ster. American riders of the "Catford," among whom is Mr. Louis B. Bonnett, the well-known road-scorcher of the Elizabeth Wheelmen, pronounces it the easiest-running safety he ever rode.

Howard A. Smith & Co., Newark, N. J., report immense returns from their special advertisement in the Bicycling World of March 29th.

Mr. W. A. Clark, on an Eagle bicycle, renewed his attack on Bank Hill, Birmingham, Ct., last week Wednesday, and he climbed it in great shape. This is one of the very toughest hills in the state.

Howard A. Smith & Co., Newark, N. J., are teaching the ladies of Newark, Orange, and the surrounding cities how to ride the safety bicycle. Oraton Hall is one of the best riding halls in the United States, being free of posts or other obstructions. Special attention given to ladies on Monday, Wednesday and Friday afternoons.

The Capital Cycle Co. report that lady riders are discovering the advantages of a light over a heavy Psycho, and that while a bicycle is one half the weight of a tricycle, yet a lady's bicycle weighing over 40 pounds is still too heavy; also that strength depends upon proportion and not upon weight.

Howard A. Smith & Co., Newark, N. J., state they have the largest stock of second-hand bicycles of any dealer in the Eastern States. Intending purchasers should write them for their list.

The Overman Wheel Co. are making immense additions to their already large factory at Chicopee Falls, Mass. The new buildings now being erected will add 30,000 square feet to their floor space. This will be encouraging to the riders who are waiting for Victors.

Ned Oliver, of the Gormully & Jeffrey Co., was in Minneapolis a week ago, on business connected with his firm. Oliver is always a welcome visitor, and all regret his leaving.

Charles Schwalbach, of Brooklyn, has issued a thirty-six-page catalogue for 1889. Send to Mr. Schwalbach for a copy.

THE KODAK CAMERA---FOR WHEELMEN.

Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our Jerseys, Knee Tights, Knickerbockers, Trunks, and Supporters, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,
27 Kingston St., Boston

$3.00  $3.00

Toulmin's Buffalo Bicycle Shoe,
Made only of Genuine Kangaroo, 3.00.

Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

W. B. TOULMIN, Buffalo, N.Y.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." Miller & Hopkins, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

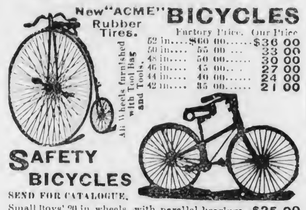
Boston, - - - Mass.

COLUMBIA TANDEM BICYCLE
Cost Two Weeks Ago, $200, will sell for $180 Cash.

Condition and finish guaranteed as good as when it left the factory.

Reasons for selling, owner is going to leave town. Address WILL F. LEWIS, 173 1 st., Johnstown, Pa







LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

ON Tuesday next the League year ends and all memberships that have not been renewed will cease. Members are, however, carried on the list till July 1 and may renew at any time during the months of May and June. The promptness with which members have renewed this year is unprecedented in the history of the League. Last year 1565 members renewed during the last month of the League year. This year the number is 3850. In the same month 97 persons applied for membership and this year we have published 868 names. Very much of this promptness in renewing is due to the fact that the renewal season has been changed from the winter months to those of the riding season and it may not be fair to claim a better record than was made last year since the conditions are different; but last year we published but 493 new names in April, and so, on the whole, we believe we are going ahead towards 15,000.

League Club No. 215.

The Warren Cycle Club, of Warren, Pa., has qualified as a League Club and is entered on the books as League Club No. 215. President, Dr. Richard B. Stewart; Secretary, S. J. Franklin.

ABBOT BASSETT, Sec.

Chief Consul of Nebraska.

By virtue of the power in me vested by the Constitution and By-laws of the L. A. W., I hereby appoint Mr. F. N. Clarke of Omaha, Chief Consul of Nebraska.

CHARLES H. LUSCOMB, Pres. L. A. W.

Massachusetts Division.

To the members of the Massachusetts Division:

Mr. Geo. W. Parker of New Bedford is hereby appointed a representative for this Division to fill vacancy.

Fraternally, WM. H. EMERY,
Chief Consul.

Illinois.

Mr. Frank G. Woodruff is appointed Local Consul for Joliet. Jennings House of Elgin, League Hotel, rates $1.50 per day, dinner 50 cents. Regular rate $2.00.

Yours etc., W. A. DAVIS, C.C.

April 10th, 1889.

Pa. Div. Committees for 1889.

Rights and Privileges—S. A. Boyle, Philadelphia; O. K. Trimmer, York; J. J. Van Nort, Scranton.

Rules and Regulations—W. D. Supplee, Philadelphia; G. N. Osborn, Philadelphia; W. L. Dean, Kingston.

Improvement of Highways—S. H. Murray, Sewickley; H. R. Lewis, Philadelphia; J. B. Kaercher, Pittsburg.

Racing—C. B. Holly, Phillipsburg; Kirk Brown, Philadelphia; Ira A. Dayton, Williamsport.

Two National Championships.

The Kansas Division has been officially notified of the assignment to it of two L. A. W. championships for '89; viz. the half mile bicycle and the ten mile bicycle. Chairman Davol of the Racing Board, in his letter of notification, says: "Try and make them warm." In pursuance of this admonition the Ottawa Wheelmen will offer, in addition to the regular championship medals, a special prize for each race. If the time made in either or both of these races is equal to the best time heretofore made in the same championships, the winner or winners will receive a handsome diamond stud valued at $25. The total value of prizes offered is $600, and as fourteen out of the twenty events will be open to all, it is hoped that eastern prize winners will compete. The track is a fast one and will be in perfect condition for the meet. All wheelmen are cordially invited to visit Ottawa June 5th and 6th next.

WM. C. BRADLEY, Chief Consul.

Meeting of R. I. Div. Board of Officers.

Board met at 5 P. M., March 26, 1889.—Chief Consul Davol presiding—voted to establish one and two mile safety state championships (L. A. W.)

Former By-laws repealed and new code adopted.

Voted to have Division Hand Book issued. Also voted to purchase 50 Mass. and R. I. Road Books from Mass. Div. Adjourned.

N. H. GIBBS, Sec. Treas.

To the Members of the N. Y. State Division.

New York State Division Committees are hereby appointed and announced as follows:

Executive and Finance—W. S. Bull, Chief Consul; M. L. Bridgman, Vice Consul; Dr. Geo. E. Blackham, Dunkirk, N. Y.

Rights and Privileges—Walter S. Jenkins, 18 East Eagle street, Buffalo; Michael Furs, 10 Court street, Brooklyn; L. A. Newcome, 109 Broadway, New York City.

Rules and Regulations—E. J. Shriver, N. Y. Metal Exchange, New York City; A. B. Gardner, 11 Broad street, Utica, N. Y.; J. M. Warwick, 30 Broad street, New York City.

Improvement in Highways—I. B. Potter, 38 Park Row, New York City; C. E. White, W. U. Tel. Co., Albany, N. Y.; A. M. Dickinson, 125 East 70 street, New York City.

Road Book—A. B. Barkman, 668 9th avenue, Brooklyn; John S. Kellner, 107 Pearl street, Buffalo; W. H. De Graaf, 47 West 14th street, New York City.

Yours fraternally, W. S. BULL,
Buffalo, April 20, 1889. Chief Consul.

Massachusetts Division.

To the members of the Massachusetts Division:

A brief statement of what has been gained by the Division thus far this season and our plans for the future is necessary to a perfect understanding that we may all work effectively.

In the Legislature we have gained the bill for the appointment of a Superintendent of streets in each town doing away with the old system of highway surveyors. This is a great step in advance for better roads.

Our bill for the appointment of a "Highway Commissioner" which would have given us an almost perfect system of road improvement was defeated owing to the prejudice against wheelmen, a feeling that the Superintendents alone should be tried for one year, and causes outside of our organization of which we have a full knowledge.

With the experience gained we may reasonably feel certain of success another season, if all labor to increase our membership, for numbers will prove a powerful influence.

Before another session of the Legislature we hope to have stablemen and farmers organized and working with us, then the prejudice that it is a wheelmen's measure will be removed.

In the matter of renewals and new applications for membership, Massachusetts stands first at present but is being closely pressed by other Divisions. To maintain our front rank we must all work. *Renew at once* if you have not done so. *Get at least one new member into the League*, then we shall rank first instead of third as last year. We are growing rapidly but all members are not fully alive to the necessity of this work.

In comparison with this time last year when we had 171 renewals and 12 applications, we have at present 471 renewals and 109 new applications, again of 267 on renewals 152 new members.

The Division is being pushed forward by every possible means, will you not do your share and get one new applicant? It is but little to ask for the benefits you receive.

This review shows that we can well congratulate ourselves on our success thus far, and the thanks of the Division are due to those who have worked for the accomplishment of what we have attained.

Let us then go forward with renewed energy and earnestness for we can conscientiously recommend our organization for its merit and value to wheelmen.

A committee is considering the feasibility of publishing a road map of the State for the members of the Division.

No true wheelman will desert in time of battle and we are still fighting the battle of better roads, therefore I ask you again to *renew at once and get one new member* that we may have sufficient numbers to accomplish whatever we undertake and that we may stand first in rank in the League. Fraternally,

WM. H. EMERY, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 180—Total 247

BOSTON, April 20, 1889

ALABAMA—2.

Unattached.

22123 Bell, F. M., Montgomery
22122 Clay, Walter B., 512 Columbia st., "

CALIFORNIA DIVISION—20.

Bay City Wheelmen.

22144 Hull, J. J., 802 McAllister st., San Francisco
22145 McClure, J. W., 1502 Market st., "
22146 Skelton, G. D., 47 South Park, "
22147 Hopkins, W. L., 1107 Haight st., "
22148 Allan, A. D., 228 Laguna st., "
22149 Thomson, J. E., 1812 Market st., "
22150 Jackson, O. W., care Wells, Fargo & Co., "
22151 Ray, F. W., 224 Sansome st., "
22152 Leadbetter, F., 813 Market st., "
22153 Spaulding, H. W., 214 Market st., "
22154 English, C. F., 2117 Howard st., "
22155 Farren, R., 227 Stevenson st., "
22156 Bell, A. F. J., 11 Stevenson st., "
22157 Waizman, F., 1432 Golden Gate ave., "
22158 Bartlett, 510 Geary st., "
22159 Doane, T. H., 101 Sansome st., "
22160 Hodbeam, Otto, German Mills, Holyoke
22161 Morren, T. J., 253 High st., "
22200 Holbrook, Louis, care C. H. Bansh & Sons "
22201 Lamb, E. D., Merrick Thread Co., "
22202 Wood, T. H., Farr Alpaca Co., "
22203 Cooley, Frank, 253 Oak st., "
22204 Ross, Wm., 14 Main st., "

Medford Cycle Club.

22251 Bigelow, Edw. T., Medford

Middlesex C. C.

22128 Killy, Mrs., Quincy, Boston Theatre, Boston

Northampton Wheel Club.

22135 Smith, Harvey A., Smiths Ferry
22136 Schearn, Fred C., Box 215, Northampton
22137 Smith, Frank H., Smiths Ferry

Quivote B. C.

22228 Rowe, Fred. L., 85 Wash. st., Haverhill

New Bedford C. C.

22322 Jewett, Wm. N., 82 School st., New Bedford
22323 Parker, F. C., 37 Maxfield st., "

Unattached.

22255 Blackinton, Amos, S., Jr., Box 511 Attleboro
22261 Young, Edwin F., "
22227 Lee, George L., E. "
22270 Wood, Edward H., 71 Rantone st., Beverly
22308 Ainsley, J. R., "Hotel Westland" Boston
22252 Alexander, Peter, 70 Franklin st., "
22263 Greenway, Miss E. Huntington House, Cortes st., Boston
22102 Nash, Geo. W., 13 Chauncy st., "
22174 Prentiss, Melville, 10 Winthrop st., Roxbury
22131 Webber, Wm. O., 105 Sears B'ld'g, Boston
22129 Story, Chas. W., 22 Central "
22130 Reed, Miss M. G., 170 Columbus ave., "
22253 Sloan, Everett W., 282 Dorchester st., "
22207 Adams, Ernest H., 30 Chestnut st., Fitchburg
22205 Stanley, Dr. N. A., 3 Eddy B'ld'g, New Bedford
22209 Wade, Clara E., Newton Centre
22131 Grover, J. Hubert, 93 High Rock st., Lynn
22133 Pevear, W. A., Whittier st., "
22280 Wright, Fred. L., 10 Pleasant ave., Somerville
22132 Bacon, Wm. H., W. Newton
22173 Miller, Alexander R. G., 34 Newbury st., Worcester
22324 Hoyt, Frank S., 8 Davis st., "
22319 Ourish, Wilson, 207 Wash. st., Dorchester
22320 Sawyer, A. H., 31 Broad st., Newburyport
22321 Shuney, Eugene S., Agawam House, Ipswich

MICHIGAN DIVISION—17.

Flint Wheelmen.

22210 Bridgman, Harry, 814 E. Kersley st., Flint
22211 Castree, J. H. E., 413 Avon st., "
22212 Clapp, Arthur B., 418 S. First st., "
22213 Connell, David W., 1118 Glenwood ave., "
22214 Bowker, Corwin, Smith & Bridgman, "
22215 Gillies, Marvin P., "
22216 Moll, Dr. Barney C., 100 Saginaw st., "
22217 Simpson, Floyd D., 311 Saginaw st., "
22218 Batchel, Harvey, 116 2nd st., "
22219 Beach, Allen J., 615 Court st., "
22220 Shank, Guy, 419 3rd st., East "
22221 Leishman, Alex. A., "
22222 Smith, Geo. L., "
22223 Willson, Louis G., "

Unattached.

22325 Le Roy, Fred. R., 725 Emerson st., East Saginaw
22326 Inglis, James G., care Y. M. C. A., "
22327 Thorington, C. C., Romeo

MISSOURI DIVISION—9.

Mo. Bi. Club.

22311 Stewart, A. K., 212 Pine st., St. Louis
22259 Child, J. H., 1612 Olive st., "

United Wheelmen.

22142 Reynolds, Lavern, 557 Main st., Kansas City

Unattached.

22138 Dorsey, Jno. S., Columbia
22139 Rollins, H. B., Box 180, "
22140 Hockaday, Rollins M., Box 23, "
22141 Douglass, Joe L., Box 2, "
22309 Barstow, Chas. W., 3043 Lindell ave., St. Louis
22310 Silverburg, Ben, 1238 Biddle st., "

NEW HAMPSHIRE DIVISION—3.

Rockingham Bi. Club.

22205 Hainer, J. S., Portsmouth
22206 Bates, J. K., "
22247 Hutchinson, Harry, Hanover

NEW JERSEY DIVISION—2.

Unattached.

22224 Canfield, Frederick W., 482 Wash. st., Newark
22257 Hausmann, Gustave, Ridgefield

NEBRASKA DIVISION—1

22328 Thompson, O. B., Box 44, Grand Island

NEW YORK DIVISION—20.

Attica Cyclers.

22303 Richardson, Lee Grant, 11 Main st., Attica

Cortland Co. Cyclists.

22182 Graves, Lewis B., 10 Washington st., Cortland

Fort Schuyler Wheelmen.

22220 Brown, J. H., 44 Rutger Utica.
22227 Welbon, Jno., 3 Dudley, "
22228 Nicholson, W. S., 99 South st., "
22208 Gardner, A. B., 11 Broad st., Buffalo

Poughkeepsie Bi. Club.

22181 Jennings, Frank M., 151 N. Hamilton st., Poughkeepsie

Wallomatha Bi. Club.

22232 Bush, Dr. Pine E., East Main st., Richfield Springs

Unattached.

22177 Jewett, Fred. L., 125 E. Chening Pl., Elmira
22178 Wilbur, Dr. R. A., 313 E. Water st., "
22179 Jewett, Frank N., 125 E. Chening Pl., "
22230 Cook, C. L., Hudson
22250 Farrand, Arthur, "
22175 Betts, Clarence S., 68 East 124 st., New York
22300 Slingerland, W. H., 270 W. 43rd st., "
22225 Caverly, Martin E., 157 E. 68th st., "
22176 Bell, Mrs. Winslow Manley, "
22206 Spencer, Nellie M., 167 Stanwix st., Rome
22320 Martin, Edwin H., c/o Henry st., Utica
22231 Sully, Thomas R., 85 Meigs st., "
22241 Field, Lovisso, 13 So. Goodman st., Rochester
22302 Abrams, Clarence S., Box 155, "
22301 Halsted, J. Henry, Rye
22289 Ferris, G. C., care D. L. & W. R. R. Syracuse
22298 Kelly, Thomas, Box 239, Wappingers Falls
22180 Thornhill, Sewell, "

OHIO DIVISION—11.

Cincinnati Bi. Club.

22330 Aman, E., 50 East 2nd Cincinnati

Dayton Bi. Club.

22234 Houck, Elmer H., 314 E. 6th st., Dayton

Richland Ramblers.

22331 Jesson, Tom, Mansfield
22332 Bloom, Will, "
22333 Pontious, W. H., "
22334 Huggins, Jack, "

Unattached.

22233 Munro, Arthur B., 113 East 6th st., Cincinnati
22335 Held, J. L., Limaville
22258 Curtis, M. R., Geauga Lake
22304 Naylor, John F., Plimpton
22133 Telford, W. H., Troy

PENNSYLVANIA DIVISION—53.

Century Wheelmen.

22235 Stout, Chas. M., Jr., 1822 No. 15th st., Philadelphia

Harrisburg Wheel Club.

22236 Keet, Chas. R., 113 Market st., Harrisburg
22237 Duke, J. C., "
22238 Stone, H. W., Box 505, "

Penn. Wheelmen.

22309 Earl, Clinton F., 525 Penn st., Reading

Scranton Bi. Club.

22341 Barnard, Edward, Scranton
22342 Baumeister, J. F., "
22343 Billings, S. L., "
22344 Beadle, R. W., "
22345 Clemons, F. H., "
22346 Conrad, C. C., "
22347 Coursen, H. A., "
22348 Edwards, Fred W., "
22349 Fowler, Jno. W., care Lackawanna Trust Co., Scranton
22350 Hartman, F. Q., "
22351 Jenkins, John T., care Boston Store, "
22352 Killam, F. K., care Jones Bros. "
22353 Pratt, C. B., "
22354 Prendergast, R. E., "
22355 Richmond, George F., "
22356 Voris, Frank L., care Williams & McAnulty, Scranton
22357 Woolsey, J. B., "

Warren Cycle Club.

22270 Best, J. A., Warren
22271 Cable, James, "
22272 Davis, H. E., "
22273 Franklin, S. J., "
22274 Freeman, W. W., "
22275 Greaves, W. A., "
22276 Gerould, D. L., "
22277 Heggerty, J. F., "
22278 King, J. P., "
22279 McAlpine, A. C., "
22280 Noyes, G. H., "
22281 Pickett, H. W., "
22282 Russell, F. K., "
22283 Talbot, W. A., "
22284 Windsor, F. E., "
22285 Yates, Geo. F., "

22286	Taylor, E. L.,	No. Clarendon	
22287	Lott, G. E.,	"	
22288	Hershfield, H. L.,	"	
	Wellsboro Wheelmen.		
22241	Erwin, Jennie N., 106 Main st.,	Wellsboro	
	Wissahicken Wheelmen.		
22336	Gessleman, John J., Coulter st.	Germantown	
22337	Thomas, C. W., East Mt. Airy ave.,	"	
22339	Campion, F. H., 4783 Hancock st.,	"	
22340	Why, Harry, 4783 Wakefield st.,	"	
22338	Banning, C. H., 3333 North 19th st.,	Philadelphia	
	Unattached.		
22239	Armstrong, W. P., 32 N. Canal st.,	Allegheny	
22240	Allison, Wm. H.,	Coatesville	
22295	Price, William N., 18 Pastorius st.,	Germantown	
22259	Alsop, Edmund C.,	Paoli	
22359	Davies, William O.,	Slatington	
22358	Schmich, S. S., Box 137,	So. Bethlehem	

RHODE ISLAND DIVISION—8.

	Bristol Co. Wheelmen.		
22364	Greene, Robert H., Box 288,	Warren	
22365	Brownell, John P.,	"	
22366	Childs, R. M.,	"	
	Unattached.		
22367	Eudy, H. W.,	"	
22362	Davis, Henry F., 102 Chestnut st.,	Providence	
22393	Howard, Elisha H., Box 289,	"	
22391	Woodley, Geo. F., Jr., 497 Friendship,	"	
22369	Webster, Howard M., Box 1224,	"	

TEXAS DIVISION—2.

	San Antonio Wheel Club.		
22368	Maverick, Albert,	San Antonio	
22389	Pancoast, J. E.,	"	

VERMONT DIVISION—1.

	Unattached.		
22242	Chandler, Albert H.,	Chester	

WISCONSIN DIVISION—1.

	Mil. Wheelmen.		
22307	Krause, Henry C., 601 Vliet st.,	Milwaukee	

League Club Renewals.

The following League Clubs have filed, in the office of the Secretary, the annual certificates as required by the rules. Blank certificates will be furnished Secretaries on application.

No. 3—Essex Bicycle Club, Newark, N. J.
No. 14—Cincinnati Bicycle Club, Cincinnati, O.
No. 40—Canton Bicycle Club, Canton, O.
No. 41—Holyoke Bicycle Club, Holyoke, Mass.
No. 42—Columbia Wheelmen, Columbiaville, N. Y.
No. 49—Frankford Bicycle Club, Frankford, Phila., Pa.
No. 52—Mercury Wheel Club, Flushing, N. Y.
No. 54—Portland Wheel Club, Portland, Me.
No. 76—Washington Cycle Club, Washington, D. C.
No. 95—Union Co. Wheelmen, Westfield, N. J.
No. 112—Richland Ramblers, Mansfield, O.
No. 117—Columbia Bicycle Club, No. Attleboro, Mass.
No. 119—Hoosac Wheelmen, Hoosick Falls, N. Y.
No. 137—Roxbury Bicycle Club, Roxbury, Mass.
No. 187—Winona Cyclist Club, Winona, Minn.
No. 194—Syracuse Cycling Club, Syracuse, N. Y.
No. 206—Star Bicycle Club, Detroit, Mich.
No. 207—Carrolton Cycling Club, Carrollton, Ill.
No. 211—Jefferson Co. Wheelmen, Steubenville, O.

Renewal List.

BOSTON, April 26, 1889.

List No. 4			
California	94	Tennessee	4
Colorado	6	Texas	5
Connecticut	22	Vermont	2
Delaware	13	Virginia	2
Dist. of Col.	17	W. Virginia	
Illinois	58	Wisconsin	1
Indiana	2	Alabama	
Iowa	27	Arizona	3
Kansas	4	Dakota	
Kentucky	1	Florida	
Louisiana	36	Georgia	
Maine	3	Mississippi	
Maryland	22	Montana	1
Massachusetts	65	New Mexico	
Michigan	24	No. Carolina	1
Minnesota	10	South Carolina	1
Missouri	24	Utah	3
Nebraska	4	Washington	1
New Hampshire	2	Wyoming	
New Jersey	91	Canada	
New York	132	England	
Ohio	65	Nova Scotia	1
Pennsylvania	137		
Rhode Island	36	Total	929—385

Number

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... .....

Name,.....

Club,..... ..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date*..... ....*1889.*

Enclosed find $1 in.....*for dues to April 30, 1890.*

1888 Number,..... *Name*,.....

Original Number,..... *Street and No*.....

Club,..... *City*,..... .....*State*,.....

Enclosed..... *for Holder.*

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a 3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout--No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots

W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street. New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.

PSYCHO WHEELS FOR 1889.

IMPORTERS: CAPITAL CYCLE CO., Washington, D. C.

The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. They designed and manufactured in 1887 the first rear-driving ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the bone-shaker.

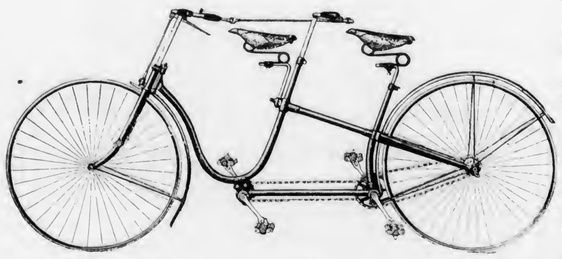


PSYCHO LIGHT ROADSTER, WEIGHT, 38 POUNDS.



LADIES' AND GENTLEMEN'S PSYCHO.

Three Weights, 39 lbs., 44 lbs., and 50 lbs.



PSYCH TANDEM SAFETY, WEIGHT, 74 POUNDS

They handle only one form of three-wheeled machines, and that a hand lever tricycle for cripples, which is remarkably light and can be steered and driven by the hands. The Psycho cycles imported by this firm are made from designs by Mr. H. S. Owen. The wheels are remarkable for their lightness, strength, harmonious and uniform construction, simplicity, fewness of parts and general gracefulness of design. They are made of weldless steel tubing throughout, including frame, rear forks, saddle post, handle-bar and upright. They have ball bearings to all parts except head, butt-ended direct spokes, more to rear wheel than front, done to proportion the machine for strains.

Psycho cycles do not have hollow rims, tangent spokes, ball head or spring forks. No change will be made in Psychos over the 1888 pattern. The Fish hammock saddle will be used. The plunger brake will be used, as it is the simplest and very powerful. This firm have hoped for years past, and now claim, that the wheel of the future will be a rear-driving safety, with dropped frame, suitable for both sexes. They anticipate some prejudice at first, but show their faith in their belief by introducing four styles of dropped-frame safeties, suitable for either lady or gentleman, having detachable brace rods; and although they import two forms of straight-frame safeties, suitable only for men, they advise intending purchasers to give the preference to the dropped-frame, not only on account of its adaptability to use by all members of the family, but also for its grace and strength. The Capital Cycle Company claim to give the best guarantee in the trade, as they guarantee not only against defects in workmanship and material, as do other firms, but also against construction, which is more important. A machine may break not only on account of a flaw, but from bad proportioning. The Capital Cycle Company introduce seven forms of safety or rear-driving bicycles for both sexes for this season, varying in weight and construction. They are as follows:

1. "Men's Straight Frame Psycho Safety," 30-inch wheels, 7-8 and 3-4 inch tires, geared to 57 inches, weight 47 lbs. Price, $140.

2. "Men's Light Roadster Psycho Safety" *(see cut)*, 30-inch wheels, 3-4 inch tires, made for gentleman riders and scorchers on good roads, geared to 60 inches, weight 38 lbs. Price, $140.

3. "Men's Dropped Frame Psycho Safety" is designed like ladies' safety *(see cut)*, 30-inch wheels, 7-8 and 3-4 inch tires, weight 50 lbs. Will carry any weight on any road. Detachable brace rod makes it suitable for ladies and a general family machine. Price, $140. Geared to 57 inches.

4. "Ladies' Roadster Psycho Safety," 3-4 inch tires, 29-inch wheels. Detachable brace rod, suitable for short or medium height gentlemen. Will stand any weight. Weight 44 lbs. *(See Cut.)* Geared to 50 inches.

5. "Ladies' Light Roadster Psycho Safety," 29-inch wheels, 3-4 and 5-8 inch tires, weight 38 lbs. Superb finish, very light and easy running, intended for light weight ladies, but will carry 175 lbs. Geared to 50 inches.

6. "Ladies' Extra Light Psycho," 28-inch wheels, made for short, light ladies, weight 34 lbs., gear 48 inches. Price, $140.

7. "Psycho Tandem Safety," intended for lady and gentleman or two gentlemen, 7-8 inch tires to both wheels, very strong, light and simple. Will carry any weight. Price, with two separate brakes, $200. Geared to 57 inches.

The Capital Cycle Company have prepared for their share of the trade this year, relying upon the merits of their wheels. They only handle two-wheeled safeties; no ordinaries or tricycles.

ART CALENDAR AND PRICE LIST NOW READY.

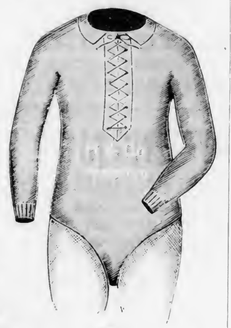
HOLMES & CO.,
Manufacturers.
We call special attention to a new feature in
JERSEY SHIRTS
For Gymnasts and Athletes.

887. Heavy Rib, - - $5.00



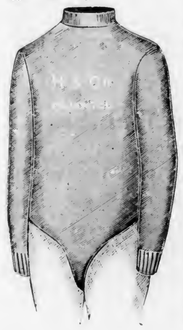
We have made these garments for two seasons and sold them through A. G. Spalding & Brother, New York and Chicago.
4 full suits to the Chicago Base Ball Club.
2 to the New York.
1 to Detroit.
1 to the Washington.
1 to the Indianapolis.
1 to the Cincinnati.
1 to the Pittsburg.
1 to All America, besides several amateur clubs.

881. Heavy Rib, - - - $5.00
These are in use by the Des Moines Base Ball Club.



These Cuts represent the shape and use of our new Athletic Garments.

868. Heavy Rib, - - - $4.50
It not only keeps the shirt down in place, but acts as a supporter.



Bicycle Riders, Try Them.

884. Heavy Rib, any color, **$4.00**
Bathers and Gymnasts wear these shirts under or over tights.
TRY THEM.





859. Heavy Rib, - - - $3.50
These garments are made only in our Heavy Rib. These garments are all patented, and all imitators will please let them alone.
Bathers, Base Ball Clubs, Gymnasts,
TRY THEM.

Send Stamp for Catalogue.
HOLMES & CO.,
109 Kingston St. - - - Boston.

Browning, King & Co.
406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.
COAT, $8.25. BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

The Billings & Spencer Co., Hartford, Conn., U. S. A.
Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.



SAFETY BICYCLES.



Made by Gormully & Jeffery, "RAMBLERS."
" Springfield Roadster Co., "Volants."
" Overman Wheel Co., "VICTORS."
" Singer & Co., (Coventry, Eng.) "SINGERS."
" Indiana Bicycle Mfg. Co., "DANDIES."
Send for Bicycle Catalogue, FREE.

MERWIN, HULBERT & CO.,
26 W. 23d Street, New York.
OPPOSITE 5th AVE. HOTEL.





HARLEM BICYCLE CO.,
284 Lenox Avenue., near 125th Street,
Agents for
VICTOR CYCLES
And all the **Best American and English Wheels,**
Boys' and Girls' Bicycles, Velocipedes and Tricycles
Renting, Storing, Lockers, etc.
REPAIRING A SPECIALTY.

SAVE MONEY
By sending your Repair orders to us. We have all the facilities of the repair-shops in the cities, and our charges are about half as much.
SEEING IS BELIEVING.
We sell new and second-hand wheels and cycling sundries.
CLINTON CYCLE CO.,
North High St., - - CLINTON, MASS.



The Elliott Hickory Bicycle.

LIGHT, STRONG, CHEAP.

The following answers a question recently asked us by a party who evidently reads the Cycling Papers:

No, we don't "think we make the best Cycle in the world, we *know* it; but the reason we don't say so is because such a statement would lack novelty and we should expect no one to believe it. We prefer to submit the wheel to your inspection.

STERLING CYCLE CO.,
NEWTON, MASS.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,
18 So. Broad Street, Philadelphia,

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is **30c.** Discount to dealers.

KIRK BROWN,
No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

Howard A. Smith & Co.

Will appoint Agents for their immense line of Sundries in all unoccupied territory.

SPECIALTIES.

Bundle Carriers,	Hose Supporters,
Stockings,	Adhesive Tire Tape,
Standard Gloves,	Spoke Grips,
Whistles,	Standard Oil,
Newark Enamel,	Newark Lamps,
Cement,	Graphite,

Caps, Belts, Jersey Suits, etc., etc.

ORATON HALL, NEWARK, N. J.

Store and Riding Hall open Evenings.

DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

LINCOLN HOLLAND & CO.,
Worcester, Mass.

ELASTIC TIP CO.,



MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	.50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.25 per box
Electric Tape	.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

WILMINGTON, DEL., February 13, 1889.

Frank Fairbairn, Erie, Pa.:

DEAR SIR—I have been using your knit suitings steadily during the last year (1888) and to present time, and they have given perfect satisfaction.

I much rather prefer them to our own club suits, and have been wearing the same in place thereof, for both summer and winter riding. Have used knit goods of other makers, but find yours to wear better and more durable than any I have yet seen.

Yours, etc., B. FRANK MCDANIEL.



SAVE MONEY. Before YOU BUY

BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles, Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

		Factory Price.	Our Price.
NEW	48 in.	$50 00	$27 00
ACME	46 in.	45 00	25 00
BICYCLES.	44 in.	40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Schoverling, Daly & Cales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

SPRING OPENING.

THE MOST COMPLETE STOCK

—OF—

FOREIGN AND DOMESTIC

Woolens

IN THE COUNTRY.

A New Feature for this Season,

OUR $18.00 SUITS

TO ORDER.

Estimates and samples cheerfully furnished for

Uniform Suits,

All the leading Cloths in Stock.

SATISFACTION GUARANTEED.

Nicoll The Tailor.

145 and 147 Bowery, and
771 Broadway, cor. Ninth St.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliott W. Johnson
N. Malone Beckwith Committee.
E. R. Binnie

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

FOR YOUR SAFETY.
The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.



GET THE BEST!
THE
Standard Cyclometer.

Greatly Improved for 1889.

No more **Rattle.**

Simplest and Best Instrument ever Invented.

Made for all **Safeties.**

Registers 2500 Miles.

J. A. Lakin & Co.,
WESTFIELD, MASS.
Send for Circular

HOWARD A. SMITH & CO'S
SECOND-HAND LIST
ORATON HALL, NEWARK, N. J.

☞NOTE THE REDUCTION IN PRICES.☜

List	Size	Make, Large Wheel Bearings, Finish and Cond'n.	*	†	‡
325	54	Club, Ball, Nickeled, good condition	$180.00	$55	Ball
402	50	Club, Ball, Nickeled, first-class condition	175.00	60	Ball
432	48	Expert, Ball, Nickeled, first-class condition	140.00	65	Ball
438	54	Harvard, Ball, Enameled, good condition	140.00	45	Ball
459	50	Victor, Ball, Enameled, first-class condition	140.00	75	Ball
474	54	American Star, Plain, 2-3 Nickeled, good condition	100.00	40	Plain
479	52	British Challenge, Ball, 2-3 Nickeled, good condition	160.00	60	Ball
483	56	Expert, Ball, Enameled, good condition	145.00	60	Ball
486	48	American Star, Plain, Nickeled, good condition	100.00	45	Plain
489	54	Harvard, Ball, Enameled, good condition	140.00	30	Ball
503	54	British Champion, Ball, Enameled, fair condition	137.50	55	Ball
508	51	Special Star, Plain, Enameled, first-class condition	140.00	65	Ball
510	50	Premier, Ball, Enameled, good condition,	120.00	40	Plain
520	54	Royal, Ball, Enameled, shop-worn condition	135.00	90	Ball
521	52	Royal, Ball, Enameled good condition	135.50	70	Ball
522	50	Royal, Ball, Enameled, shop-worn condition	130.00	90	Ball
523	54	Club, Ball, 2-3 Nickel, good condition	100.00	35	Ball
530	53	Columbia Lt. R., Ball 2-3 Nickel, first-class con	137.50	90	Ball
531	53	Columbia Lt. R., Ball, 2-3 Nickel, first-class con	137.50	90	Ball
535	38	Facile, Ball, Enameled first-class condition	137.00	35	Ball
544	48	Royal, Ball, Enamel, good condition	120.00	60	Ball
545	50	Expert, Ball, Enameled, good condition	140.00	65	Ball
561	51	Special Star, Plain, Enameled, first-class condition	135.00	60	Ball
564	52	Expert, Ball, 2-3 Nickel, first-class condition	145.00	65	Ball
570	50	Expert, Ball, Nickeled, first-class condition	142.50	75	Ball
574	42	Special Star, Plain, Enameled, first-class con	107.00	60	Cones
577	50	Am. Rudge, Ball, Nickeled, fair condition	102.50	50	Ball
578	50	Harvard, Ball, Nickeled, good condition,	100.00	50	Ball
579	54	Am. Club, Ball, Enameled, fair condition,	100.00	35	Ball
581	50	Royal, Ball, Enameled, new condition	140.00	95	Ball
582	52	Royal, Ball, Enameled, new condition	142.50	95	Ball
587	54	Expert, Ball, Nickeled, first-class condition	145.00	75	Ball
589	54	Victor, Ball, 2-3 Nickeled, first-class condition	135.00	60	Ball
593	51	Special Star, Plain, Enameled, first-class condition	142.50	80	Ball
597	50	Volunteer, Ball, Enameled first-class condition	100.00	70	Ball
600	50	Springfield Rd., Ball, Enameled, first-class con	100.00	80	Ball
603	54	New Rapid, Ball, Enameled, good condition,	135.00	95	Ball
605	53	Col. Light Roadster, Ball, Nickel, good condition.	137.00	80	Ball
606	52	Expert, Ball, Nickel, good condition	140.00	55	Ball
608	54	Expert, Ball, Nickel, first-class condition	142.00	110	Ball
609	50	Ideal, Plain, 2-3 Nickel, good condition,	60.00	40	Cones
611	51	American Star, Plain, Enamel d, good condition	75.00	30	Plain
612	54	American Star, Plain, 2-3 nickel, good con	80.00	50	Plain
614	54	Expert, Ball, Full Nickel, good condition	145.00	60	Ball
617	52	Expert, Ball, Nickel, first-class condition	142.00	90	Ball
618	50	Special Col., Ball, Enamel good condition,	102.00	25	Cones
619	54	Expert, Ball, 2-3 Nickel, good condition	145.00	60	Ball
620	50	Royal, Ball, Enamel, shop-worn condition	135.00	90	Ball
621	52	Royal, Ball, Enamel, shop-worn condition	135.00	90	Ball
622	42	Ideal, Plain, Enamel, good condition	35.00	25	Plain
623	50	Springfield Rd., Ball, Enamel, good condition	100.00	60	Ball
624	42	St r, Plain, Enamel, good condition	80.00	30	Plain
626	42	Otto, Plain, Enamel, fair condition	40.00	15	Plain
628	50	Expert, Ball, Full Nickel, first-class condition	140.00	65	
632	51	Am. Star, Plain, Enamel, Fair condition	75.00	25	
633	45	Am. Star, Plain, Enamel, first-class condition	80.00	50	
634	50	Special, Plain, Enamel, good condition	92.00	25	

TRICYCLES AND TANDEMS.

301	..	Columbia, 3-track, Ball, Enameled, good condition	185.00	45	
496	..	Sparkbrook, Ball, Enameled, first class condition	185.00	90	
511	..	Victor, Ball, Enameled, first-class condition	160.00	50	
534	..	Humber, Ball, Enameled, first class condition	185.00	75	
555	..	Marlboro, Ball, Enameled first class condition	250.00	100	
559	..	Humber, Ball, Enameled, first class condition	260.00	100	
590	..	Star Tricycle, Ball, Enameled, first class condition	160.00	80	
627	48	Victor Tricycle, Ball, Enameled, good condition,	160.00	40	Ball

* Price when new. † Price now. ‡ Small wheel bearings.

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address, C. O. D., with the privilege of examination, providing a remittance of $5.00 accompanies the order as a guarantee for express charges both ways in case machine is returned.

☞In ordering, state second choice in case first one has been taken.

New Jersey Agents for the Stars, Columbias, Victors, American, Warwicks, Coventry Machinists, etc.

Store and Riding Hall Open evenings. Special hours for Ladies' Class learning to ride the Ladies Safety bicycle.

Largest Sundry House in the United States. Send for Illustrated Catalog and Price List.

Agents wanted in unoccupied Territory.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.
We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*
Correspondence solicited.

HARRIS & HABERER,
Successors to
E. N. Bowen's Bicycle Repair Business,
585 Main Street, - - Buffalo, N. Y.

Read & Remember,

That Ladies can learn to ride the Ladies' Safety Bicycle at

ADELPHI HALL,

52d Street and Broadway,

NEW YORK.

Only a few lessons necessary to become proficient.

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Lessons private, only two pupils on the floor at one time.

Floor 80 x 100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the safety or regular bicycle.

Classes now forming.

Engagements for *lessons* may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

GEO. R. BIDWELL,
313 W. 58th St.,
NEW YORK.

HARVARD BICYCLE CLUB RACE MEET.

$500 IN PRIZES.

Cambridge, Mass., Saturday, May 11, at 2.30 P. M.

EVENTS.

1. ONE MILE Safety, Handicap, (open). 100 yds. limit.
   1st Prize, Kodak Camera: 2d Prize, Columbia Cup, given by the Pope Mfg. Co.; 3d Prize, Flobert Rifle.
2. QUARTER MILE BICYCLE. Scratch (open).
   1st Prize, Anthony's Lilliput Detective Camera, given by Barker & Starbird, 56 Bromfield Street, Boston; 2d Prize, Smith & Wesson Hammerless Revolver; 3d Prize, "Pettitt" Tennis Racket.
3. ONE MILE INTERSCHOLASTIC. Scratch, open to all Preparatory Schools. (Entrance fee for this event $0.50)
   1st Prize, Sole Leather Travelling Bag; 2d Prize, "Sears Special" Racket; 3d Prize, Silver Cup.
4. ONE MILE BICYCLE. Handicap, 120 yds. limit (open).
   1st Prize, Meyrowitz Bros. Yachting Glass, given by the Coventry Machinists' Co.; 2d Prize, Travelling Bag; 3d Prize, Engraved Silver Cup.
5. ONE MILE BICYCLE. 320 Class. Scratch, open to members of H. B. C.
   1st Prize, U. S. Signal Glass, gizen by Wm Read & Sons; 2d Prize, "Sears Special" Racket, given by Wright & Ditson; 3d Prize, Engraved Silver Cup.
6. TWO MILE TANDEM SAFETY. Scratch (open).
   1st Prize, Two Brass Standing Lamps; 2d Prize, Two Stop Watches; 3d Prize, Two Engraved Silver Cups.
7. TWO MILE BICYCLE. Handicap, 250 yds. limit. (open).
   1st Prize, Eagle Bicycle, value $130, given by Eagle Bicycle Co.; 2d Prize, Kodak Camera; 3d Prize, Winchester Repeating Rifle; 4th Prize, Old Silver Cup.

Entrance Fee, $1. for each Event. Fees must positively accompany entries, to be sent to

R. H. DAVIS, 153 Brattle Street, Cambridge.

All seats reserved, price 50 cts., for sale at

POPE MFG. CO., - - - - 79 Franklin St., Boston.
COVENTRY MACHINISTS' CO., - Columbus Ave., Boston.
WRIGHT & DITSON, - - - Washington St., Boston.
WM. READ & SON, - - - 107 Washington St., Boston.
LEAVITT & PIERCE, - - - 738 Harvard St., Cambridge.

About one in three of the Ramblers shipped bring in something like this:

BUFFALO, N. Y., April 15, 1889.

MESSRS. GORMULLY & JEFFERY MFG. CO., Chicago, Ill.:

Gentlemen—I have ridden the machine (a Rambler) almost daily since last August, and do not think that there is a Safety, or, in fact, any wheel offered for which I could be induced to make exchange. Formerly rode a ——, and my experience is, can put this wheel through more difficult places than any wheel made. Have had no trouble in riding without hands since first few days after received wheel, and, in fact, am full of the merits of the wheel, and cannot fail, at all times, to let others know *what a find* have made.

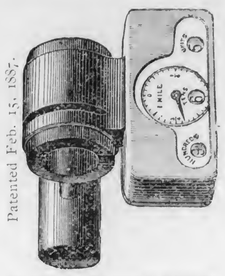
Awaiting your pleasure, I am, truly yours,

(Signed) W. E. PLUMMER, JR., 1372 Niagara St.

80-page Catalogue on application.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

Largest American Manufactures.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

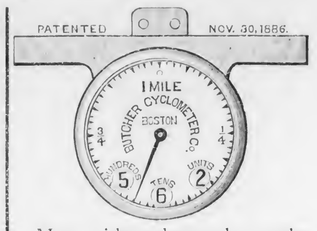
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BUTCHER CYCLOMETER CO.,

338 Washington Street,

BOSTON, MASS.

Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



New York Bicycle Co.

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Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

Tricycles and Tandems.

Columbia Light Roadster, used one year, $140.00; Singer, very good, $85.00; Marlboro' Light Roadster, new last fall, excellent, $115.00; Columbia Tandem, excellent, $150.00; Marlboro' Tandem, "88 pattern, as good as new, $185.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find it advantageous to write.

WHITTEN, GODDING & CO.,

PROVIDENCE, R. I.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,

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SIEGRIST BROS.,

MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE

Price $4.75



OUR SPECIALTIES.

Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price $4.75

These shoes are made from Kangaroo or Russet Calf, and are noted for their light weight and durability.

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PATENTS procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,830.)

NOTICE.

That in addition to our Men's Bicycle Shoes, we have the best Ladies' Tricycle Shoe made. They are made on our Common Sense lasts, with our Patent Flexible Shank attached. We can furnish them in sizes from 2 1-2 to 7, and A, B, C, D in width. Try them



Sent direct from factory, post paid.

Mens' No. 1, Hand Sewed and Hand Stitched, $5.
" " 2, " " " $3.50
Ladies' " 1, " " " 4.50

Liberal discounts to the trade and clubs.

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☞ No. 1 shoe bears our label, "Strickland & Pierce."

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First-Class Repairing ONLY.

Every attention given to repairs from the South.

Parts and Sundries Supplied for all Machines.

RIDING SCHOOL OPEN SHORTLY.

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,

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BICYCLES

Psycho or Singer Safety	50
Tandem Bicycle, 52-in.	145
Ladies' Psycho.	145
Gents' Psycho.	140
Royal Singer.	135
Ladies' Singer.	130
Apollo Safety.	120
Courier Safety.	70
Courier Safety.	65
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Little Jewel.	$12 to $35

Send for catalogue. We give you the best the price will buy.

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REPAIRERS If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.

Write to BROWN BROS. MFG. CO., CHICAGO, ILL.

Testimonials.

WEST RANDOLPH, Vt., Sept. 21, 1888.
H. B. SMITH MACHINE CO.

Dear Sirs—Enclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

NORWICH PHARMACAL COMPANY.
Laboratory and office E. Main St.
NORWICH, N. Y., March 25th, 1889.
H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—I ride a 48-inch Special, and am more than suited with it. This is the third season and it is as sound as a new wheel. I never had a spoke grip on it yet.

Yours truly,

M. P. GREEN.

to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

PORTLAND, Me., March 11th, 1889.
H. B. SMITH MACHINE CO.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. If you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale.

Yours.

D. B. BONNETT.



THE NEW STAR, 39x24

Mohegan Lake School, PEEKSKILL, N. Y.
H. B. SMITH MACHINE CO.

Dears Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

414 South Broad St.,
ELIZABETH, N. J., March 16th, 1889.
H. B. SMITH MACHINE CO.

Gentlemen—Star received on the 14th. Handle bar and brake lever very satisfactory. This is quite a machine, I like it better than either the 45 or 48-inch Star; it is the easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. If you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale.

Yours.

D. B. BONNETT.

PORTLAND, Me., March 11th, 1889.
H. B. SMITH MACHINE CO.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you claim for it; we take pleasure in ordering two more, which we desire for our own use. We want 39x24, 2-3 nickel, with balls, front and Hollow Spade Bar. You may send us one of the large size leather touring bags when you ship wheels.

Yours truly,

SIMONS & DOW.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - Smithville, N. J.

CORDIAL INVITATION

to wheelmen, and those interested in wheeling, to visit the Columbia Factory at Hartford, Connecticut, where every opportunity will be given to inspect the evolution of steel into Columbias. The Columbia Factory will interest you; it is the largest cycling plant in the world, and no other cycling factory is so well equipped with machinery and all that pertains to the making of the highest grade of cycles.

PLEASE SUSPEND ORDERS

for those "Psycho Ladies' Safeties" which we have been selling and advertising on this page. We have just been notified by Mr. H. S. Owen (Capital Cycle Co.) that such sales are infringements of a patent owned by him, with a request to **"desist from such further sale, and to notify you that in the event of your continued infringement he will be compelled to seek legal redress."**

Without admitting or denying the validity of this claim until we have it examined, we have asked Mr. Owen for terms of a license under his patent to such machines. In the meantime, not willing to invade any rights of others, we have to inform our patrons that we will neither receive nor fill any further orders for the Psycho.

POPE MFG. CO., Boston, New York, Chicago.

VOLUME NO.

19

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

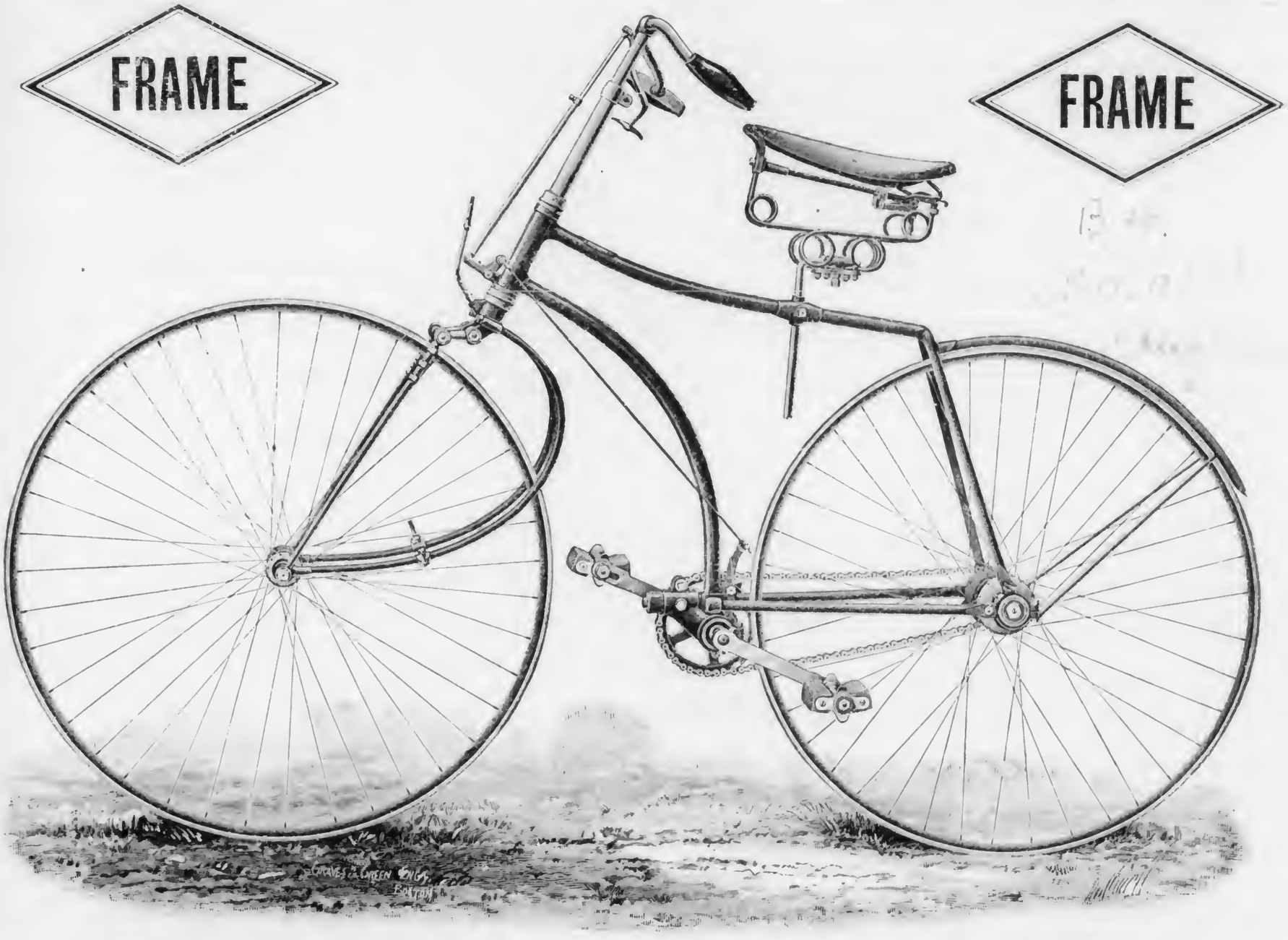
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BOSTON, 3 MAY, 1889.

Volume XIX.
Number 1.

FRAME



FRAME

The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

FRAME OVERMAN WHEEL CO., Makers, FRA

BOSTON.

The Special Premier Safety.



Laurels from the Golden Gate

OAKLAND, Cal., April 8, 1889.

"The SPECIAL PREMIER SAFETY is a Beauty, and is entirely satisfactory."

W. D. HARDY.

—o—

PREMIER POINTS—Strength, Durability, Lightness, Finish, Ease of Running, Ease of Steering, Availability for Either Sex, Correctness of Mechanical Construction, Interchangeability.

Immediate Delivery.

—o—

Apply to nearest Premier Agent, or send for Catalogue to

LLEWELLYN H. JOHNSON,

Sole Manufacturing Importer, - - - ORANGE, N. J.

Here is something from the former Editor and Publisher of the Wheelmen's Gazette, and at present Associate Editor of Peck's Sun:

MILWAUKEE, Wis., April 25, 1889.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.:

Gentlemen—When riding your American Rambler over the delightful roads of Bermuda last winter, I many times thought it about the correct thing in a Safety. But since I have thoroughly tested it on the ordinary roads of this vicinity, I have come to the conclusion that it is perfection itself. Gentlemen, your spring is where it should be, to be effective, and avoids all the annoyances common to front fork springs. Your principle is correct, as you do not sacrifice the steering in absorbing vibration. As for easy running, I have always maintained that your bearing was superior to any I have ever tried. Altogether, I believe you can honestly lay claim to having the King of the rear drivers.

Truly yours, P. C. DARROW.

Our 80-page Catalogue, largest published, on application.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

Largest American Manufacturers.

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All Advertisements in this Department 20 cents a line.

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FOR SALE—48-inch Facile, $80; Columbia safety, $90; 40-in. geared Facile, $100. Would exchange for equal value in Rower-type safeties or Ordinaries. Other wheels. Write us. NOVELTY MFG. CO. No. Adams, Mass.

FOR SALE—Two Experts; in first-class condition. 50 inch, $70; 54-inch, $75; also 54-inch National; in fine condition, $90. BROWN & GREENLEAF, 6 Brattle st., Cambridge, Mass.

CYCLISTS RECORD BOOK, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

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For **Gold Pins** of the Official Design, send direct to

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Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

E. C. BENNETT,

—AGENT FOR—

VICTOR, STAR & EAGLE.

We carry a fine list of second-hand wheels. Send for list. Repairing a specialty. We also carry a full line of sundries.

160 Orange St.,
NEW HAVEN, CONN.

CYCLING BOOK-KEEPERS

Should use the **"Daily Cash Balance Book"** recently gotten out by W. L. Surprise, Ex Chief Consul, State of Tennessee. It is neat, handy, and the best method of balancing your Cash every day, that was ever introduced. Send for circulars, sample sheet etc.

W. L. SURPRISE, Memphis, Tenn.

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In this Department, 15 cents a line. Cash must accompany the order.

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FOR SALE—An 1888 Veloce Columbia Safety bicycle, in first-class condition. Address A. A. ARMSTRONG, Bradford, Pa.

FOR SALE CHEAP—54 inch American Challenge. Full nickeled; balls all round. A1 condition. A. S. PASQUETH, Mexico, Me.

CYCLOMETER—A Butcher, 55-inch, larger in perfect order, cheap. GEO. P. WASHBURN, 197 Lake st., Chicago, Ill.

50-INCH Expert, cost $135, wheels enamelled, balance nickeled, condition perfect, nickeling A1, ball pedals, cow horn bars, spade handles, Kirkpatrick saddle with adjustable tension, tools and bag, $88. With nickeled rims, cyclometer, and automatic alarm, $98. G. W. WALKER, or Winder Building, Washington, D. C.

WANTED—Rover safety, '88 pattern. Good condition and cheap. Address FRANK R. HILL, bicycle dealer, Three Rivers, Mich.

FOR SALE—58-inch Expert Columbia, good condition. Cheap for cash. For particulars address M. S. KELLEY, Hagerstown, Md.

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FOR SALE—Victor 1888 Light Roadster Tricycle; first-class condition. A decided bargain at $85. Address P. C. DARROW, care Peck's *Sun*, Milwaukee, Wis.

FOR SALE—Champion Light Roadster, 50 inch. Good condition. $90. P. C. DARROW, care Peck's *Sun*, Milwaukee, Wis.

FOR SALE—54 inch Victor, good as new. A bargain. WM. N. PRICE, Germantown, Pa.

WILL SELL FOR $10—55 inch Rudge Ricci; only used 3 times; in perfect condition. R. S. ADAMS, 22 West 55 st., New York.

OFFERS WANTED.

55 INCH Light Roadster Columbia, run 500 miles. Royal Silver Saddle; good condition. C. K. ALLEY, 40 ave. and 42d st., New York.

FOR SALE CHEAP—Victor Tricycle. Address the Rev. CHARLES W. HAYSE, D. D., Westfield, Chautauqua Co., N. Y.

56-INCH Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow-horn bars. Cost $115; will sell for $55, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

FOR SALE—A Special Quadrant Tricycle, cost $200; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

FOR SALE—50-inch Expert, enamel, nearly new. 58-inch Expert, all nickel, latest pattern, A1 condition. 54-inch American Rudge, enamel, balls to both wheels, cow-horn bars, spade handles, A1 condition. Springfield Roadster, ball bearings, nearly new. For terms apply to JOHN S. MUSSER, 132 E. Chestnut st., Lancaster, Pa.



The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**



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Buy no more Ready-made.

Send 6c. for Seasonable Samples, make selection, take your measure by our simple rules, and order our

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Pants, or finer goods, $4 to $8, by mail or express.

Coats, $8, Vests, $2.25, to match Pants.

Full Suits, $13.25 to $15. Overcoats, $12 to $15.

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All Kinds Of

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Workmanship Guaranteed.

Spade Handles for all Kinds of Machines, $2.50 Per Pair, fitting on 50cts. extra.

Note Address,

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5 Columbia Experts, 50, 52, 54-inch, from $65 to $90.

CLINE BROTHERS,

Agents for VICTOR Cycles.

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Great value for 50 cents.

The Cycle Brush Tool.



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INCER CYCLES

OVER 57,000 IN USE.

LARGEST MAKERS IN THE WORLD WITHOUT EXCEPTION.

SPECIFICATION OF
SINGER'S "APOLLO" FOR 1889.

BEARINGS (Front) Double ball, adjustable, brazed to fork.
" (Back)...and pedals, Ball.
BACKBONE.....Weldless steel tube, oval section. Very strong.
STEERING.....Ball bearings.
FORK (Front).....Weldless steel tube, elliptic section.
" (Back).....Steel, half-hollow section.
HUBS.....Steel.
FELLOES.....Warwick, deep section, hollow.
SPOKES.....Patent tangent.
TIRES.....7-8 in. to front, 3-4 in. to back wheel. Highest possible quality.
CRANKS.....Patent detachable, 6 in. throw.
HANDLE-BAR.....Hollow, detachable, cow horn shape.
HANDLES.....Horn, spade.
FINISH.....Best enamel.

Price, 50 in., - - $130.00.

With an advance of $2.50 per 2 in.
EXTRAS—Plated except rims and spokes, $10.
Prices for other variations will be specially quoted. 53 in. is the only odd size carried in stock.



SINGER & CO., Manufacturers and Importers,
6 and 8 Berkeley St., - - - - - BOSTON, MASS.

AT THE HEAD OF THEIR CLASSES.

NEW MAILS.

ONLY WHEELS WITH TRIGWELL BALL HEAD.

The New Mail
Light Roadster
which Wm. F. Murphy rode 12,000 miles in 1888 is on exhibition at 302 Broadway, New York. See it!



WHAT

Safety is giving greater

Satisfaction

this year than the New Mail?

The Demand tells the story.

The Factory is running nights to keep up.

Our Spring Fork is a simple vertical action—no side rocking motion; front wheel not *sensitive* in steering.

Our Band Brake on rear axle is a magnificent success.

Our Safety can be ridden **Hands Off.**



The New Mail is American made—made at Chicopee, Mass. All Steel Forgings. Interchangeable Parts. Better see it before purchasing.

WM. READ & SONS, 107 Washington St., Boston.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 3 MAY, 1889.

OUR PAPER WAS MAILED.

LAST week our whole edition was in the Boston Post Office by 3 P. M. Saturday. All the New England papers were in the mail by Friday night.

Having proved that our paper gets into the Boston Post Office on good time we would say to those who don't get it on time, we have lodged a complaint in the Boston office, and we will do all in our power to have the trouble sifted down to its proper source.

THE death knell of the Bicycle Uniform has been pretty well sounded among English gentlemen riders, and in its place they wear a suit of grey or dust brown cloth. No horseman wears a uniform. He wears such clothing as the experience of Market Harborough and Newmarket have proved to be the most suited to his requirements. A bicycling uniform can hardly come under the heading of clothing. There is something too grotesque about it (with its military appearance) for that. The epaulet and gold lace must go, and the sooner the better.

D. W. LAING—old "Davie Laing" of many an honest and tough battle on the road and path, in Scotland—has at length succumbed to his vanity and has become the first President of a ridiculous Scottish union (which starts out apparently in opposition to the N. C. U.), to be known as Scottish Cyclists' Union. A short time ago he was *the* champion of the interests of the N. C. U., in Edinburgh, a man whose opposition of a contingent of able-bodied hot heads showed him to be a leader. Now he has "gone and done it"—left the van of the N. C. U. representation in Scotland. Old "Davie" may live to learn that it is better to be "at the tail of the gentry than the head of the common people," and that all such separatist leaderships usually end in ignominy, and that a vascilating policy is apt to result in distrust from both parties—the old and the new.

AN emotional Chicago writer grows enthusiastic over the aluminium chestnut. He says the world has had its age "of stone and bronze, that this is the age of iron, and that the age which succeeds this will be the aluminium age." So be it. But as yet we have only heard, to a tiresome extent, of aluminium bicycles; we hope to see one soon, and hope it may be tireless. We are told that an aluminium bicycle will weigh but one third of what the present day steel cycle does. Think of a bicycle of seven pounds for a fifty-four-inch racer. Whew! the two-minute mile ride might be a thing of every-day occurrence. There's no telling.

IT is with regret that we have to print the notice of Mr. Stephen Terry's death in another column. Mr. Terry was an ardent wheelman, and a man of decided and marked character.

The circumstances surrounding his death are peculiarly pathetic, and his family has our heartfelt sympathy.

IT is understood that Chicago desires to entertain the L. A. W. at the meet of 1890, to the tune of ten thousand dollars. Now, while Chicago is a vastly rich city, and ten thousand dollars could be easily raised with a little canvassing (and as easily frittered away in a gorgeous League entertainment of a few days), still we think that this sum could be made to accomplish permanent good, by a different method of expenditure. Supposing that instead of prodigally spending ten thousand dollars, that one thousand dollars be expended in an unpretentious entertainment, plenty of roast beef and bitter beer, and a glorious reunion of the English "Harrogate Camp" style, with little or no printing bills in the way of programmes and other superfluous expenditures, and the remaining nine thousand dollars be expended (in such judicious manner as Illinois cyclists might see fit) in the matter of improving the roads of that State.

This money might be subscribed to pay the salary of a State road improvement officer, whose efforts would be appreciated by horsemen as well as wheelmen. This would be a means of utilizing this money for lasting good, and horsemen would soon "chip in" when they saw the benefits of approved roads.

The average cyclist cares less for appearance and "*gloire*" than for solid comfort, and a little more tent life and freedom, and less hotel entertainment under the gaze of the public and the newspaper reporter, might characterize future League meets and "draw" larger congregations of good fellows and true, whose ideal of enjoyment is not necessarily controlled by the amount of money expended by the entertaining city or State.

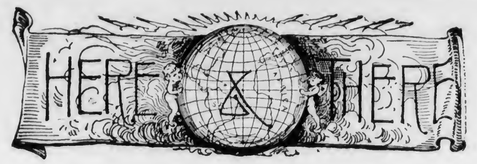
"A dinner of herbs and content therewith, is better than a stalled ox and strife."

HAGERSTOWN, Md., has been decided on as the the place of the annual meet, and the dates July 2, 3 and 4. The Maryland Division and the Hagerstown Club issued the invitation, and it has been accepted, as will be seen by the letter of President Luscomb, in the official department. We are pleased to note the following sentence in President Luscomb's acceptance: "It is the desire of the present administration to relieve the annual gatherings of the expensive features which, although cheerfully borne, were nevertheless an unfair burden upon the hospitality of our resident members at meets of the last few years."

THERE is a good fighting chance that the Warner Bill may receive its quietus in the Missouri Senate.

PENNSYLVANIA LIBERTY BILL.

AFTER we had gone to press last week, we received a telegram from Sam'l A. Boyle, L. A. W. Representative from Philadelphia, stating that the Liberty Bill had passed both Houses, and was signed on the 23d by Gov. Beaver.



LOS ANGELES.

"VINDEX."

The approaching fourth annual meet of the California Division, to be held here May 30 (Decoration Day), May 31, July 1 and 2, is the sole topic of conversation here, among wheelmen. The interest is intensified by the fact that a division meet has never been held here before, and everybody is on the *qui vive* for the great event. The meet promises to be the most successful ever held on the coast, and to this end nothing will be left undone to make it such, and the people of Los Angeles are famous for the hospitable and royal reception of guests. The wheelmen have the good opinion of every woman, man and child in this city. This statement, no doubt, seems strange, but it is none the less true. Race meets have been held here frequently in the past, and they were always, without exception, successes—both from a financial and social point of view. The race track will be put in the finest shape for racing, and will be used exclusively by wheelmen during the month of May.

Intelligence has been received that E. I. Halsted, of Taconia, Wash., late of Philadelphia, will quietly come into town about May 30, and contest for the supremacy of the coast. This means good racing. With Halsted, Elwell and Wing, the races will be worth going miles to see. Mr. Halsted's victories on the track are well known, but we have racers on the coast who will make him hustle.

Charles B. Shannon, of the Forest City Ramblers, of Cleveland, Ohio, who has been wintering here for the benefit of his health, leaves Wednesday (April 24th) for home, en route to Boston, where he joins the party of wheelmen who embark May 18 for a three months' tour of Continental Europe. Mr. Shannon has made many warm friends here, and all regret his departure exceedingly and envy his trip. Mr. Shannon will remain on the Continent until September.

NEW YORK.

"HAWKSHAW."

It is amusing to see how much printers' ink and composition is wasted each week through the publishing of correspondent's letters from California and the South, almost the entire substance of which is a bemoaning of the hard fate of Eastern and Northern riders who are deprived of the beautiful climate and sunny skies of these terrestial paradises—if one believes all that these correspondents continue to print about them. Now it is a strange thing that no one is wailing about the vigors and horrible features of this section except these gentlemen, who so bounteously bestow their unsought and unmerited condolence upon the wheelmen of the less tropical sections of the country. A foreigner reading these missives of pity would imagine that riders here had their uniforms made of buffalo hide, and wore ear muffs, mittens and goloshes all the year round, when endeavoring to ride and not freeze. Perhaps they do, and only these wise men of the wheeling West have discovered it, but if they do, it certainly is to their credit that they ride further, faster, harder, oftener than do the climate blessed individuals whose correspondents so generously do the wailing for the suffering of the Eastern and Northern rider, regarding which he seems singularly unconscious himself.

Roads improvements are almost as natural a sequence to cycling as can possibly be thought of. In the first place, the use of the wheel demands that the roads over which it is driven be of good quality, and in no other way than by being a rider can anyone pass upon the merits of the surface over which they ride. The rider or driver who passes along a highway, carried by the labors of a horse, cannot measure nor appreciate the extra power that the brute is called upon to exert when poorly constructed roads are the surfaces over which he so comfortably transports his passengers, but let this same individual become a wheelman and then note the difference. He will at once fully appreciate the hardships and waste of power and speed caused by defective highways, and will become as quickly a champion for their improvement. Roads will become to him a study, and when and wherever he goes, his eye unnoticed will note the conditions of the roadways around him, and a mental note be made as to whether their condition be good or bad. To such an extent does all of this grow on wheelmen, that I know many who, like myself, will sit at the window of a rapidly moving railway carriage, and find entertainment criticizing the roads of the country through which we pass, and if we find them good will afterwards say that such and such a section is good, when really we know nothing in the world about it, save that from the car window the roads looked like they offered good riding surfaces, and that to us was enough.

In the mad rush to accomplish the trick of getting something for nothing, that has during the past few weeks taken the form of an Oklahoma "boom," there has been presented one of the most striking examples of how quickly the civilization of to-day overcomes all the difficulties of whatever kind that may be opposed to it, and that only a few years ago would have been considered of stupendous magnitude. Encamped upon the borders of this promised land were nearly 100,000 human beings, each one of whom was anxiously awaiting the moment that the law would allow them to cross the border and grab one of the 30,000 homestead claims that Uncle Sam had kindly invited all to scramble for. As the proportion of claims to claimants was as one to three, and the law declared that first come should be first served, it became a matter of much moment to the boomers to be able to travel quickly, once they passed into this promised land. Exorbitant prices were paid for horses that had speed and for many that perhaps had none, but just here one of the products of our wasted civilization makes itself felt, it is the bicycle. A camp of wheelmen appear upon the scene, calmly wait the hour of opening, which arriving, they mount their wheels and, distancing the slower boomers, prove this time, at least, that the race *is* to the swift.

BUFFALO.

"ALI BABA."

Captain Donaldson is perfecting arrangements for another century run from Erie, Pa., next Decoration Day. From now on, "courage" will be the war cry. There will be a good many starters, but as to the number who will fall by the wayside, the writer knoweth not. It is certain, however, their number will not equal by half a fraction the Corporal's guard. The reason is, there was too much good, hard muscle won in the gymnasium the past season. Well, we even expect to bring the "Professor" through, and without any coaxing at that.

The Buffalo Bicycle Club made a run to Alden last week. The turnout was large. Arriving at their destination, and after a (small) lunch, base ball, foot ball and other sports were indulged in.

The Zigzag Bicycle Club claim the first country run from Buffalo this season. The boys have already accomplished the feat of riding (?) to the Falls, Aurora, Lancaster and other neighboring towns.

Captain Hearne ordered the first club run, which was to Aurora on April 30th.

The Zigzags took possession of their rooms at the Circle, May 1st. They are to be elegantly furnished. Visiting wheelmen will there find the latch string (of unusual length) on the outside, and will meet with a hearty welcome within. A donation party is looked for in the near future.

CHICAGO.

THE "STROLLER."

The Pullman Road Race will be managed entirely by a committee made up from all the different clubs here, and the handicapping will be done by the same committee, Chief Consul Davis being chairman. A fine prize list is an assured fact, and entries for the race are coming in rapidly. The committee have been promised plenty of assistance from the dealers, in fact they rather had the dealers on the hip, as they visited them in a body, and a dealer would have be possessed of more than the ordinary amount of cheek to refuse the committee (that represented all the clubs here) almost anything in reason.

The Lincoln Club have finally succeeded in getting the Lincoln Park Commissioners to allow tricycle riding on the Lake Shore drive and Fullerton avenue after eight P. M. in the park, and are not a little elated over their victory.

The Æolus Club claim to have an offer from a capitalist to build them a club house, provided they will take a five-year lease, and are now looking for some one to guarantee the lease for them.

The fight for the Presidency in the Chicago Club goes merrily on, and it is anybody's race as yet. The candidates themselves remain discreetly silent, but their friends are on the alert, and lose no opportunity to secure a vote.

Chief Consul Davis and a small party of wheelmen left for Ottawa last night (26 April), to confer with the Ottawa boys in regard to holding the State meet there.

W. D. Banker, of Pittsburg, now wants a go at Lumsden for a mile, and Arthur appears to be quite willing to accommodate him.

Some fifty couple attended the German at the Chicago's, Thursday evening last. Of course Frank Cory was there to lead the same.

The heavy rain Saturday spoilt nearly all the club runs Sunday and the riding was confined to the boulevards in the city.

Chief Consul Davis has recommended Street, of the Illinois, an official handicapper for their district. I am inclined to think it would have given better satisfaction had he gone outside the clubs and recommended Miles, of the *Referee*, for that position.

A certain club man became quite infatuated with one of the lady bicyclists of the Eck-Morgan combination, sent her costly flowers, presents, etc., and made an engagement to take her out to a swell dinner, but when he arrived to keep the engagement was rendered speechless to see another man wearing some of his flowers, eating his bonbons, and to be informed by him that it would be impossible for the lady to keep her engagement that time, owing to an engagement with him, but that he would let her go the next time—perhaps.

ST. LOUIS.

"LINNEUS."

The St. Louis Bicycle Track Association is to be a permanent fact. The preliminaries have been gone through with, and Geo. K. Sanders will probably be president. Already over $500 has been pledged, and the balance necessary will be forthcoming. The site of the track is on the grounds of the St. Louis Gun Club, and work to build the track was commenced the other day. We shall have it ready for the Stone-Lumsden race of May 25. The track will be 20 feet wide on the back, and 30 feet on the home stretch, foundation of broken brick and top dressing of clay and red Pacific gravel, which will give a surface like cement.

A joint and concurrent resolution was engrossed in the House of Representatives on Friday, April 19, submitting to the qualified voters of the State of Missouri an Amendment to the Constitution, authorizing county courts to levy, for road and bridge purposes, an additional tax not to exceed 15 cents on each $100 valuation, and the tax so levied to be deposited to the credit of the road district from which it is collected. The Senate spent almost the entire forenoon of April 17, in the perfecting the revised bill on roads and highways.

W. A. Rothwell writes in regard to the Warner bill: "The League's influence has wrought a noble work. One can scarcely object to the bill as it now is, but it is a dangerous precedent to have the Legislature even tinkering with the subject of bicycling. This bill had a hair-breath escape in the House, and I think will disappear from sight entirely in the Senate."

We are having trouble on the signboard question. The law is explicit that signboards shall be erected, but it is not enforced. A move will be made to enforce it soon.

The Citizens Committee have appropriated $100 to the wheelmen of St. Louis, to be used in giving a nocturnal parade on the evening of April 30. From all indications it will be one of the most elaborate things of the kind ever held. There will also be demon, animal, Continental, and other squads, dressed in costume in the parade, and the whole will be lighted up by a mass of red torches carried by the riders so costumed. Prizes will be probably given for the best costume and best decorated machine, and there will be some 250 riders in line. The clubs will be in charge of their various road officers, while Prof. C. H. Stone will have charge of the unattached.

BALTIMORE.

"NORVAL."

The Hagerstown Club, on receiving the letter of acceptance from President Luscomb, to hold the 1889 League meet at Hagerstown, from Consul Mott, were very much pleased and they were already working and preparing their local meet into the L. A. W. meet. Hagerstown is one of the best places that could be selected, the hotels being ample and good, and the city being level; also its many elegant pikes, where historical and picturesque points, such as Pen-Mar, Cumberland Valley, picturesque Potomac, battle fields of Antietam, and South Mountain, and many other points, can be reached without any exertion, and any cycler who enjoys genuine picturesque scenery combined with elegant roads, will find three days but a very short time about Hagerstown. The programme, which will be novel and entertaining, is in course of preparation. Chief Consul Mott and E. F. LeCato of Baltimore left for Hagerstown at the request of Vice Consul Updegraff, to arrange some preliminaries for the meet, where they will stay for a few days. The meet will certainly be a success.

The L. A. W. championship races to be run at Hagerstown are the one-mile bicycle, one-mile tricycle and one-mile safety. The excursion will be a moonlight trip to Pen-Mar, the Gem of the Blue Ridge, which is only about fifteen miles from Hagerstown and which will afford much pleasure to the guests.

The Baltimore Club contemplates renting the cellar of the house adjoining theirs, in order to secure additional storage room for wheels, which is much needed.

Kingsland left May 1 for Chicago. Mr. Kingsland is entered in fourteen events. From there he goes to Woodstock, Ont., for races of May 24, after which he will spend a week with H. G. Crocker, the well-known professional, at the latter's home, at Machias, Maine.

The Crescent Club held a general old-fashioned house-warming at their cozy new club house, 302 Boundary avenue. The club house is ample and fitted up with all modern conveniences. Eighty guests sat at the table, and enjoyed an enjoyable supper. The house was profusely decorated with floral decorations, which enhanced the attractiveness of the interior of the club house. Mr. Lloyd, on behalf of the club, presented the President of the club, C. F. Hanson, with a handsome ring. The dancing was elaborate, and continued until the early hours of the morning.

The Baltimore Club is discussing whether the distance in their monthly races shall be ten miles each run, or five, ten, fifteen and twenty miles on the different occasions.

MINNEAPOLIS NOTES.

"PARSON."

The opening of the Minneapolis Bi. Club's new rooms last night was a brilliant success. Nearly seventy wheelmen attended and spent a most delightful evening. The programme was as follows: Opening address, by President Buchanan; musical number, by the mandolin club; humorous recitation, by J. R. Stockdale; mandolin solo, by Sig. Montivelli; original essay, by A. C. Clausen; mandolin and guitar duet, by Buchanan and Dickeson; recitation, by A. J. Blethen, Jr. The original essay by Clausen was, without doubt, the best thing on the programme. Among other good things it contained was the following:

> "Now brilliant waves of crimson-tinted light
> Are kissing nature, ere they say good-night.
> Below me, in prismatic light and shade,
> A brooklet murmurs softly through the glade;
> Whilst in the valley's graying, flocks of sheep
> Are homeward winding in the herdsman's keep.
> Anon, a hill demands a gentle strain,
> But well repays in coasting down again;
> And when a pebble gives the wheel a spring,
> It only makes the 'tangents' louder ring.
> All hail to thee, my steel-bound courser fleet,
> That takes me from the city's dusty street,
> And gives me recreation, priceless gem,
> Which bears me out to breathe in nature's realm."

This was followed by short remarks from Prof. Richardson, Capt. Herty of the St. Paul Club, and Chief Consul Slosson. The party then adjourned to Dorsett's ice cream parlors, where a most delightful lunch was served. Everyone went home pleased, and the event will, without doubt, be the means of swelling the ranks of the club. It is the finest thing of the kind ever attempted here, and Messrs. Buchman, Savage, Monasch, Pauly and Stockdale, the Committee on Arrangements, deserve great credit for the way in which everything passed off.

The St. Paul racing team has accepted the challenge recently issued by the Minneapolis team, so I shall soon have an account of a good race to send you.

Last Sunday the M. B. C. and St. Paul B. C. took a joint run to Anoka and took dinner, making the run back in the evening. Thirty riders turned out, and a very pleasant time was had.

Minneapolis is in mourning. Her ball team has not won a game, and now Jackson has whipped Cardiff. Such is life.

MEMPHIS.

"ANCHOR."

I think it about time that Memphis had a mention in the World on cycling notes, so here goes. We have at present a long distance race on hand, that is keeping the boys on a good move. The originator of this race is a gentleman worthy of praise and mention. He is known by his familiars as "Doc," but to the world

at large he is known as Mr. Charles J. Scherer. This gentleman has formed a club of seven, and started them on a long-distance ride, to be finished in December, and the person covering the greatest number of miles in the alotted time will be awarded a handsome gold medal valued at $100, and given by our friend, Mr. Scherer.

The records so far are as follows: First, Julius Seelig, 739 miles; second, A. F. Alberts, 663; third, Julius Wood, 438 fourth, W. A. Whitmore, 350; fifth, Wm. Wood, 302; sixth, W. H. Haylie, 118; seventh, Geo. Phillips, 513.

Our Jocky Club have on hand their spring meeting, of which yesterday was the opening day, at which 10,000 people witnessed the start in the first race, and among them some of our local wheelmen.

NEWS AND COMMENT.

There is an ingenious colored man living in Hartford, Conn., who has invented a bicycle, the dread of which, by the Hartford people, is equal only to that entertained by the East Indian for the Juggernaut of old. Whenever "Charles" appears on the streets of Hartford there is at once a hiatus from the streets on which the engine of destruction appears. It weighs 110 pounds and is made solid. The saddle is a leather boot leg stuffed with straw. Down grade the machine is a terror, and we should think it would be also a terror up grade.

Bicycling News, in speaking of the collision of a wheelbarrow full of clocks and a tandem safety, with Bath Road Smith on the front seat, said that "had the foot-rests not struck the wheelbarrow first, that Smith, who had his head down in scorching attitude, would have been *brained*." We should never have thought Smith would meet his death in this way. This is about the last accident that could occur to the man with the "Otto horn." Oh Smith *is* a charmer.

Will "Hawkshaw" please note? From reliable authority we learn that "Tommy" has lost his old "world-famed" oil can, and has made careful selection of a successor, which does not leak as badly as the old one. Contemporaries please copy.

Mr. J. H. McKinnon & Co., of Waterbury, Conn., wants to know the best route between Springfield, Mass., and Montreal, Canada. Can anyone accommodate the gentleman.

The Mountain Wheel Club, of Phillipsburg, Pa., held a Book and Bric-a-brac Reception last week Tuesday. The result is that the club is just so much richer in the possession of some good books and specimens of bric-a-brac.

Hagerstown, Maryland, has been decided upon as the place of meeting of the L. A. W. for 1889. The meet will be held July 2d, 3rd and 4th. Paste this in your hat.

They are now talking of reinstating Frank Ives to the amateur ranks.

Rochester, N. Y., will hold a tournament May 30th. The West End Bicycle Club of Rochester, N. Y., now numbers 112 members.

Dan Canary, the trick rider, is on his way home to the U. S. for a few week's vacation. After a short stay in Meriden, Ct., he will return to England to fill engagements.

The New Haven, Ct., riders are agitating the question of building a bicycle track at the Trotting Park of that city. The probable cost will be about $1000.

The Fort Schuyler Wheelmen, of Utica, N. Y., will become a League Club, so a Utica correspondent advises us. The same correspondent writes: "Dobby, one of our climbers, met with a mishap last week, in being run down by a reckless driver, who was on the wrong side of the street. Dobby's new safety was ruined, and his knee considerably hurt. The driver of the team acknowledged that he was to blame and promised to settle, which he will do, 'peaceably if he will, forcibly if we must make him.'"

In speaking of the handicap road race over the Irvington-Milburn course, May 30, the Brooklyn *Citizen* says: "The handicapping will be done by a committee of three, and the general arrangements are to be in charge of a committee selected from among the principal clubs in this city, New York and vicinity. Everything possible will be done to make the race a fair and honest trial, and competitors from other States can feel assured of having fair play to the fullest extent of the meaning of the words. One hundred will be the limit eligible to enter the contest, and it is hoped the noted Western flyers will be on hand to try conclusions with the Eastern wheelmen."

The Melrose, Mass., Cycle Club gave its third annual ball at Melrose, Wednesday, the 24th ult. It was pronounced the most brilliant of the whole series.

The Pittsfield (Mass.) Club want a bicycle race track, and as the local Agricultural Society own grounds, and want cycle racing as an attraction, the Pittsfield Club may get a cycle track built for them.

The Rhode Island wheelmen have so far a total record of 4812 miles.

The E. Providence wheelmen held their second social at Watchemoket Hall a week ago Thursday.

It costs a rider $20 to ride a bicycle on the sidewalk in Peabody, Mass.

The spring all day run Bostonwards of the Rhode Island Wheelmen is fixed for Monday, May 20. A straight course has been laid out, 21 miles from Sharon into Boston. Dinner will be had at the Clarendon at 1, and thereafter the party is at liberty to break up, although the main body will probably take an excursion over the new boulevard to Chestnut Hill reservoir.

The Rhode Island Wheelmen will probably attend the Harvard bicycle race May 11 next.

Mr. H. G. Priest, of the Quadrant Company, has gone into the far West, some two hundred miles beyond Winnipeg.

Percy Furnival, the erstwhile cyclist, has dropped cycling and taken to boxing, at which art he is said to be an adept. Probably Racing Huie of Edinburgh (an old "war horse" for Scotland on the road and path) might like to give Percy a few rounds, just for the honor of Scotland, and for love of the "manly art." But in a recent match we learn that Percy was laid low in the first round. A rising boxer sometimes gets knocked down so hard that he does not rise any more.

Harvard Bicycle Club races May 11th, Holmes' Field, Cambridge.

The race meet at Narragansett Park, Providence, May 30th.

League meet at Hagerstown, July 3, 4, 5.

S. G. Whittaker is in this country. We have a letter for him at this office.

The Cycle Club of Wheeling, Pa., met at the *Police Court room*, and elected officers last week. Rather a curious place for a meeting! Who went bail?

Complaint is made, by an exchange, of the habit of some wheelmen, when riding in large parties, of separating and riding on *both* sides of the road. The complaint is well founded, and wheelmen should avoid this bad practice. The law prescribes on which side the cyclist should pass.

May 13 to 18, inclusive, are the dates of the big Chicago Tournament.

"Peek-a-boo," of the *Referee* has "debutted," and will swell the ranks of the Tommy's-got-a-new-oil-can, brick-bat and milk-and-water correspondents. He will rank among the prominent chestnut gatherers "with little fur coats," and will no doubt have his admirers.

The only *race* in which a lady can take part without loss of caste is the human race. We know how manfully she has played her part in this most stubborn of all races, but we think she loses her charm and her womanliness in *ladies* (?) cycle races.

Few riders of tricycles and safeties seem to appreciate that the gear chain needs constant oiling, nearly as much so as any other part of the machine. A little oil is all that is necessary, put on about once in six or seven days. If the oil is not allowed to accumulate and gum, there is no danger of the clothing being soiled. Many a worn chain has been returned to the manufacturer with a claim for damage, when, if a little oil now and then had been put on, the chain would have shown as little wear as any other portions of the machine.

The following letter was received at this office a few days ago, and our office cat has had convulsions ever since:

Economyville, Ill., April 24th, 1889.

I subscribed for your valuable paper eleven months and two weeks ago, and sent you one dollar ($1.00) as payment in full. I have received 50 numbers, which have been in constant circulation among the wheelmen of this section. As the small potatoes are not large this year, I wish you would send me cash for the unexpired time instead of the remaining two numbers. Time is money in this section, and don't you forget it. I am,

Yours fraternally, Benjamin Big-heart.

We depleted our bank account to the extent of three cents, and this financier is happy. (Here's a chance for Prial.) We have written to the gentleman for a statement of the condition of affairs in his section, also for contribution box reports, and death statistics of parson "through neglect.



THE EAGLE.



The Lightest Running Wheel in the World.

SAFETY, SPEED AND COMFORT.

Minneapolis, Minn., April 22d, 1889.

The Eagle Bicycle Mfg. Co., Stamford, Conn.:

Gentlemen—I can say that I am more than pleased with your Eagle Bicycle. I find that I can coast farther, climb hills better, and get just as much speed out of it as any wheel I ever rode, which is saying a good deal, as I have only ridden your machine a week to-day. I had it out on a fifty mile run yesterday, and it stood the rough roads in fine shape.

The only trouble I find with your wheel is that it *runs too easy*. The wheel that I have heretofore ridden was altogether too heavy (56 lbs.), and that with springs to overcome loss of power, friction, and the liability of the complicated machinery with which the machine was driven failing to work when you most wanted it to, made it a very unsatisfactory wheel to ride.

The finish of your wheel is the best I have yet seen.

I remain, yours respectfully,

Colie Bell,
Amateur Champion Minnesota.

Knoxville, Tenn., April 18th, 1889.

The Eagle Bicycle Mfg. Co.:

Gentlemen—The new fifty-four-inch "Eagle" reached me the first of the week, and, being a machinist by trade, I immediately gave it a thorough inspection, and I found it to be just what it was represented to be by you in your catalogue. I experienced no trouble whatever in learning, and haven't received a scratch yet.

It is certainly the most durable and handsomest wheel I have seen, and it will no doubt take well here, for we want something that we can climb these hills with, and the "Eagle" is certainly the climber.

Yours truly, W. P. Biddle.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - CONNECTICUT.

Large Illustrated Catalogue Free.

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.



SWIFT in reality, and not in name only.

The ORIGINAL and only PERFECT diamond frames.

COMBINE

The Swift.

ELEGANCE OF DESIGN,
BEAUTY OF FINISH,
SPEED.

CATALOGUE FREE.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact, that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

Send for list to the

CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

Can fill orders at once, large consignments arriving each week.

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

I am having very many letters from beginners in bicycle riding, asking for hints regarding dress. There seems to be an idea gone abroad that the two-wheeler requires a costume somewhat different from the tricycle dress, and I am asked to suggest the best material, form, construction and decoration. Now I shall call for assistance. There are those among my readers who are no longer novices with the bicycle, and to them I will appeal in behalf of those who have petitioned for advice and counsel in this direction. Oblige me, ladies, by using the Reception Room for the benefit of the novitiates. The ideal dress should be plain, and yet not so plain as to offend the eye; it should conceal as much as possible the knee movement; and it should be made of material that will not catch the dust. I have a few ideas on this subject, born of a long experience, but before I say a word let me invite others to give of their experience.

From Alameda, Cal., comes a letter from the pioneer lady bicyclist, asking for advice regarding dress, and expressing eager anticipation of her riding. Out there they may ride all the year round, I am told, and cycling must be doubly, aye, trebly delightful.

From Chicago comes a letter from which I extract the following:

"CHICAGO, Ill., April 25th, 1889.

Dear Helen Grey—Since you have thrown open the 'Ladies' Reception Room" door, I shall proceed to tell you something of the general topics here in Chicago, bearing upon the use of the wheel by ladies. We are particularly favored so far as roads are concerned, having numerous macadam, asphalt and other smooth roads and boulevards, including a park system which almost encircles the entire city. Also another great advantage over most all cycling centres is the fact that the country is quite level, about the only hills we have to climb being the viaducts. There are two tricycle organizations in this city in which the members are about equally divided, as to numbers, between ladies and gentlemen, and in which no bicycles except those ridden by ladies or an escort are admitted. They are the South Side Tricycle Club, and the Garden City Tricycle Club of the West Side.

In regard to the bicycle for ladies' use, I will say that I am decidedly in favor of it by certain persons and under certain conditions and circumstances. It certainly must appear to a great many others as it has to me, that it is an imposition to see a gentleman gliding along with no apparent effort on a bicycle weighing say 45 pounds, while the lady at his side, on an 80-pound tricycle, which has double the friction of the former machine, putting forth her greatest exertions to keep the pace. Were the lady mounted on a 39 or 40 pound bicycle things would be different. I do not wish to convey the meaning that tricycles have no further use. There are, I think, circumstances under which they are capable of a great deal of good, and certainly have a mission to fill that a bicycle could never reach, but I hardly think the manufacturer will ever be able to make a 30-pound tricycle as you suggest, or even a 40-pound one that will be of any practical utility. I have often thought, however, one could be made to weigh only 50 pounds that would answer all the requirements of a light and reasonably careful lady rider. This would be a blessing in comparison to the heavy machines now offered.

I do not believe in girls with short dresses, mounted on full-sized ladies' bicycles, as I had occasion to notice a few evenings since, on one of our most prominent boulevards. Neither do I believe in ladies riding alone or on crowded thoroughfares, who are incapable or unaccustomed to such dangers.

I cannot see, however, any good reason why a lady should not preserve her dignity on a bicycle as well as on horseback, and it has been my experience when one has had a little practice at the former, it will be found that there is no comparison as to the genuine pleasure afforded.

We have ridden a tandem tricycle during the last two seasons, and have been very much pleased with it indeed, but since the tandem bicycle has made its appearance we have forsaken our old friend for a new one, which we think is all that can be desired for lady and gentleman riders. Although the ladies' bicycle is decidedly on the increase here, and the demand for this wheel will doubtless grow as the season advances, I do not think, from all I can learn, that there are over forty or fifty in actual service.

CLARA."

Thank you, Clara. Your visits will always be welcome. Chicago needs to be represented in the Reception Room, and you have now a place on her behalf as well as for yourself.

Buffalo is not backward, I am told, in things cycling, and already she counts several lady riders. The Misses Ducker are often seen spinning over the asphalt, and a lady cyclist is no longer a strange sight in the parks.

The Middlesex (Mass.) Cycle Club starts out upon the season of 1889 with flying colors. The annual meeting of the club was held last month at the residence of Mr. F. L. Washburne, of Wyoming. A business meeting, a literary and musical entertainment and refreshments were all participated in and enjoyed. The club has many talented members, and within its own circle there is material for much entertainment. President Gerrie conducts the affairs of the club with rare executive ability, and the Hilbournes are always active in promoting social occasions. The club is rich in the possession of two theatrical members, who have influence in the direction of inexpensive theatre parties, and above all the rest it has very many strong and enduring riders. If Massachusetts has not the pioneer ladies' wheel club, she has certainly one of the most active and progressive.

I am told that a large number of ladies will go awheel to the Harvard races on the 11th. I am not in a begging mood, but, Messrs. Managers, would it not be a good idea to allow any lady who comes to the races on a bicycle to have free admission at the gate? If the ladies go, the men will surely follow, and it may be you will lose nothing by the offer.

HELEN GREY.

CENTURY DINES, AND PENNSYLVANIA AND THE SOUTH END DANCE.

THREE events in the social line have made the past week an eventful one. First, was the third annual banquet of the Century Wheelmen, which took place at the Colonade Hotel on Wednesday night. Fifty-seven members and their invited guests sat down to the beautifully-decorated tables, which were arranged in the form of a U, and from nine o'clock until twelve discussed the elaborate menu, consisting of the delicacies of the season. With the advent of coffee and cigars began the speechmaking, and toasts, which were all drunk to a cold water accompaniment, an innovation, while a most commendable one, was not, it is to be feared, appreciated by all. A number of unavoidable regrets were received, one of which was from Chief Consul George A. Jessup, who was to have responded to the toast, "Pennsylvania in Cycling." Another absence, universally regretted, was Mr. Frank Read's. Following the address of President Hare, came that of the Rev. Wayland Hoyt, D. D., "The Clergy and the Wheel;" a happy "Cycling in the Quaker City," a reminiscent effort by President W. R. Tucker, of the Associated Cycling Clubs; and the toasts allotted to Messrs. Evans, Lang, Hallowell, Edwards, Rowland Evans, Dixon and Beitler. Mr. S. A. Boyle, Assistant District Attorney, was called upon in regard to the "Liberty Bill," signed by Governor Beaver last week, and explained how one of the most important victories for cyclers in this State was put through. But it is now a law, and henceforth wheelmen have precisely the same rights on the highways that any other vehicle possesses." Mr. Boyle was the recipient of the unanimously-voted thanks of the Century Wheelmen and their guests, to whom should be added the entire committees by whom the bill was introduced—Messrs. Tucker, Trimmer and Boyle. Adjournment followed immediately upon Mr. Boyle's speech, and the third of the Century dinners was a thing of the past. The committee in charge was: F. G. Strassburger, Chairman, and Messrs. Sadler, Collins, Schell and Allen.

The reception and ball of the

SOUTH END WHEELMEN,

at St. George's Hall, on Thursday evening, was a great success in every way, reflecting great credit on the committee in charge, of which Dr. M. N. Keim, Jr., was Chairman. The grand march, at nine o'clock, was a novelty in its way, having been composed expressly for the occasion, and introducing the club bugle calls and club whistle, producing a very pretty effect. Fifty couples participated in it, under the leadership of ex-Captain Bradley, and many and devious were their evolutions. There were upwards of one hundred and fifty people on the floor after the dancing started, and the scene was a most picturesque one, the ladies being almost without exception in evening dress, many handsome gowns being worn, while the club members wore the full uniform of dark blue cloth, with knickerbockers and patent leather pumps. Twenty numbers were on the programme, with an intermission of about half an hour, during which Thos. R. Finley, of Smithville, amused the audience by doing everything that seemed possible—and much that seemed impossible—on his Star. He was deservedly encored. Two o'clock was the hour when the affair closed, and lucky were those who found cabs, for it was raining pitchforks. However, all got home safely, and general regrets were expressed that the social season had closed.

The same sentiments were heard at the

PENNSYLVANIA DANCE,

the same evening, but I reckon the boys are all glad enough that the riding season is once more here, and none would go back to the

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winter if they could help it. One more dance—that of the Philadelphias' on Friday night—winds up the social season, which has been the most successful ever known, and has resulted in a marked increase in the interest taken in club life.

Pennsylvania's sociable went off in the same happy manner as those which have preceded it, the patronesses being Mrs. Roberts, Mrs. Supplee, Mrs. Street and Mrs. Worrall. Supper was served at about 11 o'clock, and the party danced until after midnight.

Philadelphia, April 28, 1889. "ARIEL."

DEATH OF STEPHEN TERRY.

Last month Mr. and Mrs. Stephen Terry, of Hartford, started out on one of the Raymond excursions, to visit Southern California and Mexico. Up to about the 15th of this month both Mr. and Mrs. Terry were enjoying the best of health, but when at Los Angeles, Mr. Terry contracted a heavy cold which developed into pneumonia on his arrival at San Francisco.

He at once placed himself under the care of Dr. A. G. Sawyer, of that city, who, on the 29th, wired Mr. Terry's family of the serious illness and critical condition of Mr. Terry. On the 23d a dispatch was received in Hartford, announcing his death. Mrs. Terry, with the remains, started from San Francisco, April 25.

We clip the following facts from the *Hartford Times:* "Mr. Terry was 47 years old. He was a native of Plymouth, Litchfield County, and was a son of Eli Terry, the famous clockmaker. A graduate of Hamilton College, he came to Hartford immediately after the war, reading law in the office of the Hon. Elisha Johnson, with whom he was afterward associated in practice. Mr. Terry's first wife, a very pleasing and estimable young lady, from Bedford, N. Y., was the sister of Dr. Irving W. Lyons, of this city. His second marriage, in 1873, was to Miss Lucretia Salisbury, of New York.

Mr. Terry was a man of very upright and excellent character. He was technical, but a man of unblemished integrity, and of decided independence of character. This latter trait was evinced in many ways, and not the least noticeable of these was his political independence—for he acted politically with that class of Republicans who found cause for action separate from their party. He stood high in the order of Odd Fellows; and he was a prominent leader in bicycling. In that pleasant and serviceable sport he was interested from its American beginning. He was the President of the Connecticut Bicycle Club of this city, and first Chief Consul of the Connecticut League of American Wheelmen, as well as Vice President of the National League. Mr. Terry was a respected member of Christ church."

"THE YACHTSMAN."

WE have before us the first two issues of "*The Yachtsman*," a paper published in the interests of the sport indicated by its title.

We welcome among our exchanges this paper, the first we believe, ever issued weekly in the sole interest of the noble sport of yachting, and from its appearance and general get up we are of the opinion that *The Yachtsman* will at once jump into popular favor with those whose recreation is on the water.

The first page of the first number is a reproduction of an etching of the sloop "Katrina," while the first page of issue No. 2 is a splendid picture (also an etching reproduced) of the steam yacht "Electra," Commodore Gerry's superb ship.

The inside pages are illustrated by fine cuts of the latest models and celebrated yachts. The letter press is excellent, and is made up of the usual news matter and correspondence, special articles on boat building, measurements and classifications, and all questions which are of vital interest to yachtsmen.

The editor and business manager, Mr. Geo. G. Saville, is a gentleman who is thoroughly versed in all matters connected with yachts, and is entirely conversant with the special sport he so admires.

Mr. Louis M. Clark, whose name appears as Associate Editor, is one whose opinion on construction and rig are looked on by yachtsman as authority.

These gentlemen have an able corps of correspondents in all yachting centres, and those interested in the sport will find in "*The Yachtsman*" a weekly epitome of all that is interesting and of value in this particular line.

The paper is also a fine specimen of the printer's art. It is published every Friday, at No. 12 Pearl street, Boston, by The Yachtsman Publishing Co.

THE TALE OF A SKULL.

A STORY OF THE QUATIER LATIN OF PARIS.

In Three Chapters.

BY JAS. PURVIS-BRUCE.

CHAPTER I.

I am, as you must admit, odd-looking and eccentric. At least, so all my friends tell me, and by comparison with the rest of humanity, I have found that my individuality has asserted itself to such an extent unusual that I am generally regarded as a "character;" some coarse-grained organisms have even dismissed me with but one word of criticism—"crank." Be that as it may.

To myself, it is true, all my actions seem sane and natural. I only follow natural impulses and inclinations.

This story, as the headline would indicate, is about a skull, a human skull, which played a part in my life which I shall remember to my dying day—so vivid are all the scenes in my mind at the present time.

In skulls I have always found a quaint attraction. There is to me a strange pathos in those hollow eye-cavities where once evil or ennobling passion glowed; a grim look about the fleshless jaws and the set mouth that has always formed food for wholesome meditation to me. What an emblem of time, what a suggestion of the possibilities of enternity. "Alas poor Yorick! I knew him well."

Even in the careless days of my childhood this eccentricity asserted itself. In the museum of natural history where we often spent our Saturday afternoons, I would wander off to the case where without reference to the tender feelings or ante-mortem wishes of the owners of the grinning head-pieces, the "Skulls of all Nationalities" were exhibited.

This was my favorite corner, and I would have prized any one of the bleached or time-colored brain-boxes, as much as an ordinary child would have prized a box of confectionery, or a model steam engine.

The tall, pointed head of the Patagonian, and the flat-head and high cheek bones of the Australian aborigine or Moari, were my two favorites, though I coveted the red-looking skull in the far corner that had come from an American prairie and had a bullet hole, above the left eye, and was labeled "Comanche, U. S. A." Whether the owners of these articles knew of my affectionate or covetous longing I have never been able to ascertain.

On my slate at school, I was much more proficient with the drawing of a skull than with an algebraeical problem or a "prop" in Euclid.

In after life the same strange fancy possessed me, and people were constantly proclaiming my evidences of unsound mind, and lack of taste in having my walking sticks, umbrella-handles, pipes, and scarf-pins ornamented with the inevitable design (the skull), so repellant to most mortals, who, as a rule, wish to keep the thought of death to the "curtain act" of this life's drama. Unlike Sara Bernhardt, they wish to associate as little as possible with death while on this earth. No "Young Girl and Death" for them. And now I shall tell you of the most remarkable experience of my life; something which shall doubtless remain an inexplicable mystery as long as I live.

I had been living for some time in the *Quatier Latin* (the Latin Quarter of Paris), with a friend of mine, a "figure-painter," whose "den" of a studio was divided from my rooms by an old tumble down staircase, which creaked unmercifully, especially in the still night, when I would be returning late from some distraction after the opera. My friend and I were both Englishmen. He rejoiced in the prosaic name of John Green Brown, but such a name was a sure death blow to a picture, if put on its right hand corner, and so he styled himself Sage Vandyke, a name which was well known in Paris and on the continent, in connection with figure painting and quaint studies. He pursued his vocation of artist, while I corresponded for several London journals and periodicals, writing "Paris Letters" on art and music. Both thoroughly Bohemian in our tendencies, we were thrown together a good deal. His studio was our meeting and working place, where we lounged in our old loose coats, he painting and I scribbling; or chatting on the merits of some new singer or violinist, over our old pipes and a cup of fragrant Mocha, sent from Jacquesson's Cafe, a few doors off.

One day, while rummaging in a cupboard where he kept pigments of all kinds in most "admired disorder," I came upon a very fresh looking skull, nicely articulated.

It at once engaged my attention, and I asked its origin. "Picked it up at the sale of a medical student's *impedimenta*, who was going to London," said he, without looking up from the head of a "Grisette" which he was painting, the original sitting nonchalantly in the light, with her thumbs in her lap and her small slippered feet crossed before her, an old "model" who was a great favorite in the studios, as she had a picturesque head and good features, and a good *torse*, hand and ankle as well—qualificatious which are greatly in demand, as they are the stock in trade of an all around "model," and very rarely go together.

"Paid six francs for it," he continued. "Wanted it as a model for my little study of "Wild Bees in a Human Skull," which was so shamefully "skied" in last year's salon, that the picture resembled a small Dutch loaf with currents sparsely sprinkled on the top, rather than a human skull which honey bees had utilized as a storehouse for their golden treasure. This was what one of *you* art critics said, anyway."

"I will give you twelve francs for the skull," said I. "You know my hobby, and this is the finest specimen I have ever seen."

"You can keep it with my good wishes, if you will only transfer it to your own room upstairs. I present it to you. I was tired of it gaping and grinning at me on the mantel-piece; the first thing to catch the light in the morning, and sure to catch the glint of the lamp at night," said my artist friend. "I put it in the cupboard to be out of sight. I shall not want it again."

I thanked him for his present, and told him I'd keep it in remembrance of him.

"The man who owned it won't thank you, perhaps," he said, laughing, "though he, poor fellow, can't care."

I took the skull to my room, and for want of a better place I put it in my hat box, the head being small and fitting easily inside of a silk hat.

Before doing so, I examined it carefully. "A girl's head," thought I, "from the shape and size." The teeth were in exceptionably beautiful preservation, with the exception of one of the molars on the left under jaw, which had been slightly decayed and curiously stopped with gold, and one of the canines had a small speck of similar filling on one side. Evidently the head of a well-to-do person. Strange! I mused, that a skull like this should have come from some dissecting room or student's "diggings."

Closer examination revealed a small grey substance sticking in the bone behind the left ear. I rubbed my finger over it, and it had a rough metallic feeling, and upon taking it to the light, with the aid of a pen knife and a pair of scissors (which I used as forceps), I managed to extract from the skull a small piece of steel, which was evidently the point of a knife. It was very small, scarce three eighths of an inch in length.

When I joined my friend in a pipe down stairs, I showed him this piece of steel, and until long in the night, as we sat and smoked, we discussed the probabilities as to how that piece of steel got there.

"A piece of the blade of a pocket knife certain," said he, examining it, "probably belonging to the medical student who articulated the skull, or judging from the very thin portion of the skull where it was imbedded, that man (or as you say, that woman) was murderously dealt with."

"Then the gold filling in the teeth adds to the mystery. A person with such well kept teeth would be likely to have friends who would see him (or her) respectably interred, and, according to the evidence, very unlikely to go from some morgue or hospital ward to aid science in some dissecting 'theatre.'" The matter was dropped and I went up to bed.

(To be continued.)

SOUTHERN CALIFORNIA ROUTE WANTED.

Editor Bi. World: Will you please, through the columns of your valuable paper, ask for information as to roads, practicability of wheel, etc., in San Diego County, Cal., especially between San Diego, National City and Otay.

I notice, by published lists, that there are L. A. W. members in San Diego, and no doubt they would be willing to furnish the required information. Yours fraternally,

54 W. 9th street, Canton, Ohio. L. A. W. 7044.

Second-Hand Cycles of all kinds taken in trade on any new wheel on the market---Safeties included. We need second-hand wheels of all kinds, and are offering good trades. Easy Payments, with no extra charge except 8 per ct. interest. Low freights; quick time. Prices guaranteed. Send for cata. or write.

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MARYLAND HOSPITALITY.

Editors Bicycling World: It was a very graceful act in President Luscomb to suggest to the Maryland Division, in connection with the question of the annual League meet, "that extensive and expensive entertainment be done away with." It is noticed, however, that it has furnished a text for a few writers from this division, to preach a sermon on economy, and it is feared the false impression may get abroad that the Maryland Division, while inviting the fraternity to partake of its hospitality, really has not much, if any, hospitality to offer. Economy is an excellent thing in its place, but it has no place now, nor never had, at Maryland's hospitable table. Maryland's guests never yet felt a sense of being unwelcome, or of grudging hospitality in the host, and they never will. Any wheelman who takes a seat at our board July 2, 3 and 4 will experience the good old lang syne, with no modern innovations.

To the few members of the Maryland Division who are discussing in public the question of economy in annual League meets, and who in the main are right enough in their deductions, it is suggested that this is not the proper time, and they are urged to desist for the present, for reasons that will be apparent on reflection. The State Board of Officers will see that the division finances do not suffer; there shall be no unwilling strain on the pockets of the cyclists of the division, and the personal service of any cyclist who assists in preparing to entertain our guests shall be only those who volunteer to do so, and that cheerfully. In view of all this, members are asked not to embarass the workers by putting in "cold print" personal opinions, however worthy, which have a tendency to give our guests the impression that our hospitality will not be bountiful or that it is grudgingly offered. To entertain the League is a privilege, not a task.

To the members of the L. A. W. it might be said simply "this is the same old Maryland that had you for guests in eighty-eight," and they will know what that implies for eighty-nine.

Respectfully and truly yours, ALBERT MOTT,

Baltimore, Md., April 24, 1889. C. C. Md. Div. L. A. W.

THE PENNSYLVANIA LIBERTY BILL.

Editors Bicycling World: I desire to ask for a small portion of your space, in order to inform the members of the Pennsylvania Division that the liberty bill has passed the Legislature, and has been signed by the Governor. The facts concerning the passage of the bill should be laid before the division, and I will trespass upon you far enough to mention them briefly.

At a meeting of the division, held in December last, Messrs. Tucker, Trimmer and myself were appointed a committee to prepare and introduce a measure which would secure to the wheel those rights already acceded in some other states. Accordingly, in January, a bill placing bicycles and kindred wheels upon the same plane as carriages and horses, and securing to us rights equal to those enjoyed by carriages and horsemen, was presented by Hon. Wm. H. Keyser, of Philadelphia. At its second reading some opposition was shown to the measure by Hon. Frank M. Riter, Hon. Richard Patterson, Hon. V. Richmond and other members of the Legislature, in consequence of which the bill failed to secure the requisite number of votes, and failed. Mr. Tucker and myself immediately undertook to remove the objections of Mr. Riter, and I went to Harrisburg to secure the assistance of the other objectors, which was necessary to reinstate the bill; there being a rule of the Legislature that a single objection prevents a revival after failure to pass upon any reading.

After considerable argument, and the concession on our part of some of the specific features of the bill, which, however, did not alter the substantial recognition we sought, the bill was carried up again and subsequently passed. In the Senate it encountered no antagonism, and on the 23d of April, 1889, Governor Beaver appended his signature. It ought to be said that Mr. Trimmer did effective service by correspondence with members and senators, although his residence in York, Pa., prevented his personal appearance at the capital.

My object in this placing the details before the division is to inform the members that we are especially indebted to Messrs. Patterson.

Fow, Richmond, Keysey and Wherry, members of the House, and to Senator Watres for friendly and important service at a time when a single objection would have been fatal to our bill. Mr. Riter also should receive the thanks of Pennsylvania wheelmen for his change of attitude at the reinstatement of the bill. Governor Beaver's official recognition of the wheel in his annual message, and his prompt action upon the bill has given him additional popularity among bicyclers.

Yours respectfully,
SAMUEL A. BOYLE, Chairman.

THE LYNN TRACK.

As already announced, the Lynn track lease was sold a week ago to Isiah Graves, for $300, he owning the land, and one year's rent ($400) being due him. There was only one other bidder, and he had an interest in the premises amounting to $350. The park will be leased to any responsible party, for one or two years, for $400 per year.

RIDE WITH SHORTER CRANKS.

Editor Bicycling World:—"Jack's" respects to the ladies leads me also to encroach on your readers' time, in the hopes of advancing cycling among the ladies. I am an earnest advocate of cycling for ladies, but it is discouraging sometimes to see them on the wheel, and it is no wonder this exercise has not been more popular. It has often occured to me, outside of what "Jack" says, why the manufacturers, and why the ladies do not insist upon a shorter crank than is usually put on wheels, both trikes and bikes. The long lift of the pedal is not an exceedingly modest movement. Then, again, why don't the ladies practice the ankle motion? I am sure with the above combination, one of the very objectionable features, which has a great deal of weight among the would-be riders, would be removed. So ladies, if you are enthusiasts, and desire others to be, dress and ride so as to give a charm to wheeling, and you will have many followers.

No. 1253.

SHOW YOUR TICKET.

Editor Bicycling World: Why is it that the League Committees on Transportation and Hotels do not have the distinct understanding that a wheelman must show his League ticket before he can have either free transportation for his wheel or reduced rates at hotels?

I have been a member of the League nearly six years, and have never by a hotel keeper, nor until last week by a baggage-master, been asked to show my ticket.

I am satisfied there are plenty of wheelmen who would not hesitate to avail themselves of these advantages brought about by the League, but with no expense to themselves. I think that if wheelmen were obliged to show a League ticket in order to enjoy these privileges, it would cause quite an increase in the membership of our organization.

No. 3032.

CHICAGO TOURNAMENT.

A one-hundred mile race has been added to the programme already announced, for which ten entries are already assured. These will include Bert Myers of Peoria, Alec Lewis of St. Louis, two Omaha men, and Mason, Riggs, Hamnel, Spooner and Van Sicklen of Chicago. This event will occur on Thursday, May 16, starting at 2.30 P. M. It is open to both safety and ordinay wheels weighing thirty-five pounds or over.

Entries will be received up to May 14, the fee being one dollar.

The short amateur races will commence at 8 o'clock each evening.

Arrangements have been made by the reception committee to have two representatives at headquarters (Palmer House) during the entire week. Visitors desiring insormation on any subject can obtain it there. The club-room at the hotel will always be open for the exclusive use of wheelmen, and mail matter addressed there will receive careful attention. A large store room has been set apart for wheels.

Parties coming from a distance who notify the management in advance will be met at depot.

The most desirable hotels, with their special rates for the occasion are: Palmer House, $2.50 per day; Grand Pacific, $2.50 to $3.50; Tremont, $2.50 to $4.00 per day; Briggs, $2.00 per day; Continental, $1.50 and $2.00 per day; Commercial, $1.50 and $2.00 per day.

European Plan: Palmer House, 75 cents per day; Windsor Hotel, 75 cents per day; Kuhn's Hotel, 75 cents per day.

All of these houses are within easy distance of the building and the boulevards. There are scores of others within easy reach, and this list is given as being the houses most frequented by wheelmen.

At headquarters a list of desirable boarding houses and furnished rooms, with prices, will be found.

It is estimated that at least 1,500 visitors will be in attendance. Address all communications, S. A. Miles, 199 S. Clark street, Chicago.

THE DOG NUISANCE.

MR. STERLING ELLIOTT'S letter, printed in the WORLD of a couple of weeks ago, has caused many suggestions to be sent in by those who have been afflicted with the gay and festive but pugnacious purp.

Some suggest shooting the canine "to kill," other suggest carrying a revolver, half of the chambers with ball and half with blank cartridge; the idea being to scare if possible, but to kill if the dog does not retreat under blank cartridge fire.

Others use torpedoes, and they state that these have been found to be very efficacious. Cayenne pepper, snuff and dalmation, if properly applied, are said to cause tears of remorse to come to eyes of the inquisitive dog.

So here you are, you can kill the dog, or scare him or blind him and make him sneeze.

HARVARD CLUB RACES.

THE arrangements for the race meeting at Holmes' Field, Cambridge, May 11th, are now almost complete, and the list of entries is already very large. In race number four, the mile handicap, a silver lamp will be given as first prize, in place of a pair of yachting glasses; and in number six, the tandem safety race, two wrought iron lamps will be given as first prizes, in place of two brass lamps, and two Winchester single shot rifles will be given as second prizes, in place of two stop watches. The grounds will be in fine shape, and if the weather only proves propitious, all things point to a grand success.

The races will be started promptly at 2.30, May 11th. L. A. W. rules will govern.

A BIG ROAD RACE AT UTICA, N. Y.

THE Fort Schuyler Wheelmen, of Utica, N. Y., are to have a fifty-mile road race on Decoration Day, May 30th, not, however, with any especial motive of breaking the record, or anybody's neck, but simply as an opening of the wheeling season in these parts. The race will be over the best roads in this vicinity (no sandpaper racket, however), from Utica to East Winfield and return, taking the riders through several of our lively and pretty suburban villages, New Hartford, Washington Mills, Sauquoit, Clayville, Cassville and Bridgewater, in the order named. The race will be open to all amateurs of the State, thirty-minute limit handicap. Two prizes of gold medals will be offered.

FORT SCHUYLER.

ROAD RACING IN DENVER, COL.

THE final arrangements have just been completed to what will be the greatest race the Denver wheelmen have ever planned. The Social Wheel Club have accepted the Denver Ramblers' challenge to a team race to be run May 5th next, for a silver cup valued at a hundred dollars. The teams are to be composed of nine men each. The course starts just outside the city, and continues 33 1-2 miles, straightway to Platteville. The road is said to be one of the best in the country, and fast time is expected, as the race is for blood. Gerwing will head the Ramblers' team, and Banks the Socials'. Both of these men have wanted a go at each other ever since the BI WORLD'S 100 mile race at Buffalo, in which both rode. Full particulars after the event.

"OCCASIONAL."

HOT SPRINGS RACES.

HARRY GORDON got back from Hot Springs this morning, and reports: That the bicycle events of R. E. Neilson's 4-day bicycle and athletic tournament resulted as follows:

First day.—5-mile professional: Knapp first in 17m. 10s.; Ashinger second. Two-mile professional: Knapp first in 6m. 15s., Neilson second. One-mile amateur: Harry Gordon first in 2.59, E. B. Neilson second.

Second day—Three-mile professional: Knapp first, (forgot time), Neilson second. One-mile professional againt horse, won by Knapp in 2m. 44s. Five-mile amateur: Harry Gordon first in 18m. 15s., E. B. Neilson second.

Third day—One-mile amateur: E. M. Gordon won, Harry Gordon second. E. B. Neilson and Harry Gordon collided in this race, which caused the latter to loose first place.

E. B. Neilson is a young brother of Bob, and posesses considerable speed for a beginner. He will compete in the Chicago tournament.

Fourth Day—Three-mile amateur: E. B. Neilson, first in 10m. 18s., Harry Gordon second. One-mile professional: R. A. Neilson first in 2m. 47s., Knapp second. Five-mile professional: Won by Knapp.

Accidents were numerous, caused by the inexperience of some of the amateur riders, and a number of machines were wrecked in consequence.

Harry Gordon gave an exhibition of fancy riding each day and was warmly received.

LINNÆUS.

A. W. GUMP & CO.

ONE of the most successful bicycle houses in this country is that of A. W. Gump & Co., of Dayton, Ohio. Starting with a few wheels in 1879 their trade not only now extends to every corner of the United States, but has reached Bermuda, Mexico and South America.

A peculiar feature of their business is that they take bicycles, guns and type-writers in exchange, and guarantee their customers the lowest price on any new bicycle.

We copy the following from the *Dayton Board of Trade Journal:* "The bicycle house of A. W. Gump & Co. presents an unpretentious front on Second street, but the ramifications rearward and upward are quite extensive. A three-story building, 200 feet deep, is devoted primarily to bicycles, and incidentally to guns, boats, and other sporting goods. Back of the store room, on the first floor, are two commodious offices, and here the clerks, stenographers and type writers indicate an extensive business and an extended correspondence. Beyond the office, a ten horse power Otto Gas Engine furnishes power for the machine shop, where expert mechanics, with special tools are ready to do anything for a bicycle that can be done—turning out the old machine as good as new.



A. W. GUMP.

Making a specialty of difficult repairing, the firm is naturally familiar with all the wheels on the market, and their house has grown to be a great wheel exchange, familiar as a household word to riders of the steel steed all over the country.

They carry over 500 wheels, new and old, the largest stock in the United States outside of the manufacturers' warehouses, and the descriptive list of second-hand wheels they publish occasionally, in addition to the standard catalogs, shows over 300 machines of all makes, in all conditions of usefulness and of equal variety of price. Their variation in the latter regard is surprising, but the particularity of description shows an honest purpose on the part of the firm to post the purchaser, and sell him what he is willing to pay for, whether it is a "worn wheel that will do for a learner," or one of the best grade, worth $125 or $135.

The Gormully & Jeffery Manufacturing Company, of Chicago, the largest manufacturers of bicycles in the country, are special partners with Mr. A. W. Gump."

**

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

THE New Mail people report several orders lately for their safeties for export. They are still behind their orders, and working nights to catch up. This safety is giving great satisfaction. The New Mail ordinary which Murphy rode 12000 miles last year is at Schoverling, Daly & Gales, 302 Broadway, N. Y., for a few days, and is a splendid evidence of the staunchness of this make. Murphy still uses the New Mail for this year's riding.

MESSRS. GORMULLY & JEFFERY advise us that the capacity of their factory is run to the utmost, in order to fill their orders for their machines; an evidence of prosperity that must be of great satisfaction to that driving Western firm.

A. G. SPALDING & BROS., of New York and Chicago, have issued No. 15 of their library of athletic sports, under the caption of "Hints on Cycling," being a concise treatise on riding touring, racing and training. The book seems to be an excellent little handbook, and contains lots on the above points. It can be procured of Messrs. Spalding, in New York or Chicago. Price, 10 cents.

THE Schwalbach medal, won by W. F. Murphy, is said to be the finest medal ever given to an amateur in this country. On the first bar of the medal are the words "Schwalbach Medal," in large raised letters. Above this is a fancy scroll of colored gold, to which is also attached a heavy pin to fasten to the coat. Below this, and hanging by three links, is an engraved, fluted bar, representing the setting sun. In the centre is a shield, and on each side, in enamel, are the words, "Long distance." Below, supported by several links is an eagle with diamond eyes and out stretched wings, emblematic of championship, supporting by his talons a Roman gold crescent, upon which is engraved the name of the winner, William F. Murphy. Fastened in the centre of this is a Maltese cross, in the centre of which is a small "S." In each corner is a figure representing the year 1888. Fastened to the ends of the crescent is a wreath, artistically worked in green and yellow gold, and in its centre is a polished plate holding the badge of the K. C. W. Attached to a streamer are twelve gold plates, representing the twelve months of the year, upon which is engraved the winner's monthly record from March, 1888, to March, 1889, thus: 151, 566 1-2, 831, 971, 1,218 1-2, 341 1-2, 1,490 1-2, 1,700, 306, 151 1-2, 200, 130. Below the record is a miniature Butcher cyclometer with the recipient's total distance, 8,177 1-2 miles, in enamel letters. The whole is appropriately mounted on a silk ribbon of cardinal and brown, the club's colors.

The medal was made by Cook, of Fulton street, New York, and is now on exhibition at No. 302 Broadway, New York, together with the wheel on which Murphy rode, a New Mail.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

Annual Meet.

The Executive Committee takes pleasure in announcing to the membership of the League of American Wheelmen that the annual meet of 1889, will be held on July 2d, 3rd and 4th, at Hagerstown, Maryland, under the auspices and at the invitation of the Maryland Division.

It is the desire of the present administration to relieve the annual gatherings of the expensive features which, although cheerfully borne, were nevertheless, an unfair burden upon the hospitality of our resident members at the Meets of the last few years.

The locality has been selected from the wheeling standpoint; fine roads, points of interest and accomodations for the meeting of our members in large numbers.

During the meet there will be held meetings and discussions, to which the membership is generally invited, that an interchange of views and ideas upon all questions of interest to cycling may be had.

Each of these meetings will be under the direction of a member familiar with the particular subject to be discussed, and it is hoped by this means, to add to the annual meet-facilities for acquiring information and instruction, wherefrom many useful and valuable hints and suggestions may be obtained and the benefit of association in the League, in this direction, practically utilized by its members. A more full developement of the proposed scheme will be published later.

Fraternally, CHARLES H. LUSCOMBE,
President, L. A. W.

The Maine Meet.

The annual meet of the Maine Division, L. A. W., will be held in Biddeford, May 30th. To those that attended the spring meet in Portland last year, or the fall meet and races at Waterville, it is needless to give advice as to the fun in store for those who take in the event in this city. The York County Wheelmen are working hard for the success of the meet. They have arranged for a street parade through Biddeford and Saco at 8.30, A. M., ending at the Saco driving park, where races will take place at 10 o'clock. The races are not to be a Division affair, but will be under the charge of the local 'cyclists. There will be a one mile open race for the Pope cup; a York County Wheelmen's one mile race in heats; a safety race, one half mile, open to members of the Maine Division; and a one mile race in heats, open to Maine Division riders.

After the races a run will be made to Old Orchard, where dinner will be obtained at T. L. Cleave's restaurant and the afternoon devoted to general sports. In the evening the York County Wheelmen will entertain the visiting wheelmen at the clubs rooms in Biddeford.

A. L. T. CUMMINGS, Secretary-Treasurer.
Biddeford, April 30.

H. C. Spaulding, Jr.

To the members of the New York State Division:

It is the sad duty of the Chief Consul to announce to the Division the death of H. C. Spaulding Jr., of Elmira, who died in that city, April 12th.

Mr. Spaulding was a member of the Division Board of Officers and also of the Nominating Committee. He always gave the Division his best work and most judicious advice and brought with these an enthusiasm which helped to brighten and lighten the duties of his confreres.

He was soon to depart for Europe to do the Old World on his wheel proving that he was a practical wheelman who believed in the use as well as the pleasure of cycling.

The Division will mourn his loss as that of one it could ill spare. Yours fraternally,

W. S. BULL, Chief Consul.

Attention, Racing Men.

Rule 13 reads: "Safety bicycles *shall not* be ridden in 'ordinary' bicycle races." If race meet promoters allow the two machines to be ridden in the same race, they are *not* running their races under L. A. W. Rules, and racing men, competing in such races, are liable to suspension from the race track. The Racing Rules of the L. A. W. cannot be "doctored," to suit the fancy of every individual, they must be taken as they stand.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Massachusetts.

A meeting of the Board of Officers of this Division will be held at the Clarendon Hotel on Saturday evening, May 4, at 8 P. M.

The rearranged by-laws will be presented at this meeting. Fraternally, WM. H. EMERY,
Chief Consul.

Illinois Hotels.

"Hotel Florence" is appointed the League Hotel for Pullman. Rate $3.00 per day, "Waywood Hotel" of Waywood, dinner, 75 cents.

"Clifton Hotel" of Ottawa, reg. rates $2.00 and $2.50. To League members a rate of $1.50 per day, and at the rate of $2.00 per day for any fraction thereof.

Fraternally, W. A. DAVIS, C. C.
April 26th, 1889.

Five Mile Championship.

5 mile L. A. W. Bicycle Championship is located with the Louisiana Division, to be run at their Division Meet in September. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Massachusetts Consuls.

To the members of the Massachusetts Division:

The following Consuls have been appointed and will serve until Sept. 1, 1889.

I desire a consul in every town and city where there is a League member. Any member in a locality not mentioned below who is willing to serve will confer a favor by communicating with this office.

Abington—Chas. A. Cushman, 15 Belmont st.
Acushnet—Allen G. Briggs, with C. M. Morse Jr., Grocer.
Amesbury—W. B. Frisbie, Baggage room B. & M. R. R.
Andover—E. B. Bishop, Chapel avenue.
Arlington—W. R. Fuller, Florence ave., Arlington Heights.
Ashfield—Louis B. Graves, South Ashfield.
Ashland—Walter H. Metcalf, Pleasant street.
Attleboro—Lewis B. Kingman, 86 Pleasant street.
Belchertown—Fred Purdy, Main street.
Belmont—Jas. Otis Simonds, Belmont.
Beverly—J. Elmer Wood, 71 Rantoul street.
Boston—A. D. Peck Jr., 101 Summer street.
Braintree—Chas. G. Sheppard, J. F. Sheppard & Sons.
Bridgewater—Albert C. Wilbar, 24 Mt. Prospect st.
Brighton—Herbert A. Fuller, 547 Western avenue.
Brockton—Wm. H. Bliss, O. C. R. R.
Brookfield—Henry E. Cottle, Town House.
Brookline—F. L. Olmstead Jr., Cor. Warren and Dudley streets.
Cambridge—Wm. J. Newman, 7 Harvard Row.
Canton—John W. Tirrell, 36 Washinton street.
Charlestown—Henry W. Robinson, 10 Salem street.
Chelsea—E. A. Phemister, 27 Crescent avenue.
Chicopee—A. Burnett, Jr., Chicopee Falls.
Clinton—Chas F. Martin, Clinton Cycle Co.
Dedham—Frederick, D. Ely Jr., Bank Building.
Deerfield—A. W. Harris, So. Deerfield.
Dighton—James H. Codding, No. Dighton.
Dorchester—W. S. Doane, Van Winkle street.
East Boston—J. Alva Goodale, 124 Lexington st.
East Bridgewater—Alfred B. Parker, Elmwood.
Easthampton—Chas. J. Keene, Union street.
Everett—Albert W. Beers, 39 Cottage street.
Fairhaven—George W. Bliss, 62 Main street.
Fall River—Richard B. Deane, 14 So. Main street.
Falmouth—H. B. Dick, Signal Service Wood's Holl.
Fitchburg—Fred E. Burleigh, 25 Cane street.
Florence—Wm. Haven, Main street.
Framingham—Wm. D. McPherson, So. Framingham
Gardner—J. Myron Moore, First Nat. Bank.
Gloucester—Frank H. Shute, 44 East Main street.
Gt. Barrington—C. H. Booth, Nat. Mahaiwe Bank
Greenfield—R. F. Painter, Warner Mfg. Co.
Haverhill—Sewell L. Ford, Gazette Office.
Hingham—Gideon Haynes Jr., Broad Bridge.
Holyoke—E. C. Clarke, 6 Dwight street.
Hudson—Frank P. Martin, Main street.
Hyde Park—H. M. Carter, 35 W. River street.
Jamaica Plain—Geo. F. Riley, 122 Green street.
Leominster—Geo. A. Rodger, Worsted Co.
Lexington—H. M. Saben, Lexington.
Lowell—Fred W. Way, 22 Tyler street.
Lynn—Wm. W. Griffin, 1 Market street.
Magnolia—Elbert H. Dickinson, 25 Fuller street.
Malden—Samuel G. Nichols, 137 Washington street.
Manchester—Aug. L. Churchill, Central street.
Marlboro—E. P. Howe, 13 Florence street.
Marshfield—H. I. Macomber, East Marshfield.
Medford—Geo. H. Perry, 134 Riverside avenue.
Melrose—A. W. Dunton, Melrose Reporter.
Merrimac—W. L. Adams, Adams street.
Milford—H. I. Carpenter, cor. Congress and Walnut street.
Millbury—S. Walter Rogers, Greenwood ave.
Milton—Albert A. Perry, Strangeman & Co.'s.
Needham—F. S. Hodgman, Webster st. and Park ave.
Neponset—S. E. Eastman, A. T. Stearns Lumber Co.
New Bedford—Frank L. Wing, 30 Purchase street.
Newburyport—Frank H. Pettengell, 35 Middle st.
Newton (Corner)—Chas. W. Page, Pearl street.
Newtonville—George A. Stront, 525 Washington st.
No. Adams—J. H. Kane, 3 Blackinton Block.
Northampton—Herbert S. Campbell, 24 Clark ave.
No. Attleboro—S. E. Lamprey, Wamsutta Hotel.
Northbridge—Frank G. Foster, Whitinsville.
No. Brookfield—Frank L. Harris, Lawrence Steam Print.
No. Easton—Harry L. Porter, E. W. Gilmore & Co.
Norwood—R. M. Hoyle, Winslow Bros.
Palmer—Norman W. Chandler, Nat. Bank.
Peabody—Albert Butler, Berry and Endicott sts.
Pembroke—Chas. D. Bonney, Pembroke.
Pittsfield—E. H. Kennedy, Agricu'l Nat. Bank.
Quincy—Arthur P. Benson, Field & Wild.
Rockland—Geo. A. Young, Summer cor. Concord.
Roslindale—H. A. Cardinal Jr., Washington street.
Roxbury—J. E. Savell, 149 Warren street.
Rutland—A. J. Williams, Agent B. & M. Ry.
Salem—R. H. Robson, 30 Boston street.
Sandwich—W. H. Heald, Sandwich Tack Co.
Saugus—Walter Scott, 71 Central street.
Somerville—W. J. Emerson, 148 Perkins street.
Southboro—Edward D. Barrows, Fayville.
So. Boston—J. Frank Charnock, 608 E. Seventh st.
So. Easton—A. Ernest Thomas, So. Easton.
Springfield—Francis H. Williams, 37 Market street
Sutton—Rev. John Gregson, Wilkinsonville.
Swampscott—F. A. Bucknam, Essex street.
Swansea—John Barney, No. Swansea.
Taunton—Paul L. Hassenforder, O. C. R. R. Sta.
Templeton—Chas. H. Lane, Templeton.
Thorndike—M. M. Thomas, 27 Main street.
Wakefield—Nat. S. Rogers, Greenwood.
Waltham—M. H. Gilbert, 29 Maple street.
Watertown—Ed. F. Pratt, Walker & Pratt Mfg. Co.
Westborough—H. D. Stone, Milk st. n. Lyman School
West Medford—W. W. Guilford, Temple street.
West Newton—W. W. Phipps, Parsons street.
Williamsburg—W. H. Thayer, W. E. Thayer Mfg. Co.
Winchendon—Chas. A. Merrill, Post Office.
Winchester—H. H. Plummer, Ridgeway street.
Winthrop—Fred L. Noyes, A. W. Richardson & Co.
Whately—Chas. E. Crafts, East Whately.
Worcester—L. M. Alexande., 195 Front street.
Wrentham—Chas. A. Gilmore, Wrentham.

Fraternally, WM. H. EMERY, Chief Consul

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 187—Total 244—

BOSTON, May 3, 1889.

CALIFORNIA DIVISION—11.

Bay City Wheelmen.

22597 Siebe, Geo. H., 526 California st., San Francisco

Los Angeles Wheelmen.

22370 Off, Chas. F., 11 Market st., Los Angeles
22371 Campbell, E. W., 10 S. Fort st., "
22372 Norton, Move G., Baker Block, "

Unattached.

22483 Stuart, Wm. F., Carrier 30, Los Angeles
22484 Stuart, Ernest W., Carrier 34, "
22485 Gale, Chas. E., 123 East 4th st., "
22486 Thomas, Earl, 303 Downey ave., "
22487 Samborn, W. J., Carrier 20, "
22441 Fraser, John, Elmira
22448 Dougherty, E., University

CONNECTICUT DIVISION—12.

Bridgeport, Wheel Club.

22375 Booth, W. B., 67 Golden Hill st., Bridgeport

New Haven Bi. Club.

22389 Vohes, C. H., 64 Saltonsall ave., New Haven

New Haven Star Club.

22300 Curtis, Geo. L., 120 Cedar st., New Haven

Rambling Wheelmen.

22373 Wilkinson, Joseph, 219 State st., Bridgeport
22393 Cummings, Dr. Willis, 95 Colorado ave., "

Thomaston Wheel Club.

22418 Norman, W. R., Box 132, Thomaston

Unattached.

22374 Dunbar, Edw. L., Bristol
22443 Earll, C. J., 122 Garden st., Hartford
22444 Bridgman, M. H., 45 Simmer st., "
22391 Strickland, Burton H., 79 Exchange st., New Haven
22302 Holcomb, Frank E., "
22442 Kuhney, G. W., Box 15, Talcottville

DELAWARE DIVISION—1.

Wilmington Wheel C.

22376 Guyer, Charles G., 526 Market, Wilmington

ILLINOIS DIVISION—34.

Acolus C. C.

22445 Rammeister, S. C., 120 Fry st., Chicago
22446 Hoepe, L., 730 No. Wood st., "
22447 Roth, A. W., 55 State st., "
22448 Stoetzel, Ed., 326 Milwaukee ave., "
22449 Allison, Geo. E., 650 W. Huron st., "
22450 Hisgen, Henry, 790 Milwaukee ave., "

Aurora Cycling Club.

22451 Meyer, J. W., 435 Second ave., Aurora

Chicago Bi. Club.

22500 O'Brien, Maurice G., 122 Dearborn st., Chicago

Mattoon Cycling C.

22495 Robbins, Chas. H., Box 880, Mattoon
22497 Donaldson, E. O., Box 788, "
22496 Mertz, Eugene, Box 863, "

Ottawa C. C.,

22501 Kendal, F. A., Ottawa
22502 Hook, C. E., "
22503 Bowers, R. L., "
22504 Hamilton, C. H., "
22505 Griggs, Clarence, "
22506 Allen, E. C., Jr., "

Peoria B. C.

22453 Gilbert, Lester E., care Tank Line Co., Peoria
22454 McDongal, Thomas, Mer. Nat. Bank, "
22455 Hopkins, Harry H., Buckley, Pursley & Co. "
22456 Irwin, W. T., "

Quincy Bi. Club.

22489 Wood, Ernest M., 616 Jersey st., Quincy
22490 Skinner, A. C., 325 N. 9th, "
22491 Lambert, Dr. J. R., 429 No. 7th, "
22492 Baempen, F. Jr., 1121 Payson ave., "
22493 Head, Charles, 611 Spring st., "
22494 Bader, Fred C., 1217 Hampshire, "

Streator C. C.

22420 Ryan, Ed., 20 N. Park st., Streator
22419 Carmen, James, So. Sterling st., "

Unattached.

22452 Frisbie, Geo. R., Bloomington
22304 Jastrani, Fred J., Freeport
22457 Mohr, John C., Mattoon
22498 Sutton, F. T., Paxton
22505 Pearce, Robert T., 920 W. Monroe st., Chicago

IOWA DIVISION—1.

Ottumwa Bi. Club.

22458 Sampson, J. W., Ottumwa

KANSAS DIVISION—2.

Wichita Wheelmen.

22306 Nelson, James H., Wichita
22305 Woodman, Clarence S., 143 N. Main st., "

LOUISIANA DIVISION—5.

Louisiana C. C.

22450 Tichenor,, R. A., 230 Canal st., New Orleans
22460 Sherronse, B. F., 509 St. Charles ave., "
22461 Sherronse, J. M., 509 St. Charles ave., "
22397 Born, Frank B., 1015 St. Charles ave., "

New Orleans Bi. Club.

22574 Cahill, A. J., 110 Gravier st., "

MAINE DIVISION—4.

Unattached.

22421 Johnson, Edw. L., Gorham
22422 Davis, O. M., "
22499 Howe, Leon S., Box 17, Presque Isle
22508 Cleaves, B. F., Biddeford

MARYLAND DIVISION—27.

Maryland Bi. Club.

22500 Buttner, Dr. H. W. F., 331 N. Charles st., Baltimore
22501 Bennett, J. H., 127 Cheapside, "
22502 Craighill, Dr. J. M., 1720 No. Charles, "
22503 Chandler, Alex W., Lombard and Hanover sts., Baltimore
22504 Darby, Harry K., care Darby & Co. "
22505 Duker, H. P., Canton ave. and Albemarle st., Baltimore
22506 Easter, Jas. M., 697 North ave., "
22507 France, J. C., 28 E. Lexington st., "
22508 Johnson, W. H., 409 Second st., "
22509 Mabbett, Edw. J., Front and Fayette, "
22510 Platt, H. S., 148 Madison ave. Ext., "
22511 Robinson, L. P., 209 Park ave., "
22512 Savage, Wm. R., 12 E. Lexington st., "
22513 Williams, Howard T., 10 South st., "
22514 Maynadier, T. M., 918 N. Calvert st., "
22515 Jackson, W. G., Nat'l Mechanics Bank, "
22516 Middlekauff, Wm. E., 210 N. Liberty st., "
22517 Biddle, Edw., 2030 Eutaw Pl., "

Crescent C. C.

22612 Cline, O. L., "

Unattached.

22377 Frank, A. S., 212 W. Balto st., "
22378 Ireland, Dr. G. W. S., 819 N. Howard st., "
22379 Ermold, Henry P., 242 Pine st., "
22308 Barnhill, Wm. P., 1032 E. Eager st., "
22440 Craig, Robt, D., 27 W. Baltimore st., "
22509 Sykes, S. Claude, 10 S. Greene st., "
22601 Goertz, Henry E., 920 Hollins st., "
22600 Isaac, Horace, Main st., Ellicott City

MASSACHUSETTS DIVISION—28.

Bay State B. C.

22424 Scherrer, H., 311 Main st., Worcester
22425 Johnson, Rasmus, 44 Central, "

Phillip's Academy B. C.

22426 King, Gorman Kimball, Box 463, Andover

Cambridgeport C. C.

22381 McLean, R. Bert, 807 Main st., Cambridgeport

Hyde Park Ramblers.

22462 Sherman, G. T., 40 Pierce st, Hyde Park
22403 Swallow, D. F., Box 61, "

New Bedford C. C.

22508 Sisson, Herbert M., 32 Bonney st., New Bedford

Unattached.

22405 Perot, L. Knowles, Felton Hall, Cambridge
22540 Smith, Geo. W., Cottage City
22510 Porter, John W., 12 Holton st., Danvers
22423 Low, Frank H., Box 33, Highlandville
22569 Chase, Charles F., Linden Place, Brookline
22602 Laighton, Wm. B., Davis ave., "
22380 Fraser, Charles, Linden
22463 Farr, Frederick Wm., Church Pl., Milford
22518 Macfarlane, Francis J., 107 Warren st., Roxbury
22407 Thompson, Willis, 23 Brown st., Salem
22382 Francis, Edgar L., 32 Purchase st, Taunton
22466 Kaulback, C. J., Box 714, Winchester
22369 Lewis, Arthur B., 30 Grove st, Worcester
22507 Hanson, Thorwald, 29 Shamrock, "
22559 Cook, Edward H., Box 301, New Bedford
22603 Whitney, Geo. A., Box 47, Peabody
22604 Shepherd, Thomas Wm., Box 30, "
22605 Hannemann, D., 70 Rutland st., Boston
22606 Lambert, Thos. E., Hoffman House, "
22607 Wilson, James, 15 Allston st., "
22613 Glass, James A., 110 Wash. st., "

MICHIGAN DIVISION—7.

Hillsdale Bi. Club.

22527 Gray, Fred J., Box 32, Hillsdale

Unattached.

22401 Jacobs, Arthur, Ceresco
22400 Ames, A. J., 550 So. Webster st., E. Saginaw
22570 Norris, Elmer B., 519 N. Franklin "
22537 Clark, Clarence C., 15 Charles st., Grand Rapids
22538 Richmond, Charles E., 411 So. Ionia st., "
22530 Adzit, Henry Lewis, 239 Sheldon st., "

MINNESOTA DIVISION—16.

Minneapolis Bi. Club.

22521 Walsh, Wm. E., 2541 2d ave., S. Minneapolis
22522 Bickley, Geo. R., Box 426, "
22523 Pardoe, C. M., 1527 E. Lake st., "
22524 Bartholamew, N. A., 2021 5 ave., S. "
22525 Troxell, Geo. A., 1412 Clinton ave., "
22526 Stockdale, F. E., 2741 2nd ave., S. Minneapolis
22527 Thompson, Geo. W., 302 Nic. ave., "
22528 Lundberg, J. N., 309 Wash. ave., S. "
22529 Holcomb, D. B., 1809 5th ave., S. "
22530 Tuttle, H. S., cor. 12 and 3d ave., S. "
22531 Killman, Chas. S., 306 Hennepin ave., "
22532 Bolstad, I. H., 2102 17th. ave., S. "
22533 Richards, F. G., 2201 16th ave., S. "
22534 Avery, Percy C., 55 S. 8th st., "
22535 Tunstead, E. B., 829 16th ave., N. "

Unattached.

22571 Baker, C. F., 223 3d ave., S. E. "

MISSOURI DIVISION—4.

St. Louis C. C.

22468 Laing, Will P., 1023 Clark ave., St. Louis
22469 Laing, Robt. H., 1023 Clark ave., "

Unattached.

22572 Dunham, W. G., 3010 Pine st., "
22573 Aschenauer, Conrod, 2025 Texas ave., "

NEW HAMPSHIRE DIVISION—1.

Rockingham B. C.

22427 Jenkins, H. T., So. Newmarket

NEW JERSEY DIVISION—8.

Orange Wanderers.

22540 Spottiswoode, Geo., 64 Cleveland st., E. Orange
22541 Taylor, S. W., 40 Carlton st., "

Trenton Wheelmen.

22575 Lanning, Herbert, Alpaugh and Magwam sts,, Trenton
22576 Moore, A. W., 169 Greenwood ave., "
22577 Murphy, Chas. G., 125 E. State, "

Unattached.

22383 Fisher, Josiah Z., 223 Broadway, Camden
22402 Denzler, E. E., Box 213, Montclair
22578 Herman, John, 34 Grant st., Newark

NEW YORK DIVISION—27.

Genesee Bi. Club.

22385 McLean, Allen C., 45 Warehouse st., Rochester
22380 Jameson, Robert W., 45 Myrtle, "
22387 Lampert, Henry, 81 Park ave., "

Lockport Wheelmen.

22473 Pound, Wm. R. W., 244 Pine st., Lockport

Manhattan Bi. Club.

22403 Currie, R. B., 644 6th ave., New York
22404 Siebs, W. H., Box 2113, "
22405 Halpin, Wm., 13 Murray st., "

Niagara Falls Bi. C.

22544 Dietrick, W. E., Suspension Bridge
22545 Wood, D. D., "
22546 Ellic, Max H., "
22547 Sevan, L., "

West End Bi. Club.

22542 Shannon, T. W., 29 Exchange st., Rochester

Unattached.

22384 Palmer, Jack, 72 Pine st., Binghamton
22471 Meidenbauer, J. P., 201 Maple st., Buffalo
22543 Mapes, Roland H., 385 Massachusetts st., "
22406 Williams, Francis C., Box 894 Corning
22474 Decker, Harry A., 407 N. Main Elmira
22475 Rogers, E. B., "
22476 Grady, E. E., 1311 Benton st., "
22477 Coykendall, E. H., "
22428 Fink, Harry P., E. Aurora
22469 Wilson, John S., "
22472 Has, Brouck S., Kingston
22470 Lamb, Douglas H., Box 1436, New York
22579 Simmons, John S., 170 N. Y. ave., Brooklyn
22580 Kerr, Wm. F., 407 W. 22d st., New York
22581 Donaldson, Wm. Harris, Box 107 Milton

OHIO DIVISION—30.

Canton Bi. Club.

22407 Barrie, E., 28 N. Market st., Canton
22408 Betz, H. L., Canton Hardware Co., "
22409 Engelhardt, Martin, 87 E. Fifth st., "
22410 Roth, E. G., 96 W. Tuscarawas st., "
22411 Wagner, Frank H., 253 E. Tuscarawas st., "

Cleveland Strollers.

22478 Adams, Alfred H., 1096 Wilson ave., Cleveland

Forest City Ramblers.

22551 Wolf, Laims, 477 Orange st., Cleveland
22552 Cockratt, J. D., 1268 Hough ave., "
22553 Spear, H. A., 21 Bolivar st., "
22554 Marvin, A. H., 265 Franklin ave., "
22555 Leavitt, G. D., 1268 Hough ave., "
22556 Hathaway, Perry Peck, Stow & Wilcox, "
22557 Collings, F. C., 48 Root st., "
22558 Campbell, Wm., 3 Eagle st., "
22559 Scott, Arthur, 724 Lake st., "
22560 Stoddard, E. E., Blackstone Block, "
22561 Moore, C. J., 340 Superior st., "

Star Wheel Club.

22550 Scott, A. R., 1508 Clark ave., Cleveland

Valley City Wheelmen.

22431 Lyon, Sam, Box 1161, Sidney

Athletic C. C.

22583	Krienen, Wm. A., 6 E. 4th st.,	Cincinnati
22584	Hatfield, James, 165 W. 2nd st.,	"
22585	Jennings, Chas. J., 274 Ohio ave.,	"
22589	Jennings, Silas T., 274 Ohio ave.,	"

Cincinnati Bi. Club.

22587	Nash, M. R., S. W. cor. 4th and Walnut	Cincinnati
22588	Hosea, Jos. C., 14 W. Front,	"

Unattached.

22548	Hervey, H. D.,	Granville
22479	Rankin, Wm. A.,	New Lisbon
22430	Flick, Lewis W., 75 Howard st.,	Salem
22549	Phillips, Harry C., 183 Linden ave.,	Springfield
22552	Ashbrook, Chas. S.,	Ada

PENNSYLVANIA DIVISION—15.

Chester Co. Wheelmen.

22412	Grubb, A. Herbert, Box 1954,	W. Chester
22413	Hoopes, Russell, 511 N. Franklin,	"

McKeesport Cyclers.

22415	Cope, Dr. A. C.,	McKeesport
22410	Becker, Frank, 510 Market st.,	"

Scranton Bi. Club.

22502	Simpson, H. P.,	Scranton

Unattached.

22481	Giering, John F.,	Nazareth
22482	Wunderly, Fred.	"
22432	Gill, Charles S., Box 276,	Lancaster
22480	Twaddell, Wm. H., 73d and Woodlawn ave.,	Philadelphia
22563	Wilen, Reese M., 1206 Arch st.,	"
22594	Vaux, Geo. Jr., 1715 Arch st.,	"
22414	Jordan, A. A.,	Tacony
22433	Kramm, H. H., 332 Academy st.,	Williamsport
22589	Stubbs, George P., 252 No. 13th st.,	Philadelphia
22608	Porter, Clark,	Erie

RHODE ISLAND DIVISION—3.

Unattached.

22417	Soule, Humphrey C., 107 Williams st.,	Providence
22437	Darling, E. R., 129 Main st.,	Woonsocket
22009	Budlong, Lyman W., 279 Westminster st.,	Providence

TENNESSEE DIVISION—3

Unattached.

22430	Blackman, Wm. M., 1159 Broad st.,	Nashville
22434	Timothy, P. H., Nicholson House,	"
22435	Whiteman, Frank, So. Meth. Pub. House	"

VIRGINIA DIVISION—2.

Norfolk C. C.

22610	Henry J. Hugh, 140 Bute st.,	Norfolk

Unattached.

22011	Stanworth, Walter T., 153 Dukes st.,	"

WEST VIRGINIA DIVISION—2.

Wheeling Wheelmen.

22439	Carothers, S. Ott, 55 14th st.,	Wheeling
22438	Vinkeuren, C. E., 40 12th st.,	"

ARIZONA TER.—1.

Capital City C. C.

22388	Sartle, J. C.,	Phoenix.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name,.....

Club,..... St. and Number, or Box,.....

References:..... City,.....

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date..... .....1889.*

Enclosed find $1 in.....for dues to April 30, 1890.

1888 Number,..... Name,.....

Original Number,..... Street and No.....

Club,..... City,..... State,.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.

Renewal List.

BOSTON, May 3, 1889.

List No. 5

California	21	Tennessee	40
Colorado	6	Texas	
Connecticut	51	Vermont	2
Delaware	1	Virginia	10
Dist. of Col.	10	W. Virginia	1
Illinois	94	Wisconsin	3
Indiana	8	Alabama	1
Iowa	11	Arizona	3
Kansas	17	Dakota	
Kentucky	11	Florida	
Louisiana	7	Georgia	
Maine	73	Mississippi	
Maryland	110	Montana	
Massachusetts	105	New Mexico	
Michigan	25	No. Carolina	
Minnesota	28	South Carolina	
Missouri	20	Utah	2
Nebraska	5	Washington	
New Hampshire	4	Wyoming	
New Jersey	80	Canada	2
New York	174	England	
Ohio	105	Bermuda	1
Pennsylvania	211		
Rhode Island	11	Total	1253—5103

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a

3000 POUND STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout--No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots { W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street, New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.

TO THE AMERICAN PUBLIC:

In order that purchasers may not be led into the purchase of defective or fraudulent machines, and that they may not be prevented from purchasing machines of our make, we hereby give notice that the Capital Cycle Co., of Washington, D. C., is the sole and exclusive agent for the sale of our machines in America, and that no machines can be had from us for importation into America by other parties unless by fraud and misrepresentation.

SECOND: That all machines made by the firm of Starley Bros. or having the name Psycho are of strictly first-class material and construction, and are warranted in every particular.

THIRD: That our machines are fully protected by patents and trade mark, and that those infringing our rights in either particular will be vigorously prosecuted.

STARLEY BROS.,
St. John's Works, - - Coventry, England

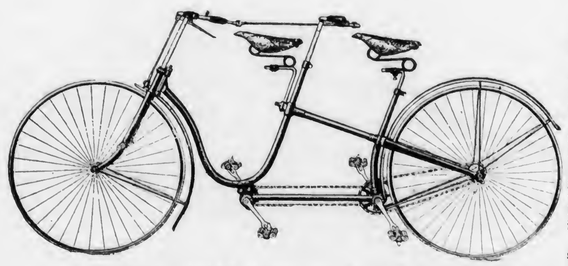


PSYCHO LIGHT ROADSTER, WEIGHT, 38 POUNDS.



LADIES' AND GENTLEMEN'S PSYCHO.

Three Weights, 39 lbs., 44 lbs., and 50 lbs.



PSYCHO TANDEM SAFETY, WEIGHT, 74 POUNDS

The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. They designed and manufactured in 1887 the first rear-driving ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the bone-shaker.

1. "Men's Straight Frame Psycho Safety," 30-inch wheels, 7-8 and 3-4 inch tires, geared to 57 inches, weight 47 lbs. Price, $140.

2. "Men's Light Roadster Psycho Safety" *(see cut)*, 30-inch wheels, 3-4 inch tires, made for gentleman riders and scorchers on good roads, geared to 60 inches, weight 38 lbs. Price, $140.

3. "Men's Dropped Frame Psycho Safety" is designed like ladies' safety *(see cut)*, 30-inch wheels, 7-8 and 3-4 inch tires, weight 50 lbs. Will carry any weight on any road. Detachable brace rod makes it suitable for ladies and a general family machine. Price, $140. Geared to 57 inches.

4. "Ladies' Roadster Psycho Safety," 3-4 inch tires, 29-inch wheels. Detachable brace rod, suitable for short or medium height gentlemen. Will stand any weight. Weight 44 lbs. *(See Cut.)* Geared to 50 inches.

5. "Ladies' Light Roadster Psycho Safety," 29-inch wheels, 3-4 and 5-8 inch tires, weight 38 lbs. Superb finish, very light and easy running, intended for light weight ladies, but will carry 175 lbs. Geared to 50 inches.

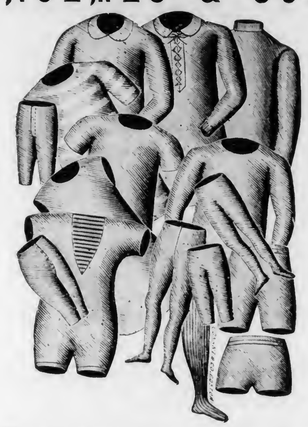
6. "Ladies' Extra Light Psycho," 28-inch wheels, made for short, light ladies, weight 34 lbs., gear 48 inches. Price, $140.

7. "Psycho Tandem Safety," intended for lady and gentleman or two gentlemen, 7-8 inch tires to both wheels, very strong, light and simple. Will carry any weight. Price, with two separate brakes, $200. Geared to 57 inches.

The Capital Cycle Company have prepared for their share of the trade this year, relying upon the merits of their wheels. They only handle two-wheeled safeties; no ordinaries or tricycles.

ART CALENDAR AND PRICE LIST NOW READY.

HOLMES & CO.



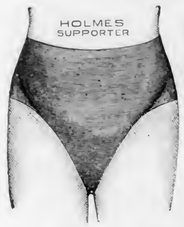
We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.

3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00



Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,
109 Kingston Street, Boston, Mass.



Improved Automatic Telephones.
Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

Price Per Set, $7.50.

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

EDW. E. HARBERT & CO.
Dealers in Telephone and Electric Supplies of Every Description.
159 Le Salle Street. - - - Chicago. Ill

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

Browning, King & Co.



406, 408, 410 & 412
Broom e Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.
COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

CEMENT.

Equal to London's (not *London's*, as typo got it in previous ad.) at less cost. Just perfected. Send for sample.

PHILADELPHIA BICYCLE CO., LTD.,
831 Arch St., Philadelphia.
AGENTS FOR
VICTORS and PREMIERS.

BUSINESS CHANCE.

Partner wanted in established business in large city, representing leading cycling and sporting goods manufacturers. References. "A. B. C." care BICYCLING WORLD CO.



SAFETY BICYCLES.



Made by Gormully & Jeffery, "RAMBLERS."
" Springfield Roadster Co., "Volants."
" Overman Wheel Co., "VICTORS."
" Singer & Co., (Coventry, Eng.) "SINGERS."
" Indiana Bicycle Mfg. Co., "DANDIES."
Send for Bicycle Catalogue, FREE.

MERWIN, HULBERT & CO.,



26 W. 23d Street, New York.
OPPOSITE 5th AVE. HOTEL.



HARLEM BICYCLE CO.,

284 Lenox Avenue, near 125th Street,
Agents for
VICTOR CYCLES
And all the **Best American and English Wheels**, Boys' and Girls' Bicycles, Velocipedes and Tricycles
Renting, Storing, Lockers, etc.
REPAIRING A SPECIALTY.

SAVE MONEY

By sending your Repair orders to us. We have all the facilities of the repair-shops in the cities, and our charges are about half as much.

SEEING IS BELIEVING.

We sell new and second-hand wheels and cycling sundries.

CLINTON CYCLE CO.,
North High St., - - CLINTON, MASS.



A TESTIMONIAL.

QUINCY, Ill., April 20, 1889.

Sterling Cycle Co.: Dear Sirs—I seen your advertisement in the paper of a wooden bysickle for $90. The low prise and lite wait which you clame might kech some, but I have seen to many wooden wheals git lose and rattle. So if you will send me your cataloge I will look at it. but steel wheals is good enuf for me. Yours,

G—— S——.

What does the above prove? *Nothing;* but it need not feel lonely on that account.

STERLING CYCLE CO.,

NEWTON, MASS.



THE BEST SAFETY STAND

EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,

18 So. Broad Street, Philadelphia.

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

KIRK BROWN,

No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,

18 So. Broad St., - Philadelphia.

Howard A. Smith & Co.

Will appoint Agents for their immense line of Sundries in all unoccupied territory.

SPECIALTIES.

Bundle Carriers,	Hose Supporters,
Stockings,	Adhesive Tire Tape,
Standard Gloves,	Spoke Grips,
Whistles,	Standard Oil,
Newark Enamel,	Newark Lamps,
Cement,	Graphite,

Caps, Belts, Jersey Suits, etc., etc.

ORATON HALL, NEWARK, N. J.

Store and Riding Hall open Evenings.

DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

LINCOLN HOLLAND & CO.,

Worcester, Mass.

ELASTIC TIP CO.,

MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.



Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	$ .50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	$ .25 per box
Electric Tape	$ .25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,

RUBBER SPECIALTIES,

Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

WILMINGTON, DEL., February 13, 1889.

Frank Fairbairn, Erie, Pa.:

DEAR SIR—I have been using your knit suitings steadily during the last year (1888) and to present time, and they have given perfect satisfaction.

I much rather prefer them to our own club suits, and have been wearing the same in place thereof, for both summer and winter riding. Have used knit goods of other makers, but find yours to wear better and more durable than any I have yet seen.

Yours, etc., B. FRANK MCDANIEL.



SAVE MONEY. Before YOU BUY

BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

		Factory Price.	Our Price.
NEW	48 in	$50 00	$27 00
ACME	46 in.	45 00	25 00
BICYCLES.	44 in.	40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Schoverling, Daly & Gales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.



SECOND-HAND WHEELS.

If you want a second-hand wheel of any kind you will do well to write us, stating about what price you desire to pay, and what make you prefer, if any, and we will fit you out with something that we can recommend. No list; there are too many changes to be made.

CLINTON CYCLE COMPANY,

North High St., - - Clinton, Mass.

BARGAINS.

51-inch American Champion Light Roadster, enamel finish, nearly new, $70. 52-inch Victor Roadster, '87 pattern, good order, $60. 54-inch Expert, '85 pattern, good order, $60. Columbia Tandem Tricycle, used one year, $175. One 54-inch American Champion, good as new, $70.

Eisenbrandt Bros.,

424 E. Baltimore St., BALTIMORE, MD.

WANTED.

SPRINGFIELD ROADSTERS.

In exchange for other makes.

Agents for Columbias, Swift, Springfield Roadster, and other leading makes.

If you want a wheel, write us. Send for Catalogue.

WHITE CYCLE CO.,

118 North Greene St., TRENTON, N. J.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 5th avenue, New York.

WANTED to trade for or buy a 48 inch bicycle. Lock Box 9, Cadiz, O.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Elliott W. Johnson

N. Mallory Beckwith *Committee.*

E. R. Bunnell

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
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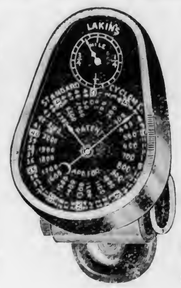
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325	54	Club, Ball, Nickeled, good condition	$180.00	$55	Ball
402	50	Club, Ball, Nickeled, first-class condition	175.00	60	Ball
432	48	Expert, Ball, Nickeled, first-class condition	140.00	65	Ball
438	54	Harvard, Ball, Enameled, good condition	140.00	45	Ball
459	50	Victor, Ball, Enameled, first-class condition	140.00	75	Ball
474	54	American Star, Plain, 2-3 Nickeled, good condition	100.00	40	Plain
479	52	British Challenge, Ball, 2-3 Nickeled, good condition	166.00	60	Ball
483	56	Expert, Ball, Enameled, good condition	145.00	60	Ball
486	48	American Star, Plain, Nickeled, good condition	100.00	45	Plain
489	54	Harvard, Ball, Enameled, good condition	140.00	30	Ball
503	54	British Champion, Ball, Enameled, fair condition	137.50	55	Ball
508	51	Special Star, Plain, Enameled, first-class condition	140.00	65	Ball
519	50	Premier, Ball, Enameled, good condition,	120.00	40	Plain
520	54	Royal, Ball, Enameled, shop-worn condition	135.00	90	Ball
521	52	Royal, Ball, Enameled good condition	135.50	70	Ball
522	50	Royal, Ball, Enameled, shop-worn condition	130.00	90	Ball
523	54	Club, Ball, 2-3 Nickel, good condition	160.00	35	Ball
530	53	Columbia Lt. R., Ball 2-3 Nickel, first-class con	137.50	90	Ball
531	53	Columbia Lt. R., Ball, 2-3 Nickel, first-class con	137.50	90	Ball
535	38	Facile, Ball, Enameled first-class condition	137.00	35	Ball
544	48	Royal, Ball, Enamel, good condition	120.00	60	Ball
545	50	Expert, Ball, Enameled, good condition	140.00	65	Ball
561	51	Special Star, Plain, Enameled, first-class condition	135.00	60	Ball
564	52	Expert, Ball, 2-3 Nickel, first-class condition	145.00	65	Ball
570	50	Expert, Ball, Nickeled, first-class condition	142.50	75	Ball
574	42	Special Star, Plain, Enameled, first-class con	107.00	60	Cones
577	50	Am. Rudge, Ball, Nickeled, fair condition,	102.50	50	Ball
578	56	Harvard, Ball, Nickeled, good condition,	160.00	50	Ball
579	54	Am. Club, Ball, Enameled, fair condition,	160.00	35	Ball
581	50	Royal, Ball, Enameled, new condition	140.00	95	Ball
582	52	Royal, Ball, Enameled, new condition	142.50	95	Ball
587	54	Expert, Ball, Nickeled, first-class condition,	145.00	75	Ball
589	54	Victor, Ball, 2-3 Nickeled, first-class condition	135.00	60	Ball
593	51	Special Star, Plain, Enameled, first-class condition	142.50	80	Ball
597	50	Volunteer, Ball, Enameled first-class condition	100.00	70	Ball
600	50	Springfield Rd., Ball, Enameled, first-class con	100.00	80	Ball
603	54	New Rapid, Ball, Enameled, good condition,	135.00	65	Ball
605	53	Col. Light Roadster, Ball, Nickel, good condition.	137.00	80	Ball
606	52	Expert, Ball, Nickel, good condition	140.00	55	Ball
608	54	Expert, Ball, Nickel, first-class condition	142.00	110	Ball
609	50	Ideal, Plain, 2-3 Nickel, good condition	60.00	40	Cones
611	51	American Star, Plain, Enamel d, good condition	75.00	30	Plain
612	54	American Star, Plain, 2-3 nickel, good con	80.00	50	Plain
614	54	Expert, Ball, Full Nickel, good condition	145.00	60	Ball
617	52	Expert, Ball, Nickel, first-class condition	142.00	90	Ball
618	56	Special Col., Ball, Enamel goo l condition,	102.00	25	Cones
619	54	Expert, Ball, 2-3 Nickel, good condition	145.00	60	Ball
620	50	Royal, Ball, Enamel, shop-worn condition	135.00	90	Ball
621	52	Royal, Ball, Enamel, shop-worn condition	135.00	90	Ball
622	42	Ideal, Plain, Enamel, good condition	35.00	20	Plain
623	50	Springfield Rd., Ball, Enamel, good condition	100.00	60	Ball
624	42	Star, Plain, Enamel, good condition	$0.00	30	Plain
626	42	Otto, Plain, Enamel, fair condition	40.00	15	Plain
628	50	Expert, Ball, Full Nickel, first-class condition	140.00	95	
632	51	Am. Star, Plain, Enamel, Fair condition	75.00	25	
633	45	Am. Star, Plain, Enamel, first-class condition	$0.00	50	
634	50	Special, Plain, Enamel, good condition	92.00	25	

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555	..	Marlboro, Ball, Enameled first class condition	250.00	100	
556	..	Humber, Ball, Enameled, first class condition	260.00	100	
599	..	Star Tricycle, Ball, Enameled, first class condition	100.00	$0	
627	48	Victor Tricycle, Ball, Enameled, good condition,	100.00	40	Ball

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Largest Sundry House in the United States. Send for Illustrated Catalog and Price List.

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Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*

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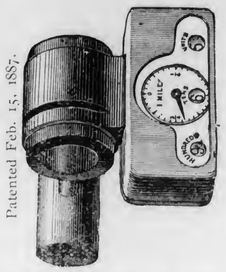
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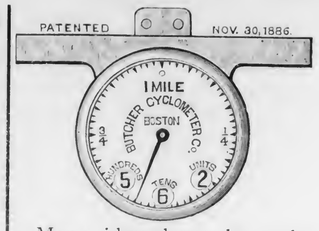
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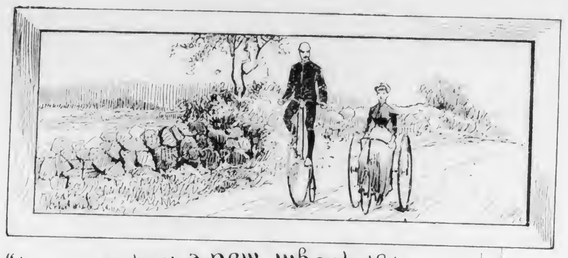
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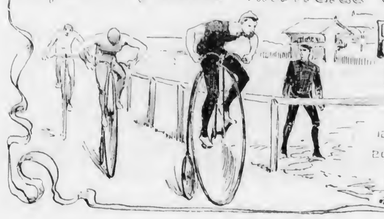
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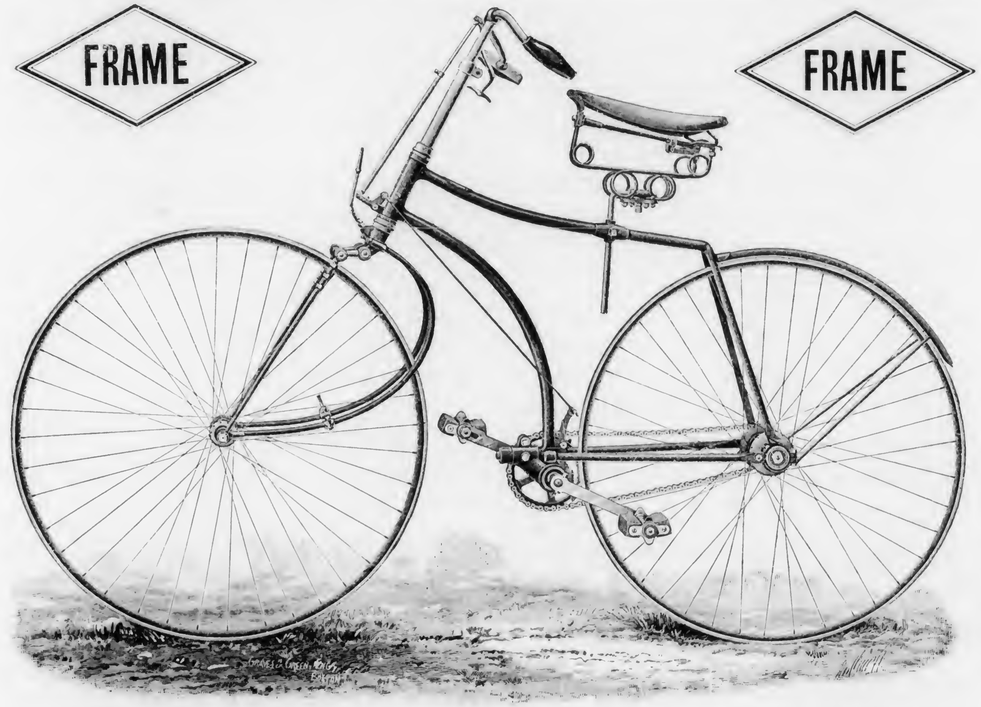
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Volume XIX.
Number 2.

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Actual Weight with 7-8 tire, 43 POUNDS.

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A great deal is said about vibration springs now-a-days, and if they are properly and scientifically constructed they are a boon to the safety rider without doubt.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 10 MAY, 1889.

OUR PAPER WAS MAILED.

LAST week our whole edition was in the Boston Post Office by 12 M. Saturday. All the New England papers were in the mail by Friday night.

Having proved that our paper gets into the Boston Post Office on good time we would say to those who don't get it on time, we have lodged a complaint in the Boston office, and we will do all in our power to have the trouble sifted down to its proper source.

14,952.

THE above figures show the present circulation of the WORLD: it is the largest circulation ever reached by a cycling paper in this country. In the five numerals above is contained a sermon more eloquent than words, and they are constantly preaching to the advertisers that the WORLD is the medium for those who have anything to sell. Advertise your second-hand wheels *now*. Howard A. Smith says that the returns from his advertisement in the WORLD, of second-hand wheels, is immense. If you want to sell, advertise in this paper.

OUR esteemed contemporary, the *Boston Herald*, interviews Stillman G. Whittaker, and quite a number of funny mistakes, both of fact and typographical, creep into the article. In the first place, Mr. Whittaker is reported as saying that he left the United States some years ago a pure amateur, and that he returned to the country a professional. Dick Howells' name gets into type as "Dick Howard," and Tom Eck gets called "Ten Eyck." Mr. Kerrison is a well posted man on cycling affairs, and so the errors and mistakes which have been pointed out are rather remarkable. When Whittaker left America for England he was a professional, dyed in the wool, and a wonderful little man withal,—but that Mr. Kerrison should have made the mistake he did in announcing Whittaker as an amateur a year ago is too amusing for anything, and we do not doubt but that Whittaker himself smiled when he read it.

Mr. Whittaker is reported as saying that when (?) he is "requalified he will meet Windle on the road or track," and then, to prove the *real amateur* motives which actuate him, he issues a challenge to any rider in the world to ride for a purse of £100 or upwards, and yet Mr. Whittaker is reported as talking of reinstatement!! If the gentleman will only announce his "intention" to give up racing (for twenty-four hours!) no doubt he can get back into the fold.

ALL eyes are turned Chicago-ward this week, and by the time this paper gets out west, the big tournament will be under way. We shall hope to give results of races up to and including Wednesday. We have to go to press early Thursday forenoon, and so cannot give later returns.

THE "Tale of a Skull," by J. Purvis-Bruce, is a story of more than ordinary merit, and though the cycle has not a place in it, the story will not be found to be out of place in the pages of this paper. It is a good story well written, as, in fact, are all of "Jack's" productions.

IN talking with an English gentlemen the other day, he made a statement in regard to the ladies' bicycle that opened our eyes as to the very conservative ways of our English sisters. He stated that the majority of the ladies' cycles were exported, as the English lady did not look upon the two-wheeler as a "proper" mount for the gentle sex. A good many English ladies owned bicycles, so he says, but they are chiefly used by them in the private grounds and parks, and are very seldom seen on the public highway. This seems strange to us, and were our authority other than what it is, we should be tempted to doubt its atheuticity.

AT the time that several of our erstwhile professionals made application to be reinstated by the League, we understand that the applicant made the statement that it was his "intention to abandon racing." And so having announced his "intention," he was taken back into the fold. That these "intentions" were sincere we have no doubt, and that the right to change such "intentions," 24 hours after having expressed them, is also the undoubted privilege of the "intender." A case has been brought to our notice, wherein a man applying for reinstatement refused to give it as his "intention" to abandon the race track, hence the reinstatement was denied. Now we consider that in the case we have in mind, the applicant was honest and would not give it as his "intention," etc., because in so giving it, he would consider his word of honor had been given *not* to race, and being a man of honor he would not allow himself to thus bind himself, as he considers he would do had he expressed his "intention." We do not mean to insinuate that the men who have stated their "intention," etc., and thus secured reinstatement are not honorable, far from it, but rather we would criticise the unfair yoke the Racing Board attempts to put about the neck of the reinstated professional. The intention expressed may have been of the most honest, but the right to reconsider is a man's privilege, hence this article is written to prove the folly of any half-way means intended to be radical.

MASSACHUSETTS DIVISION ANNUAL MEET.

AT a meeting of the Divisions officers, held at Dr. Kendall's office, Boston, last Monday, the date of the annual meet of the Massachusetts Division was decided on as June 17, but the place of meeting will not be decided until next Monday. There seems to be a strong leaning towards Squantum, a place on the Bay, and about 40-minute cycle ride from Boston. This place will give ample chance for all sorts of out-door sports on land and water, and it is within easy distance of the Hub. We hope Squantum will be chosen.

HERE & THERE

"JACK."
BOSTON.

MR. H. G. PRIEST, of Birmingham, England, has taken himself off somewhat reluctantly from the city of Boston. He goes to Assiniboine, a desolate portion of far Northwestern Canada, accompanied by a family hat box, (bearing many labels), and the good wishes of the many friends which he has made here, especially the members of the Manhattan Club, of which he elected himself a member, when his insular dislike to innovation wore off. He has been dividing his time between nightingale hunting and listening to the strains of "Boccaecia," and has done considerable "reading between the lines." American cyclers will be sorry to lose Mr. H. G. Priest and will welcome him back again whenever he condescends to put his low-cut walking shoes upon American soil.

THOMAS STEVENS, who is supposed to be going Stanleywards, has in him a good deal of the Oliver Goldsmith in his own way, of course). Strangely deficient in the power of speech, though a good writer, he may be said to:

"Write like an angel,
And speak like poor Poll."

LAST Thursday Mr. H. G. Priest, member of Parliament for the District of Manhattan, took a sail on the crafty craft "Alice," a slim sea boat of the canoe variety (31 inches by 15 feet), 100 pounds tonnage, with Editor Fourdrinier in the wheel house. The voyage of 2 1-2 miles, to Thompson's Island and Savin Hill, was thoroughly enjoyed by Mr. Priest, who has been chanting, "I'm going to be a sa-li-or and plow the deep blue sea," all the way to Winnepeg. Had it not been for about 80 pounds of sandwiches, the human cargo might have been "dumped" in the waters of South Boston Bay, but Mr. Priest thoughtfully brought this along as "ballyballast to steady "the beastly suddenness you know." Mr. Priest indulged in a prolonged note of joy when he put his foot on American soil again, and the mournfullness of his brown eye was changed to a "safe, safe-at-last" look, as he shook the brine from his boots and the salt from his dark hair. "American soil has charms after all, you know."

THE outside of a bicycle is said to be the best thing for the inside of a man, and I believe it. I am never in such excellent health and spirits as when riding a cycle, and I can recommend it to all in search of health and happiness.

THE only race a woman is ever intended to take a part in is the human race, and this she seems as well fitted to do to-day as she was some few thousand years ago. The quiet country lane, where health and enjoyment, and not spectators are the attraction, is the place for the cycling women, not under the glare of the electric light. Wheeling as a means of heath gathering is legitimate and all right for the gentle woman; wheeling for dollars (and perhaps not too many of them) is an unwomanly occupation, and I hope will be discouraged by your readers.

PORKOPOLIS NOTES.
"STAR."

If Helen Grey should visit our village she would no longer advocate the tricycle for ladies, for on many of our roads we ride in wheel tracks or on narrow paths by the side of the road, and such roads, therefore, though often the most picturesque, would be no thoroughfare to the three wheeler. As for the dogs, she need but follow the example of Dr. Green, who had attached to the front fork of his safety a whip socket, in which he carried a whip with a loaded handle for the edification of inquisitive canines. It was so effective last season that it caused a perceptible decline in the price of *wienerwurst*.

THE Cincinnati Bicycle Club's Monday and Saturday evening social gathering are quite well attended. It is very amusing to listen to the eloquent "Duke" as he dilates on the convenience and fitness of the quarters to the visitors who have been quite numerous of late.

A FIVE mile scratch road race is to be run during the latter part of May, by three of the C. B. C's scorchers, namely: The "Duke," Charley Allen and Dr. Kempton. There is to be no prize, as the contestants have a lofty contempt for such baubles, but it has been mutually agreed that the second and third man to reach the goal will each contribute to the club library a book costing not less than $2.

OWING to a manifest desire on the part of several of the C. B. C. to have a trial of speed with each other, there is considerable talk of establishing club championships. There will be one for the track, and one for the road. The distances, however, have not been decided upon.

THE road race for the medals offered by Mr. A. A. Bennett will be a handicap, and will be run from the bridge north of Chester Park to the toll-gate at Glendale, and return, a distance of fourteen miles. The race will be open to any amateur in this vicinity, and is set for May 26.

THE C. B. C. club house recently had a very narrow escape from a serious calamity. The camera fiends had one of their instruments leveled at it, and were just in the act of firing it off, when a fortunate gust of wind blew the thing down and demolished it—the camera, not the building.

THE riding season in this vicinity began several weeks ago, and some of our clubs have taken runs of fifty and even seventy-five miles. It must be remembered that our roads are anything but level and smooth. The C. B. C., however, who are mostly persons of sedentary habits, and who regard such long jaunts at this season of the year as tiresome affairs, have been taking short but pleasant runs. During a run they ride double file whenever and wherever possible, the Captain and the 1st Lieutenent taking the lead, and the 2d Lieutenant bringing up the rear. In this way a pace is set that is easy, and each individual can readily converse with at least five of his companions; and they certainly make a finer and more striking appearance than those clubs whose motto seems to be "Every one for himself and devil take the hindmost."

PENNSYLVANIA.
"ARIEL."

LACK of space is the cry among all the the clubs, owing to the heavy increase in membership. Century admitted thirty odd on Friday night, none of whom were ladies, I am sorry to say. The question of lady membership has been negatived by the club for the present, owing to the lack of proper accommodations in the new house. Later, when the club is properly settled in their new home, the question will be brought up again, and I hope to see it carried through. The discussion at the meeting was a lively one, in which McGlathery bore off the honors.

Two trifling errors need correction. The grand march at the South End ball was led by President Jackson, instead of ex-Captain Bradley, the latter occupying a prominent position at t other end. And Tixis, not Sexis, is the name of the Y. M. C. A. racing mat.

PENNSYLVANIA is hard pushed for room also, and the club voted on Thursday night, to leave the matter in the hands of the Board of Directors, who have recommended the erection of an addition to the present wheel room, to be built of brick, extending back from the building, and with a permanent foundation, to admit of a second story being added later on.

INAUGURATION DAY was celebrated by the first ladies' run of Pennsylvania Bicycle Club being held on it, and the result more than justified the expections of its most sanguine promoters. Some fifteen ladies, accompanied by their escorts, turned out on singles, tandems, trikes and tandem bicycles, and rode out Bryn Mawr avenue and the Lancaster Pike to Wayne, where dinner had been ordered for the hungry party. Several of the ladies had never ridden a machine before, and it is needless to enlarge on the experience of their attendant cavaliers, in propelling a heavy tandem tricycle up the grade, under the rays of a warm sun. The Second Lieutenant is going to write a book on what he knows about it.

UNFORTUNATELY this same day witnessed a serious accident, by which ex-Secretary George Caryl, of the South End Wheelmen, was the sufferer. Scorching in with his party, on Lancaster avenue, beyond Fifty-second street, he took a tremendous header, and was found insensible in the road. An ambulance was hastily summoned, and he was taken to the Presbyterian Hospital, where he lay in an unconscious condition for several hours, not being removed to his home until night. The physicians at first feared concussion of the brain, but he fortunately escaped this, and is now out of danger.

THE first decade of the Philadelphia Bicycle Club's existence will close on the 21st instant, and the members propose celebrating its tenth birthday on the 22d. The winter sociables of the club were closed on Friday evening by a full dress reception and ball. The gymnasium was cleared and used as a dancing room, being appropriately decorated, novelties in this line having been arranged by the committee. Grouped at the ends and in the middle of the room were shown the past and present, in the way of the old bone-shaker and tricycle, and the modern light roadster, safety and ladies' safety. Supper was laid in the reception room of the club house, on the first floor, and was not the least enjoyable part of the programme. Full dress was the order of the occasion, and many handsome toilettes were shown. The guests included prominent people in social and cycling circles, and all of the clubs had their representatives present.

SYRACUSE.
"SALINA."

WELL, any way, cold as it was, we whooped her up for George W. on the 30th, and had lots of fun in whooping. Syracuse had a celebration with a parade, mass meetings, speeches, fireworks and all the necessary accompaniments of a first-class celebration. The Cycling Club were invited to lead the van, but owing to the very poor condition of our streets on that day, we couldn't. However, we viewed the parade from our windows, and after the coal, beer, grocery and ice wagons had passed, followed by citizens in carriages and strangers and small boys' contingent in the rear, we mounted our wheels and made a short run to Liverpool, where was served us a "spring chicken supper," and it was real spring, chicken, for "Salina" struck one of the springs. See the joke? Ha!!

GERE, AVERY & CHERRY are open for engagements. A first-class circus or variety show preferred. Address Hon. Lucinius Wilsonius, manager.

Genial Ted Hopkins is in New Haven, Conn., at present, and will no doubt have that suburban village thoroughly plastered with Adamant Wall Plaster ere he returns.

Decoration Day the Syracuse Cyclers will ride to Oneida, where after dinner a match game of ball will be played by Syracuse and Rome wheelmen. After the game, the ride will be continued to Utica, where supper will be served at the St. James. Return will be made by train.

You haven't heard from us of late, but that is no fault of Salina. He has sent down lots of news; 'tis but no doubt the editors of the WORLD had better material for their journal; and then perhaps Salina's items flavored too salty! Who knows?

JUST one word more. Will some one kindly ask the Secretary about the combination locks?

MINNEAPOLIS NOTES.
"PARSON."

EVERY one here closed up and celebrated on Tuesday last (April 30), so Captain Bell called a run to Minnehaha Falls, where the afternoon was spent, lounging around on the lawns of the Soldiers' Home, which, by the way, is just completed. It is situated in as picturesque a spot as one can imagine, on a bluff overlooking the Mississippi River where Minnehaha Creek empties into it, and just a short distance below the famous falls. The home is surrounded by a large park. In this park are many delightful drives and walks, which, as soon as the macadam is put on, will make one of the finest runs that the Twin City wheelmen have. The club rode to St. Paul from the Home, when supper was had at the Windsor Hotel, after which the cyclists attended the opera, and the run home made about midnight.

WHEELMEN who have any idea of making Minneapolis a visit during the summer months should not neglect to bring their wheels along, as we have some of the finest short runs in the State. Lakes Calhoun, Harriett, Cedar, and the Lake of the Isles, all lay within five miles of the club rooms, and all have driveways surrounding them, making a total boulevard system of some two hundred miles. This system is being constantly improved and added to, so that Minneapolis will be, in the near future, a veritable "Wheelmen's Paradise."

A PARTY will attend the Chicago meet from here. NOT to race, but for the fun of the trip, and to see Chicago by "gas light."

THE safety has brought wheeling to a practical basis here, as this season a great many middle-aged and elderly men are using the wheel entirely for business, where before this, the riders have been composed almost entirely of young men and boys, who rode only for the sport of the thing. One of our most enthusiastic riders of the "solid men's" class now, is W. E. Haskell, of the Minneapolis *Tribune*.

THE Winona Cycle Club now have their quarter-mile clay track finished. Their first race meet will probably be July 4th. A large number of boys will go down from here, including the M. B. C. team, which hope to help carry off some of the prizes.

A RUN will be made next Sunday, by Colie Bell, A. M. Buchman, J. R. Stockdale and E. J. Hale, to Mankota, a distance of some 90 miles. This 90 miles may not seem much "on paper" to your Eastern rider, but when made over Minnesota roads it is "quite a distance." I will tell you in my next how they stood it.

NEW YORK.
"HAWKSHAW."

I SAW an amusing case of road hogism the other day. The scene of the tragedy was up on Seventh avenue, and the *dramatis personæ* were a dandified specimen of "cullered pusson," mounted on a back number edition of a bicycle, and a full blooded, yellow coated, red nosed, road hog. The hog driving rapidly, purposely or otherwise, runs down the sable gentleman, and the earth for several yards around is strewn with wearing apparel, spokes, handle-bars, "coon," pedals, and the other usual debris attendant upon such catastrophes. Gazing for a moment upon the wreck, but without checking his horse, the r. h. yelled, "Hi there! get out of the way." Upon which, the sable sufferer gathered himself together, and dazed by the destruction that had come upon him so unexpectedly, timorously remarked, "Fo' de Lo'd's sake, boss, yo' aint comin' back agin, is ye?" And the curtain was rung down, amid the laughter of the audience who had witnessed the affair.

THIS late Centennial show of ours here brought many strange sights to view. I think that during it I saw a perfect modernized example of a horse marine. It was a sailor in full naval rig, riding a bicycle through Central Park.

I HEAR rumored that there is a plan on foot here to launch a new wheel paper upon the already overstocked market of cycling literature. The projector of the scheme is, I am informed, an Englishman, who has but lately landed from Australia. After the gentleman has attempted to run a cycling paper upon a paying basis in America, I am of the opinion that he will wish he had remained in Australia. Perhaps, though, there is no desire on the part of the gentleman to make any money out of the venture, but is simply seeking after editorial glory, and an expeditious plan to get rid of superfluous funds, in either of which cases I am sure the venture cannot fail to be a pronounced success.

I SAW the other day, in some wheel paper, that Dr. Beckwith, the ex-President of the L. A. W., had been appointed Colonel of a New York regiment of the National Guard. As I always believe everything I see in print, especially in cycling publications, I hastened to offer the Doctor my congratulations upon his accession to the multitudinous ranks of the American Colonel. I "knew my little book," and as soon as I saw him I began to fire off a speech I had prepared, in which glory and gore, war and star-spangled banners were mingled in the greatest possible profusion. But I never finished, because I learned from him that once again I was too previous. The Doctor was not a Colonel, he was only a Sergeant. Now what worries me is to know what I am going to do with that spread-eagle speech I had committed to memory, for the purpose of congratulating him. At first I had thought I would just lay it away in one of the many empty chambers of my mental storehouse, and wait until the Doctor really had become a Colonel, through promotion, but when he told me that it had taken twelve years' service for him to reach the high position of Sergeant, a little mental circulation soon convinced me that at the same rate of advancement he could not possibly become a Colonel before 1980, and as I expect long before that time to be where I won't be either offering congratulations to any one, or writing for wheel papers, I concluded that it would not pay me to wait. There is, in consequence of all this, a speech for sale cheap at this address, which is a bargain for any one who has need for one of its kind. There is also a large and knotty club handy for the gentleman who penned the article in which Dr. Beckwith was made a Colonel.

MEMPHIS.
"ANCHOR."

THE latest report in the long-distance contest for 1889 was taken Saturday, April 27th, and is as follows: Julius Seelig, 862 miles; A. F. Alberts, 703 miles; Geo. Phillips, 668 miles; W. A. Whitmore, 446 miles; Julius Wood, 438 miles; Wm. Wood, 302 miles; W. H. Hayley, 260 miles. They are very closely bunched at present, and some good work can be looked for and in a very short while at that, as they are all in to win the medal offered by Mr. Scherer.

YESTERDAY the club took a run to a small station east of the city about thirty miles. They all took dinner there and supper at home.

THE season is now open, and we look for a good active season for the local wheelman. I must not forget to mention that safeties are becoming all the go here. We now have about fifteen or twenty safety riders.

ON Sunday, May the 19th, we expect some sport, as it is the date set for a safety race of four miles, over rough road, between C. J. Scherer and W. A. Whitmore, for a gold medal.

IN a slow race of 200 yards, held last week at Citizens' Park, Mr. Geo. Phillips won, with Julius Seelig second. Right after this race Phillips and Seelig rode a mile dash. Mr. Seelig turned the tables on Phillips and won handily.

BALTIMORE.

"NORVAL."

THE Rev. Wayland D. Ball, pastor of the Associated Reform Church, gave a pleasing talk, before an appreciative audience at the Y. M. C. A. Hall, on bicycling. The talk was mainly in the nature of personal reminiscences, which were quite humorous on some occasions. Mr. Ball has been riding a safety bicycle for six years, and can find nothing better. Mr. Ball's wife is also an ardent lover of the wheel, and together, on a tandem bicycle, they have scoured most of the roads around Baltimore.

MEMBERS of the Maryland Club have leased a ducking shore on the Middle River. The club house is fitted with every convenience, both for ladies and gentlemen. It has a fine shore for bathing, and there is room for base ball and tennis on the grounds. A first-class caterer has been permanently engaged. It has already become a popular resort for many members.

A NUMBER of members of the Baltimore Club took a spin last week to Washington, returning by rail. They report the roads in bad condition at some places.

A CLUB will be formed shortly at Sparrow's Point, under the efficient management of Mr. W. B. Sands, Jr., who is a graceful rider and an enthusiast in the art of cycling. A gymnasium will be opened for the young men of the club, under the management of Messrs. Langhorn, Sands and Markey.

CHICAGO.

THE "STROLLER."

THE Æolus Club gave their last reception Friday evening, for this season. I hear that this club is having a bit of a shindy over the action of three of their members, in black balling an applicant at their last regular meeting. The unlucky applicant has been given the privileges of the club house until the next regular meeting, when he will try it again, and two of the "conspirators," as they are called, are having a rocky time of it at present.

CHARLIE SIEG has a very serious look on his face of late, and it is whispered among his friends that Charlie is contemplating matrimony, and that very shortly. Well, no wonder Charles is sober of mien, if such be the case. Success to you, "Gies," will be echoed many a time by a large circle of cycling friends.

THE Pastimes are saying as little about their racing men as possible, but as their men have been in active training all winter I look to see them well to the fore in what ever event they may enter.

An eight-minute class is one of the events at the tournament, and entries are expected from Oliver, Garden, Ellis, Blackman, and several others. It will be for blood, too.

MUNGER is also an associate member of the Illinois Club, as well as Temple. The Chicagos will now have to hustle to keep up their end.

"TWINKLE'S" description of the manner in which Van was praised up as being able to beat anything at Buffalo by a friend who knew him well, when at home but did not at that time on the train, is similar to an experience that Lumsden had recently. One evening while down town with a friend, talking wheel, on a street corner, they were accosted by a fresh young man, who had evidently heard enough of their remarks to know they were wheelmen, and, after breaking the ice, went on to tell that he was from St. Paul and one of the crack riders there, and as Lumsden, who is a very quiet, modest, unassuming young fellow, seemed to be taking every word for Gospel truth, the young man went on to tell how he had raced with all the prominent flyers in the West, and beaten many of them, and mentioned Lumsden's name among the rest. Arthur asked him if he was acquainted with Lumsden, to which he replied that they were fast friends, and asked Arthur if he knew Lumsden. "Art" replied he thought he did. After a few more words the young man started to go, saying that he had not yet learned their names, although they had been told his, upon which Arthur gravely introduced his friend, and said that his own name was Lumsden, commonly called "Arthur." The shock was too much, and silence ensued, which the young man from St. Paul could not be induced to break.

THE entries to the Pullman road race have already reached sixty, while the prize list is made up of bicycles and valuable medals donated by the different manufacturers. W. B. Greenleaf, now of Harvard, but a member of the Chicago Club, will be a contestant in the Pullman race.

NEWS AND COMMENT.

STERLING ELLIOTT, of Newton, Mass., has purchased the much-talked of bicycle that was constructed from cord wood by a boy at Clarksville, Mo. An interesting correspondence has been had between Mr. Elliott and the boy, and now the former has sent for the tools with which the machine was made. The wheel can be seen at the Newton factory, and we hear it will be put on exhibition soon at some place in this city.

REMEMBER that to-morrow (Saturday) the Harvard Bicycle races are to be held on Holmes' Fields, Cambride. The entry list contains the names of the fastest eastern riders.

WHEN the European tour party sails from Boston on the 18th inst., each member will carry with him a copy of the "My Cycling Log Book," ready to receive "notes of pleasant memories" and enable him to live the journey over again in the years to come. Mr. Elwell commends the Log Book very highly. "Finely bound, has a place for everything, admirably arranged, *the very best cycling Log book to be had in this or any other country*" are some of the pleasant things he has said about it. No cyclist's equipment is complete without a copy of "My Cycling Log Book," sent anywhere, post free, for $1.25, by the BICYCLING WORLD CO., 12 Pearl street, Boston, Mass.

L'ALLEGRO writes us from Chicago as follows: "Please state that the Æolus Cycling Club, of Chicago, will give their closing reception for the season in the form of a May party, to be held at Central Turner Hall, on the 3d. The Æolus Club is having plans drawn for a new club house, which we hope can be got ready for occupancy in 90 days."

WE think Dunkirk, N. Y., has more ladies, in proportion, who ride safeties, to the inhabitants, than any other plac. There are five lady safety riders, and the population of Dunkirk is 7500. Who can beat the proportion?

MR. C. A. CONOVER, of Coldwater, Mich., writes: "Score one for the L. A. W. The train baggage man on the Wabash R. R., at Detroit, who took my wheel, asked me to show my League ticket, which he claimed was a permit to carry my wheel free. I showed up, and he said "All right."

A. A. O'NEILL, a Virginia flier, called here a few days ago, and found the editor out, and a very fresh red-coated individual in the editorial chair, who gave Mr. O'Neill his advice on training, which was: "Young man be sensible." Mr. O'Neill reported cycling as taking great hold upon the young men of Virginia.

SOME few weeks ago H. S. Bridge, a cyclist of Cincinnati, was deliberately run down by a road hog. The local L. A. W. Consul, M. A. High at once brought suit in the sum of $3000 damages. This prompt action on the part of Consul High, brought the road hog to his senses and he compromised by paying all expenses and a good sum for damages to Mr. Bridge.

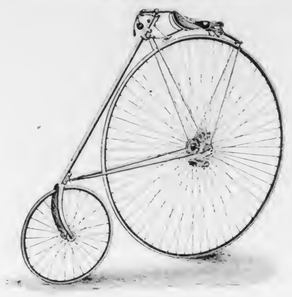
THE late Stephen Terry was life member No. 42 of the L. A. W., and the first to depart from the list.

THE Chelsea Club held its annual dinner at the United States Hotel, last Friday evening. Chief Consul Emery was present, and made one of his ringing speeches to the members.

THE city of Haverhill, Mass., was once one of the strongholds of cycling. There are now very few League members in the city. Is it to be wondered at, that a Haverhill man was one of the most active opponents of the Massachusetts Road Bill?

THE following wire was received some hours after our paper had gone to press last week: "One-mile handicap changed to one-mile safety, scratch: safeties will be barred from open ordinary races." (Signed) Harvard Race Meet Committee.

MR. M. E. HARRIS, formerly of Denver, Col., writes us from New York, and says: "Will you, through your much-valued journal, express to the Social Wheel Club, of Denver, Col., my unfeigned and heartfelt thanks for their most generous eulogium of my virtues (?), so well expressed by 'Mr. Occasional,' in your issue of the 19th ult., which has been forwarded to me here."



THE EAGLE.



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SCRANTON, PA., April 19th, 1889.

EAGLE BICYCLE MFG. CO., Stamford, Conn.

Gentlemen:—Wheel received in excellent condition the 11th inst. Being used to a lever machine, apprehended more difficulty than was experienced in changing to the rotary motion. The mount is not hard to acquire; was agreeably disappointed (?) in that.

The finish is as good as the best. An acquaintance (a wheelman) expressed surprised that a new concern should produce a wheel of so excellent a finish. "Why, said he, "that's good enough," which expressed my opinion exactly. Whether because lighter, or on account of the ball bearings, the fact remains it propels with less exertion than the wheel formerly ridden by me.

Very truly yours, M. P. CARTER.

WASHINGTON, D. C., April 17th, 1889.

MR. GAYLOR:

Dear Sir:—Yours of the 15th inst. at hand, and in reply will say that I am pleased to have a chance to express myself in regard to the "Eagle" bicycle. Apart from its safety qualities, which render a header an impossibility, I consider the "Eagle the best wheel made for all-around purposes, combining as it does speed, durability, hill climbing qualities, and, above all, ease of propulsion, which makes riding a pleasure, such as I never experienced before riding the "Eagle." I have been riding some years and have used all the standard makes, and I unhesitatingly recommend the "Eagle" bicycle for safety, economy and its excellent workmanship. I am more than pleased with mine, and can safely say, claim all you can for the machine and the machine will be ahead of the claim. Wishing you the best of success, I remain,

WILLIAM H. WARD, Washington, D. C.

THE EAGLE BICYCLE MFG. COMPANY,

STAMFORD, - - - - CONNECTICUT.

Large Illustrated Catalogue Free.

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SWIFT in reality, and not in name only.

The ORIGINAL and only PERFECT diamond frames.

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ELEGANCE OF DESIGN,
BEAUTY OF FINISH,
SPEED.

CATALOGUE FREE.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact, that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

Send for list to the

CLARK CYCLE COMPANY.

340 N. Charles St., - - Baltimore, Md.

Can fill orders at once, large consignments arriving each week.

HARRY COREY and his wife are back in Boston, having returned from a trip to Philadelphia and Washington. Part of the time while they were away was spent in touring on a tandem bicycle around Washington, D. C., and in trying some of the Maryland and Virginian roads. Although Mr. Corey has not been actively engaged in the cycle business for the last six months, he takes as much interest in the sport as ever, and keeps quite a stable of machines at his home in Newtonville, and most any afternoon he and his wife can be seen speeding over the country on a tandem safety. We understand he has nearly completed his plans incident to settling his father's estate, and although independent of any business we should not be at all surprised in seeing him once more back in the bicycle business, either manufacturing for himself or connected with some of the present makers.

F. H. PETTENGILL.—The Massachusetts Road Book will no doubt give you the route you are in need of.

F. F. IVES has made application for reinstatement at the hands of the L. A. W., but his application has been refused. We understand that Mr. Ives would not agree to declare his "intention" to abandon the racing track, hence the door was closed in his face.

Bicycling News has devoted much space lately to tea-drinking. We think this is a nice, fresh subject, and if experienced men can be got to write on it, we might learn something about the merits of this beverage. We are divided on the subject, and though a cup of Indian tea is refreshing, still we like our tea infused at Burton-on-Trent and put up in black bottles with a terra-cotta pyramid on the outside, to denote the date of infusion, et cetera.

WE have a letter for F. G. Whittaker at this office.

THE list of entries for the Harvard bicycle races to-morrow (Saturday) gives promise of excellent sport.

THE Charlestown Rovers are talking of repeating their excellent minstrel performance at an early date, for the benefit of a charitable society.

HERE we get precocity: Henry Murphy is two years six months old, and his sister Anna is nine months old. This venerable pair live in Providence, R. I. Henry owns a bicycle, to the frame of which is attached a seat on which Miss Anna sits with the air of a princess, while Henry does the propelling act. Whenever the equipment appears on the streets of Providence a sensation is created.

A GENTLEMAN writing from Brooklyn, N. Y., says: "No. 4253 seems to overlook the fact that shorter cranks for a lady's use mean a loss of considerable driving power; and to compensate for this the gearing must be low and the driving wheel smaller than usually made."

THE dog nuisance remedies still come in. The latest and most scientific is as follows:

Take of Pb.	9 grains.
$Cr_2 O_3 C + 12\ 1\text{-}2\ S + 12\ 1\text{-}2\ K\ NO_3$	85 grains.
Insert in copper capsule.	
Then of steel and rubber about	14 ounces.
Aim	45°.

The last ingredient must be of absolute purity: one dose is sufficient.

THE State meeting of the Michigan Division L. A. W. was held April 16, at Detroit. The date of the annual State meet will be decided on shortly and announcement made.

THE roads in the Central Traffic Association, Western Association and Southern Pacific Association have granted a rate of one and a third fare for the round trip to the Chicago cycling exhibit and tournament on the certificate plan.

DON'T miss the Harvard Bicycle Club races to-morrow, Saturday, at Holmes' Field. A grand programme and a grand entry list.

THE Cambridge (Mass.) Club Minstrel Show, given last week Thursday, was a repetition of the success attained last year. The jokes were good, and many being local won much applause. It would be difficult to pick out the bright particular star, as all the performers "did themselves proud."

THE fore part of a Marlboro' tandem was lately stolen from the store of C. Schwalbach, of Brooklyn, N. Y.

WHERE was the fool killer? Our correspondent, "Elm City," sends from New Haven the following items: "A daring feat was done here the other day, by one of our riders, who is a reckless and daredevil fellow. He climbed a toboggan slide here half way up, got off, turned round and coasted down. There is a drop off at the bottom of six or eight inches. He took it all right, used no brake, and is the only man to coast a toboggan slide on an ordinary roadbike."

"DAN" CAMARY was given a reception by his friends in New Haven on the evening of the 30th.

THE costume of the members of the Manhattan Club, on the occasion of their late reception was bicycle uniform, pecale vest, standing collar and four-in-hand pique tie.

MARCH this yarn! On the occasion of the sinking of the steamer Carlotta on the Merrimac River, a cycle rider was on deck doing the stand-still act. He was thrown overboard, and the New York *World* says: "Webb is thoroughly at home in the water, and when he went overboard he did not think of letting go of his machine, so he clung to the handles, and they both went down together. Webb in the saddle and sitting bolt upright. The wheel must have slid down between two stones, for when the machine struck the bottom it remained upright. Instinctively Webb's feet sought the pedals, and putting forth his muscle he actually propelled the bicycle over the hard, sandy bottom and up the incline of the ledge for a distance of sixty feet." Whew!!

THE members of the Boston and the Town Club will have a joint run to Squantum next Sunday. The men who go by land will get there by Tally-ho coach and cycle, while the nautical contingent will sail to the rendezvous in yacht and canoe.

THE New York *Sun* speaking of lady bicyclists say: "Of course, nearly all the lady wheelers here, as elsewhere, are youthful and slender, but once in a while a mature and solid dame appears on the scene and shows how several things can be done by skill and pluck."

THE Brooklyn, N. Y. Bi. Club moved into their new quarters a week ago Wednesday and the members are delighted with the accommodations.

THE Maine Central Railroad will carry wheelmen attending the State Division Meet, May 30th, at half rates, good for the Maine Central Railroad.

SUPERINTENDENT of Police, Roger O'Mara, of Pittsburg, Pa., says: "To tell the truth bicyclists are the greatest nuisance I know of!!!"

THE Melrose, Mass., Bi. Club gave a grand ball at the Town Hall a week ago. Previous to the dancing an exhibition of trick bicycle riding was given, and a concert by the Boston Ideal Banjo, Mandolin and Guitar Club.

THE names of Wendle, Davis, Forster and Hendee appear on the entry list of the Harvard races to be run to-morrow (Saturday).

LAST Wednesday the King Co. Wheelmen of Brooklyn entertained the Long Island Wheelmen in royal style.

W. C. TAPLIN.—No duty on machines into England. On the Continent duty is sometimes charged but returnable on same goods being taken out of country by the one entering same and who paid duty.

MISS WILLIAMS and Miss Oakes will probably ride a match race in Omaha during the present month.

MACON, GA., will hold a tournament in October. Particulars of which will appear in an early issue of this paper.

LEAGUE MEET NOTES.

CHIEF CONSUL MOTT was in Hagerstown last week, helping to arrange the programme. The morning of July 2d will be devoted to the business meeting, which will be followed by a moonlight excursion to Pen Mar, by wheel and by rail, where supper will be served. On July 3d a run will be made skirting the battlefield of South Mountain, which lies eastward from Hagerstown, then following the line of the Confederate retreat through Boonsboro to Antietam battlefield, which lies in a southern direction from Hagerstown. Here the visitors will be shown by a party over the battlefield and then through the National Cemetery. The return to Hagerstown will be over a different route. After supper each man will be furnished with a towel and fireworks. A six-mile run will bring the party to Williamsport on the Potomac River, where bonfires will be lit and an enjoyable swim by the boys. Another supply of fireworks for the return trip to Hagerstown will be given after the bath. A parade on the morning of the Fourth will be made through the city over streets, which are substantial turnpikes and surpass those of Washington.

Parade will be dismissed in a grove where numerous lime-stone springs shoot forth and here refreshments will be served.

The races will take place in the afternoon, and will consist of one mile bicycle, one mile tricycle and one mile safety.

At night there will be a grand national open-air smoker in a beautiful grove, where a grand concert will be given by a military band. A thoroughly unique entertainment for a fourth day, and a number of smaller events which will be at the hotels will be added to the programme.

Chief Consul Updegraff has engaged rooms at the Hamilton House for President Luscomb and other officers of the national body. This house will be the League headquarters. Fifty rooms

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

and a parlor have been engaged by the Maryland Club at the same hotel.

One of the clubs of Baltimore is making arrangements to camp out at Hagerstown from June 29 to the night of July 4th.

As the meet is to last 3 or 4 days from July 2d, it is suggested that the entire week be included in the period of bicycle festivities and that the meet be turned into an encampment of wheelmen. The visitors would not be so crowded in the hotels if this plan would be accepted. The Hagerstown Fair Grounds could be secured for the camp, and many tents thrown up by different clubs would be a novel and pretty way of carrying out the League meet, and such a plan would not be so expensive.

The large female seminary has been rented and will be run as a summer hotel, which, with a few of the principal boarding houses, will furnish ample accommodations for 3000 visitors.

The register used in Baltimore last year has been sent to Hagerstown, for use at the coming meet.

THE TALE OF A SKULL.

A STORY OF THE QUATIER LATIN OF PARIS.

In Three Chapters.

By Jas. Purvis-Bruce.

(Continued.)

CHAPTER II.

I had not been in bed long, before I was greatly surprised to hear in the room a peculiar tapping sound, which I could not account for.

It did not come from the door. It came from the corner where my travelling boxes were piled. It was the strangest sound I have ever heard. I sat up with my hands behind me, and thus supported, listened. My lamp was only half turned down, as I often read or wrote when I woke up in the middle of a restless night, and so I could see all over the room with comparative clearness.

Presently, with a creak, the lid of my hat box opened, and a head appeared. I was benumbed with horror.

My tongue seemed paralyzed, and I sat like one spell-bound. I was a perfect skeptic on the ghost question, and when quite a little boy I had stayed out all night on a flat tombstone in the village churchyard, at home, just to prove to them that I had no belief in visitants or ghosts from another world. In the churchyard there was a newly-dug grave on my right hand, and the especially notorious grave of a shoemaker on my left, who had cut his wife's throat from ear to ear. This grave was said to be haunted (especially at the hour of twelve) by the shoemaker's wife, who appeared with her gaping wound exposed to view and her white finger pointing to the grave of her husband, who had once sworn "to love and cherish her." The village clock had struck its twelve long strokes, and the last one had died away.

I waited and no ghost appeared. I was not frightened, but sat through the whole long night on the cold, damp stone beneath me.

Next day I appeared in the village unscathed. After that the boys and old women of the village considered me wonderfully brave.

But to-night I *actually saw something*. The head came out of the hat box. Not the head of a skull, but the head of the most beautiful young woman I had ever seen. Slowly, from out of that box, rose the head, then the bust appeared, and finally the whole figure, and without any apparent locomotive power it had moved ten feet from the corner, and was now not twelve inches from my palpitating breast.

Laying a finger, which was icy chill on my shoulder, the figure remained motionless. The face was sad and white, as is the face of the dead. Long masses of blue-black hair fell over a full throat and a throbbing bosom; the hands were small and delicate, and on one finger glistened a most peculiar ring, which at once rivetted my attention.

It was a cat's eye of small size, surrounded with pearls.

As I said before, and as the reader will readily imagine, I was too horribly frightened to move. I was not, could not, be dreaming, had not yet fallen asleep. Was I suffering from phantasia? No. Presently the apparition spoke: "You are to be the avenger of my death. You see this ring?" pointing to the one I have just described, and which had attracted my attention by its glowing so deep and luminous in the half-lighted room.

I saw the ring true enough, but there was no power of speech in my lips.

"Henry Lawson Bouverie," the apparition said, "wears in substance what you see here in shadow. When you see this ring again, you will know my murderer. Tell him you have seen Marie Fouchette."

In vain I tried to gain control over my senses; in vain I tried to shout to my friend downstairs. I could have wakened all Paris that night, if I could only have found tongue. Suddenly I was alone! The figure had vanished. For some time I was so unnerved that I could not move, and my teeth chattered as in ague.

Presently, with a bound, I reached the lamp, and turned it on as full as the screw would permit.

There was my hat box as I had left it—shut—with the strap buckled, fastening the top and bottom securely together. Where had the apparition gone.

There was no sleep for me that night, and I built up the fire, and pulling on my dressing gown, I smoked until the workmen's feet could be heard outside pattering on the stone pavement beneath my window, as they hurried to their daily toil.

(To be continued.)

CHICAGO TOURNAMENT.

Everything is in great trim for the Chicago Tournament and the list of entries printed below gives great promise for good sport. Every effort will be made by the local wheelmen to meet as many of the visitors as possible. The exhibition of machines will be fine, as every manufacturer and importer will be represented. All now needed is the public patronage and if we read the signs aright the Chicago public will flock to the building and pour shekels into the pockets of the management. For information of any kind visitors should apply at the headquarters of the Tournament management—The Palmer House.

ENTRIES.

One-Mile Handicap—Bryson Burroughs, Percy Stone, C. C. Peabody, Will Pixley, George Beard, Lew Flesher, Frank Seitken, H. L. Kingsland, W. D. Sherriff, R. H. Goodrich, C. J. Guthrie, Alfred Barrett, O. Wimmerstedt, A. M. Luce, F. E. Spooner, F. Bodach, F. H. Tuttle, H. S. Evans, A. W. Harris, R. Richardson, O. D. Richardson, T. T. Roe, H. G. Perry, W. H. Arthur, W. S. Farrant, J. C. Harrington, H. E. Loveday, F. Riggs, Geo. Thorne, J. R. Black, H. A. Kohler, J. Thiele, A. L. A. Wallace.

One-Mile 3 minute class—W. D. Sherriff, Geo. Beard, Lew Flesher, Frank Seitken, Albert Kuehuel, Frank Riggs, F. E. Spooner, F. H. Tuttle, O. Wimmerstedt, H. F. Beckman, H. E. Loveday.

One-Mile flying start—H. L. Kingland, Bryson Burroughs, Geo. Beard, Lew Flesher, Frank Seitken, Percy Stone, A. L. A. Wallace, H. E. Loveday, T. T. Roe, F. E. Spooner.

Five-Mile Handicap—Same as 3 miles, except Bodach, Loveday and Thorne.

Ten-Miles scratch—A. E. Lumsden, T. T. Roe, F. E. Spooner, C. C. Peabody, Geo. Beard, Lew Flesher, H. L. Kingland, Bryson Burroughs, Bert Myers, Percy Stone, F. Seifken.

Quarter-Mile scratch—O. Wimmerstedt, F. E. Spooner, Geo. P. Washburn, H. F. Beckman, T. T. Roe, H. E. Loveday, Frank Riggs, H. A. Kohler, Alfred Barrett, Percy Stone, Geo. Beard, Frank Seifken, Lew Flesher, W. D. Sherriff, H. L. Kingland, Bryson Burroughs.

Three-mile team race—Chicago, Illinois, Lincoln and Douglas Clubs, Chicago; and Omaha B. C.

Club drill—Illinois C. C., Douglas C. C.

One-mile road safeties—Bryson Burroughs, Bert Myers, H. L. Kingsland, John Mason, A. L. A. Wallace, George Beard, Frank Seifken and Lew Flesher.

Three-mile handicap—Percy Stone, Alfred Barrett, Lew Flesher, Geo. Beard, Frank Seifken, Will Pixley, H. L. Kingsland, W. D. Sherriff, Bryson Burroughs, Bert Myers, C. C. Peabody, O. Wimmerstedt, A. M. Luce, F. E. Spooner, F. Bodach, F. H. Tuttle, H. S. Evans, T. T. Roe, H. E. Loveday, Geo. A. Thorne, J. R. Black, A. Kuehuel, A. L. A. Wallace.

Two-mile, 6,20 class—Will Pixley, Lew Flesher, Frank Seifken, Geo. Beard, Bert Myers, W. D. Sherriff, Albert Kuehuel, G. A. Thorne, Frank Riggs, H. E. Loveday, T. T. Roe, H. F. Beckman, F. H. Tuttle, F. E. Spooner, O. Wimmerstedt.

Two-mile safety—John Mason, G. P. Wintermute, E. L. Thornton, Percy Stone, Frank Seifken, Lew Flesher, Geo. Beard, H. L. Kingsland, W. D. Sherriff.

Two-mile, L. A. W. members—F. E. Spooner, A. M. Luce, F. Bodach, O. Wimmerstedt, F. H. Tuttle, H. S. Evans, T. T. Roe, H. E. Loveday, H. A. Kohler, F. L. Chase, Jr., Percy Stone, Bryson Burroughs, H. L. Kingsland, W. D. Sherriff, Geo. Beard, Lew Flesher and Frank Seifken.

Two-mile tandem—H. L. Kingsland and T. T. Roe.

One-mile, boys under 17—R. Richardson, O. D. Richardson, Jas. Levy.

One-mile, ride and run—Bert Myers, H. L. Kingsland, Geo. Beard, Lew Flesher, Frank Seifken, Percy Stone, T. T. Roe, Frank Riggs, E. L. Thornton.

Two-mile handicap—Bryson Burroughs, W. D. Sherriff, Will Pixley, Geo. Beard, Lew Flesher, Frank Seifken, W. D. Sherriff, Percy Stone, C. C. Peabody, Alfred Barrett, A. M. Luce, O. Wimmerstedt, F. H. Tuttle, H. S. Evans, T. T. Roe, H. E. Loveday, Geo. Thorne, J. R. Black, A. Kuehuel, H. L. Kingsland.

One-mile safety—Percy Stone, H. L. Kingsland, Geo. Beard, Lew Flesher, Frank Seifken, F. E. Spooner, John Mason, O. D. Richardson, T. T. Roe, G. P. Wintermute, John Thiele, E. L. Thornton, A. M. Harris.

One-mile, local—O. Wimmerstedt, A. M. Luce, F. E. Spooner, Frank Bodach, F. H. Tuttle, O. D. Richardson, H. E. Loveday, F. Riggs, Geo. A. Thorne, J. M. Crennan, C. T. Guthrie, Albert Kuehuel, H. A. Kohler, A. L. A. Wallace, F. L. Chase, Jr.

One-mile, boys under 16—Will Pixley, Omaha; R. Richardson and Jas. Levy, Chicago.

One-mile scratch—Percy Stone, Geo. Beard, Lew Flesher, Frank Seifken, H. L. Kingsland, Bryson Burroughs, W. D. Sherriff, T. T. Roe and A. M. Luce.

One-mile, novices—F. H. Tuttle, H. F. Beckman, W. H. Arthur, L. M. Cope, W. S. Farrant, H. E. Loveday, Albert Kuehuel, H. A. Kohler, A. L. A. Wallace, F. L. Chase, Jr., and R. G. Goodrich.

One-mile (men who have never raced before)—F. H. Tuttle, H. F. Beckman, R. H. Goodrich, W. H. Arthur, L. M. Cope, W. S. Farrant, H. E. Loveday, P. K. Tyng, C. J. Guthrie, J. R. Black, A. Kuehuel, A. L. A. Wallace and F. L. Chase, Jr.

PROVIDENCE TOURNEY.

Whatever the Providence men do they do well, and so the treat prepared for the lover of out-door sports by the Rhode Island Wheelmen for May 30th, will no doubt, score a success from both a financial and sportsman's view. This week we present a list of events and prizes. We will give further particulars next week and the week after.

One-mile handicap—1st prize, gold medal; 2d prize, entire jersey suit from Whitten & Co.; 3rd prize, billard cue from Brunswick Balk Co.

One-mile safety handicap—1st prize, gold medal; 2d prize, Smith & Wesson revolver; 3rd prize, pair kangaroo bicycle shoes.

One-mile team race—prize, a fine silver cup.

One-mile tandem safety—1st prize, 2 extra fine merschaum pipes; 2d prize, 2 silver headed canes.

One-mile State safety championship—1st prize, gold medal from Coventry Machinists' Co.; 2d prize, lantern from Clark Cycle Co.

Two-mile Nat'l L. A. W. championship—prize, gold medal.

Three-mile championship of State—1st prize, gold medal from Campbello Co.; 2d prize, World Type Writer.

One-mile (open) bicycle—1st prize, gold medal from H. B. Smith Machine Co.; 2d prize, Butcher cyclometer from Singer & Co.; 3d prize, pair Kingston Jersey breeches.

Two-mile safety (open)—1st prize, Kodak Camera; 2d prize, Victor Cyclometer from Overman Wheel Co.; 3d prize, Pongee silk shirt.

One-mile tandem safety handicap—1st prize, 2 Leather cased toilet set; 2d prize, 2 pairs Lemair opera glasses.

One-mile novice—1st prize, silver cup from Pope Mfg. Co,; 2d prize, seal ring; 3d prize, "Pigs in Clover" (solid silver charm; 4th prize, Oklahoma house lot (if you can get it.)

See advertisement on page 44 and for further particulars and entry blank apply to C. J. Campbell, Box 266, Providence, R. I.

PENNSYLVANIA MEMBERS ATTENTION.

To Pennsylvania Division: The Committee on Rights and Privileges will assist gratis in any case of oppression or trespass upon wheel privileges—especially in those where the road hog may be the defendant. Address the nearest member. In addition, the Chairman offers his legal services, free, wherever possible.

Samuel A. Boyle,
Chairman, Assistant District Attorney Philadelphia,
John J. Van Nort,
542 Lackawana street, Scranton, Pa.,
D. K. Trimmer,
Philadelphia, May 1, 1889. York, Pa.

A BRILLIANT SUCCESS.

ST. LOUIS NOCTURNAL BICYCLE PARADE.

The nocturnal parade of the cyclists of St. Louis came off duly, as announced, on the evening of April 30, and was an unqualified success. The order of formation was: Mounted police; A. K. Stewart, pacemaker; Vollrath's band in band wagon; Grand Marshal, Geo. H. Lucas, and aids, Edw. Stettinius, C. H. Vickers, R. E. Lee, and Robt. Holm; Missouri Bicycle Club demon squad, numbering sixteen men, under command of Lieutenant J. H. Lewis; Missouri Bicycle Club, A. M. Lewis, Captain; St. Louis Cycle Club, E. N. Sanders, Captain; unattached, Captain C. H. Stone, Lieutenants, H. W. Belding, H. S. Todd and M. H. Hanley. Fully 275 men took part in the parade, which started from 19 and Pine, and covered the principal asphaltum and wood block streets, in the presence of thousands of spectators, and on all sides could be heard words of admiration. As announced in my previous letter, the $400 voted by the Citizens' Committee, through the efforts of Mr. George B. Thomson, made the parade possible, and when it is considered that the wheelmen only had one brief week to make all preparations, the successful termination of the affair passed all sanguine expectations. Some of the wheelmen were content to exhaust their ingenuity in providing decoration for their wheels. The majority, however, went further, and clad themselves in handsome and fantastic habiliments. Pacemaker A. K. Stewart was clad in the garb of a gentleman of colonial days, and looked every inch of the character. Grand Marshal Geo. H. Lucas followed next, representing the revered Washington. Then came six riders abreast, each carrying torches of red fire; then the Missouri's demon squad, attired in full red costume lit up by dozens of red fire torches. Captain Lewis had one of the prettiest designs in the parade, which consisted of a large Japanese umbrella fastened to the head of his bike, which was adorned with small lanterns in all colors, very pleasing to the eye. Then followed the gaily decorated wheels of the Missouris, and riders arrayed as continentals, Indians and animals. These were followed by special designs, really too numerous to itemize.

The most unique float was a safety, ridden by an unattached wheelman, having a ship rigged out over it, beautifully festooned and decorated. The Cycle Club had a number of the prettiest designs and costumed squads in the parade.

The success of the parade is due entirely to the untiring efforts of Grand Marshal Lucas, assisted by his aids, the officers of the various divisions. As a fitting finale a banquet is being arranged for Saturday night, to which all the participants in the parade will be invited. Mr. Geo. B. Thomson, in conversation with your correspondent stated: "The wheelmen have now twice shown what they can do in the way of a novel parade, and I shall certainly use my best endeavor to make this illuminated bicycle parade a feature of our fall festivities hereafter, and will see that a sum of money sufficient to pay expenses is set aside for you." Every rider had wire fixtures for the head, backbone and pedals of his machine, and lanterns *ad libitum* furnished him, and in special cases more elaborate gas pipe fixtures for holding lanterns were furnished. Over 2000 lanterns were used in the parade and the effect was grand.

Linneus

AN ASSAULT AND A QUICK SETTLEMENT.

E. McKinney and A. H. Knapp, two teachers of Morristown, Pa., while cycling on the road between that place and Bersburg, were run down by a drunken man named Tom Scullins, who was driving a team. The horse struck the wheel of Prof. Knapp, and put his foot through the spokes of the wheel, the horse, wheel, and Knapp all falling in a heap on the road. The left leg of Knapp was badly bruised, but no bones were broken. The machine was considerably damaged. The drunken Scullins then made an assault on McKinney, after which the latter rode to Blossburgh, arriving ahead of Scullins, procured a warrant and had Scullins arrested. The affair cost Mr. Scullins about $30 cold, cold cash, a pleasant and practical warning to the road hog.

OMAHA WHEEL CLUB.

The reception given by the outgoing officers of the Omaha Wheel Club proved to be a very elaborate affair. One hundred invitations were sent out, and sixty-eight gentlemen responded. The music was furnished by five gentlemen of the Apollo Club and the refreshments were served by the well-know caterer, Mr. Balduff.

Mr. E. B. Smith and Dr. Conner did the honors for the evening, and Perry Badollet, assisted by Ed. Lytle received the guests.

The evening was spent with music and recitations, and when the pary broke up, in the "wee sma' hours" of the morning, everybody left the club rooms with wishes for the prosperity of the Omaha Wheel Club.

Jim.

CHICAGO CYCLERS NOTICE.

Dear Sir—We, as a self-appointed committee from the Lincoln Cycling Club, take pleasure in making this announcement to riders in regard to riding in Lincoln Park. The following letter explains itself:

Messrs. J. W. Gerould and C. P. Whitney, Committee:

Gents—At a meeting of the Commissioners of Lincoln Park, held on the 23d inst., your communication relative to bicycle riding in the Park after 8 P. M., was considered, and the following order entered:

It is hereby ordered that bicycle riding will be permitted on the Lake Shore Drive and Pullerton avenue, after 8 P. M., subject to the rules of the Board, and to such as may be from time to time prescribed. Respectfully, E. S. Taylor, Secretary.

The following rules are now in force in Lincoln Park, with reference to the use of bicycles:

Riders shall not be permitted to pass along the drives in a body, not more than two abreast.

No riding shall be permitted at a rate faster than six miles per hour.

No bicycle will be allowed in the Park after 8 P. M. without a lantern.

The Commissioners are very friendly toward cyclers, and are willing to do anything that is reasonable and for general good, but they make a special request that the rules in force be strictly adhered to, and we would urge all riders not to violate any of the rules, and also to assist the managers of the Park in enforcing the rules.

It is understood that if any of the privileges granted riders are abused, the order allowing riders in the Park after 8 P. M. is liable to be rescinded. Respectfully, F. W. Gerould,
C. P. Whitney,
Committee.

Chicago, April 26th, 1889.

WILL SOME ONE GIVE THE INFORMATION?

Editor Bicycling World: Please let us know the best route from Cincinnati to Cleveland, Ohio, and the distances between the main points. Please answer in your next edition of the World.

Yours fraternally, E. H. Gierach.

THE GREAT 25-MILE HANDICAP ROAD RACE

The arrangements for the 25-mile handicap road race, over the Irvington-Milburn course on next Decoration Day are almost completed, and all things point to a big success. The committee in charge consist of the following gentlemen: A. B. Barkman, Chairman, W. H. DeGraff, M. L. Bridgeman, W. S. Fuller, J. McFadden, W. H. Halpin, and F. P. Prial, Secretary. The handicapping will be done by F. P. Prial, J. C. Wetmore and A. B. Barkman. Geo. R. Bidwell will be referee, and the other officers will be selected later. A large room has been secured at the Hilton Hotel, for the exclusive use of the contestants and their attendants.

The prizes, which will be on exhibition at Spalding's, 241 Broadway, New York, by about May 10, will be as follows:

Victor bicycle, value $135; gold watch, value $80; Kodak Camera, value $25; gold-plaited M. & H. double action revolver and case, value $30; Waterbury Camera, value $25; two silver-handle umbrellas; handsome clock and several minor prizes. Special medals awarded to contestants making the best time in handicap. Respective value of these medals, $40 and $35.

The rules which have been carefully drawn up to govern the race provide, among other things, that the contestants must be amateurs and the right to reject entries is reserved. The duties of the officers are defined, and are similar to the duties as specified in all racing rules.

The duties of the Clerks of the Course is to place the men at the proper mark of their respective handicaps. Each competitor will be numbered. The start shall be made from a standstill, by push off, and no call back will be allowed under any circumstances after the leading men have started. Any competitor who is not on his mark and ready to start promptly on time will be placed with the first group starting after his arrival. Any competitor failing to finish race within two hours after the start shall not be entitled to a position. Competitors must be properly attired.

"The rules of the road" will govern contestants in pursuing each other, and a violation of these rules will disqualify. No side path riding will be allowed. Contestants may change machines during the race, but contestants will not be allowed to progress unaccompanied by some machine. Claims of foul riding to be made to judges or umpires, and shall be decided by referee. No pace making allowed.

The race will be started May 30, at 11 A. M., *sharp, rain* or *shine*. For entry blanks and further particulars address, A. B. Barkman, 241 Broadway, New York City.

MASSACHUSETTS DIVISION UNION RUN.

The next Union Run will be to South Natick on Sunday, May 19. Dinner will be obtained at Bailey's Hotel at 1; price, 75 cents. The return trip will be made together, at an easy pace.

You and your club are earnestly requested to co-operate and make the run as successful as was the last.

Please notify the committee at once how many will attend.

Capt. A. W. Robinson,
Capt. C. Cubberly,
Capt. A. P. Benson,
Committee.

33 Winter street, Boston.

RACING AT OMAHA.

The great six-day (three hours) amateur race, at the Coliseum, ended Saturday, April 27, and can safely be called the greatest success of any race ever held in this part of the country.

Out of sixteen entries ten started, and up to Wednesday night, nobody could tell who would come out ahead.

The prizes are first, a $140 bicycle of *any* make to suit the winner; second, a $60 gold medal; third, a $45 gold medal; fourth, a $35 gold medal; fifth, a $25 gold medal; and every man making 275 miles or more, a special prize of a $10 medal.

Frank Seifken was taken sick Tuesday night, and lost a mile, but like a little man, came to the scratch Wednesday, and after two hours of hard riding withdrew from the race, after having completed 123 miles.

The "ladies' favorite and the pride of the wheeling fraternity," Frank T. Mittauer, had to succumb to a sprained ankle on Wednesday night, after his 129th mile. His friends had been warning him to keep out of the race, but his love for racing wouldn't allow him to stay back while some of his old-time rivals were riding, and regardless of his sprain, started. He was a favorite in betting while he rode, and it is safe to say that some of the boys will go without a new spring overcoat on his account.

The Ramblers' Club is showing up excellent, having five men in the race, and the boys are getting up a good reputation as racing men.

The first mile on Wednesday night was made in 2 minutes 58 3-5 seconds, the fastest mile yet made on the Coliseum track.

The score of those who finished is as follows:

1. Beard,	301	5
2. Peabody,	301	4
3. Hutchins,	301	4
4. Flescher,	301	2
5. Tagger,	299	9
6. Kostman,	293	4
7. Francisco,	276	

The result of the six days' woman's race (4 hours a day) finished Saturday, 4 May, is as follows:

	Miles.	Laps.
Woods,	354	7
Oakes,	354	6
Baldwin,	354	5
Brown,	353	6
Lewis,	351	5
Armaindo,	266	0
Williams,	149	7

Miss Woods will get 22 per cent. Miss Oakes 18, Miss Baldwin 16, Miss Brown 14, Miss Lewis 12 and Armaindo 10 per cent. of the gate money.

A CHALLENGE FROM MERIDEN, CONN.

As somebody takes exception to our being the wheeling hub of the State. Let all such produce a better team for a road race, or on the track, at hill climbing, or entertaining. What is the matter with our Canary, who we are expecting home this week from abroad, while there is Miller and Ives modestly waiting to hear from any one.

Success to the ladies, all who help to elevate and refine the health giving recreation of wheeling. A young lady here promises soon to help Miss Grey, in her kindly efforts to entertain, through the columns of the World. J. F. I.

April 23d, 1889.

The Bay City Wheelmen, of San Francisco, gave a very successful hop at Odd Fellows' Hall, on the 26th of April.

We call the attention of our readers to the advertisement of the Strong & Green Cycle Co., in another column. This enterprising firm has secured the sole United States Agency for the Quadrant safeties. The Quadrant Tricycle Co., of Birmingham, have for years enjoyed a splendid reputation for turning out the highest grade of cycles, and they were the first manufacturers to place a large steering wheel on their tricycles. This is the first year that they have placed a line of safeties on the market, but this machine, as was the case with their tricycles, has proved itself an unqualified success from the start. Their No. 17 safety for men is scientifically braced, and therefore very rigid, and, although it weighs only 43 pounds, with 7-8 tires, it is guaranteed to carry a 200-pound man. Their No. 18 lady's machine is so scientifically braced at the neck that it is strong enough to carry a 150-pound man without the use of a detachable brace rod. The wire dress guard on this machine is extremely light, neat and most effective. The Quadrant machines are guaranteed to be made throughout of the very best quality of forged steel, and to be perfect in material and workmanship. Send to Strong & Green Cycle Co., for a Quadrant catalogue.

We have not yet seen the champion bicycle rider of Samoa, nor yet the fast 'un of Oklahoma, but we verily expect to have the pleasure of meeting them soon.

L. H. Johnson may be said to have an advertisement in this week's issue that throws light on certain subjects.

We would call attention to the special facilities of the Clinton Cycle Co., Clinton, Mass., for repair work. Light expenses make low prices possible, for first-class work. They also handle second-hand wheels, and represent the most reliable makes of bicycles and safeties, and invite correspondence.

Howard A. Smith & Co., Newark, N. J., are supplying the entire trade with graphite for safeties and ball bearings.

One of the handsomest and costliest advertisements in the cycling line yet issued, is the Columbia statuette of Thomas Stevens, being presented by the Pope Mfg. Co. to its agents and the bicycle clubs of the country. It is a work of art that would be an ornament anywhere.

Howard A. Smith & Co., Newark, N. J., have put on an improved catch on their hose supporters, which is pronounced by old riders to be the best yet.

The C. U. of Long Island is reported as being in a flourishing condition.

Trainer Corcoran writes from New Haven that the Yale men have to train for cycle racing events under difficulties, as the track is two miles from headquarters, and is so situated that it gets the full sweep of the wind. "It makes it hard work for the men," writes Mr. C., "and if Harvard or any other college had to contend against these difficulties, I doubt if cycle racing would be popular with them. I have a couple of men that will be heard from during the coming season."

W. S. Doane climbed Corey Hill last week Wednesday, on a Singer safety, geared to 54 inches. There was a strong head wind blowing at the time of the ascent, and the surface of the hill was in poor condition.

We can imagine we see Purvis-Bruce laugh if he happens to notice a paragraph from one "Lytate," from Alabama, in last week's *Wheel*. Possibly Bruce is more of a Southerner at heart than this correspondent, though he may be courageous enough to tell the truth as it really is. Whenever "Lytate" writes as well as "Jack" we shall mention the fact in our first editorial column.

The early closing movement this season promises to be almost universal, hardly a store of any standing in the large cities throughout the country remaining open Saturday afternoon, and the great majority of them closing at 5 o'clock on the other week days. To aid in furthering this movement the Pope Mfg. Co., of Boston, has issued a handsome lithographic announcement card which gives the hours of closing, and is convenient to hang in window or door. These cards are sent free upon application.

J. Purvis-Bruce (Jack), has given us the light of his countenance for the past week, and we must say we enjoyed the Bonny Scot's bright companionship to the fullest bent. But alas! the "laddie" has gone now, and

"When musing on companions gone,
We doubly feel ourselves alone."

Good old "Jack." We are now pleased to announce that he has accepted a position with the White Flyer Co., of Westboro, Mass., and will travel for that concern during the coming season. We must congratulate the White Co. in securing the services of such a wide awake, hustling fellow as Purvis-Bruce; he is a man who will not allow grass to grow under his feet, neither will he allow matters to go by default for want of attention. Bruce has not got a lazy bone in his body, and we predict that the campaign he is about to inaugurate will not be one of "innocuous desuetude." We wish him luck in his new departure.

Miss Alice Wood, of Northboro, Mass., has purchased of Lincoln & Holland this year, a Singer safety, specially built for her riding, and has learned to ride it in a most excellent manner. As she is the only lady who rides the safety bicycle in Worcester County, the fact is worthy of mention.

The Capital Cycle Co., of Washington, D. C., sends us a copy of their "Art Calendar," and as the beautiful specimens of the artists skill lay before us, we do not doubt but that the supply, no matter how large, will be soon exhausted. The calendar consists of twelve tinted card leaves, on which are reproductions of original sketches by Francios Noije, each one appropriate to the month illustrated. It is a gem of its kind, and those who are lucky enough to secure one are to be congratulated.

Howard A. Smith & Co., Newark, N. J., report immense returns from their advertisement of second-hand machines in the Bicycling World.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market—Safeties included. We constantly carry 300 to 400 wheels, including many rare bargains in **Second-Hand and Shop Worn Cycles.** Send for latest List and Catalogue describing every American make and many novelties in Sundries. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.



'CYCLES ON EASY PAYMENTS,

With no extra charge except 8 per cent. interest. Victors, Springfield Roadsters, Columbias, Champions, Rivals, Stars, Ramblers, Warwicks, Ottos, and ALL other makes. Prices on all wheels guaranteed as low as the lowest. Low rates by fast freight and express—13 railroads. Best makes boys' wheels cheap. Send for 100 Illus. Cata. with full particulars. Repairing and Nickeling.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.

NARRAGANSETT PARK

PROVIDENCE.

GRAND BICYCLE

AND

Athletic Tournament,

DECORATION DAY,

MAY 30, 1889.

AT 1 O'CLOCK, P. M.

The Bicycle Events will be as follows:

2 Mile L. A. W. National Championship.
3 " State Bicycle Championship (open).
1 " State Safety Championship, L. A. W.
1 " Team race (open).
1 " Novice.
2 " Open Safety.
1 " Open Bicycle.
1 " Handicap Bicycle.
1 " Safety handicap.
1 " Tandem Safety open.
2 " Tandem Safety handicap.

The other Athletic Games will be announced later on.

The events will be run off in a different order to suit the entries. So it will be for your advantage to enter early, if you are going to enter more than one event. It would be a good idea for all racing men to look up the League rules in Jan. 25, 1889 number of BI. WORLD, as we shall keep close to them.

Entrance fee $1.00 for each event.

Fees must positively accompany entries, to be sent to

C. J. CAMPBELL,

(Box 266)

Providence, - - - - R. I.

General admission to grounds, 35 cents.

Grand stand seats from 3000 to 4000, 10 cents and 25 cents extra.

The prizes will be medals for the first prizes, and valuable prizes for second and third.

The Bicycle races do not commence until 2 P. M.

Handicap races close May 23; other events May 27, 1889.

BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

PRIZE MEDALS,

Badges, Emblems & Pins

Made to Order.

J. HARRIOTT,

3 Winter Street, Boston.

Take Elevator.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

Kansas Division Annual Meet.

The annual meet of the Kansas Division of L. A. W. will be held at Ottawa, Kansas, June 5th and 6th, 1889. In view of the fact that two L. A. W. championships have been assigned to this Division to be run at that time, a special interest attaches to the occasion. Let all Kansas members bear this in mind and do everything in their power to make this meet memorable.

Chief Consul, W. C. BRADLEY,
Sec.-Treas., OTTO H. WULFEKUHLER,
Vice Consul, CHAS. S. DAVIS,
Representative, WM. TAYLOR,
Board of Officers.

Virginia.

To the Virginia Division, L. A. W.

The resignation of Chief Consul J. C. Carroll is hereby accepted, and Mr. Ira B. White of Norfolk, Virginia, is appointed Chief Consul in his place.

Chief Consul White will take office immediately.

Yours fraternally, CHARLES H. LUSCOMB,
President L. A. W.

280 Broadway, N. Y., May 6, 1889.

Massachusetts Hotel.

The City Hotel, Taunton, Mass., is hereby appointed a League Hotel for Taunton. Rates to L. A. W. members only, $2.00 per day. Fraternally,

W. H. EMERY, Chief Consul.

Boston, April 30, 1889.

Kansas Members, Attention!

The following State championship races for 1889, have been assigned to the Ottawa Wheelmen and will be run at Ottawa, June 5th and 6th next: 1-2 mile bicycle; 1 mile bicycle; 5 mile bicycle.

A. JOS. HENLEY, Chairman Racing Board.

Century Run.

For information of parties who intend to join the "Century Run" to Philadelphia, June 8th. The following rates have been secured at the following Hotels.

Continental—Lodging and two meals, $2.00; 3 meals, $2.25.

Colonnade—per day, $2.50.

For further information apply to Mr. J. R. Lincoln Edwards, South End Wheelmen, Philadelphia.

Very truly yours, GEO. A. JESSUP.

Rhode Island.

It is with sincere regret that I announce the resignation of Mr. Howard L. Perkins as Vice Consul of the R. I. Division L. A. W. Mr. Perkins, as one of the organizers of our Division, has long been identified with wheeling interests in our State, and the loss of his advice and active work, as Vice Consul, will be felt by his former associates in office. I am pleased to state that the retirement was caused by business pressure, and he retains his interest in the success of our Division and the League. Fraternally,

CHAS. S. DAVOL, Rhode Island Chief Consul.

Warren, R. I., May 5, 1889.

Championships.

The one mile bicycle; one mile safety bicycle and one mile tricycle L. A. W. championships, are awarded the Maryland Division, to be contested at the League meet at Hagerstown, on July 2, 3 and 4.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Fred Russ Cook, 415 Market st., San Francisco, Cal., is appointed Official Handicapper for District, No. 14, comprising States of California and Nevada.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Michigan Division.

Board of Officers meeting at Detroit, April 27, 1889.

Meeting called to order by Chief Consul Richmond. Present, A. B. Richmond, C. C., Grand Rapids; C. A. Conover, Sec.-Treas., Coldwater.

Representatives, J. E. Beal, Ann Arbor, H. M. Snow and C. H. Smith, Detroit; E. M. Moour, Grand Rapids; W. H. Hayden, Tecumseh and J. H. Johnson, ex-Chief Consul, Detroit.

Minutes of last meeting read and approved.

The Chief Consul reported that everything appeared in good shape for beginning the year.

The Sec.-Treas. reported as follows: Cash balance received from ex Sec.-Treas. $13.25, from committee on League Relief Fund $27.07, other sources $40.00; total $80.32. Disbursements $8.07. Balance in hands of Secretary-Treasurer to date $72.25.

Statements from Secretary Bassett were read showing balance due Division for applications $48.25. Supplies etc., $3.25, 15 cents per capita assessment on 357 members $53.55 leaving the balance due the League, $8.55. No assessment will be made now on the members individually as the League has been settled with for a sum satisfactory to them, we hope. In view of this fact, it was decided that the money already collected by the Committee should be turned into the treasury as resources.

On motion, the Chief Consul was authorized to appoint a committee to draft and report a new Constitution and By-laws to conform to those of the League.

The Chief Consul reported that the matter of a driver running over a wheelman at Grand Rapids had been satisfactorily settled.

Communications from St. John, Jackson and East Saginaw were read, all stating that they did not care to entertain the Division Meet this year.

A Tour meet of several days duration, ending at Detroit, was suggested and discussed, finally it was decided that the Chief Consul, Secretary-Treasurer and one to be appointed, should settle time and place of next meet.

The Chief Consul was given authority to go to an expense not exceeding $15.00 for printing a supplement to the Road Book. He was also authorized to employ a stenographer for Division matters whenever he deemed it proper and necessary.

On motion the Chief Consul and Secretary-Treasurer were directed to prepare a circular and forward a copy to each Consul in the State, urging them to work and use their influence with members of the Legislature from their respective districts, to secure the passage of the Louden House Bill No. 534, relative to new laws for the improvement of Highways.

The question of League Hotel for Detroit was discussed.

No further business appearing, Board adjourned subject to call of Chief Consul. C. A. CONOVER,
Secretary-Treasurer.

Illinois Hotels.

The "European Hotel" is appointed the League Hotel for Kankakee. Rates $1.50 per day, regular rate, $2.00.

"Garden City House," Evanston ave., and Grace st., the League Hotel for Lake View. Meals, 35 cents.

Local Consuls will greatly assist in the League Hotel System by recommending hotels for their respective towns. Fraternally, W. A. DAVIS, C. C.

May 3rd, 1889.

New League Clubs.

216—The Capital City Cycle Club, of Phoenix, Arizona, has qualified as a League Club and is numbered 216. Organized, March 28, 1889. President, H. F. Robinson; Secretary-Treasurer, W. L. Phinney.

217—The Lansing Bicycle Club of Lansing, Mich., has qualified as a League Club and is numbered 217. Organized, April 23, 1889. R. B. Ransom, Sec.

218—The Oil City Wheelmen of Oil City, Pa., have qualified as a League Club and take the number 218. Ed. Goodwin, Sec.

219—The Trenton Wheelmen, of Trenton, N. J., has qualified as a League Club and is numbered 219. Organized Nov. 3, 1887. President, Gardiner H. Cain; Secretary, Harvey F. Whitehead; Treasurer, J. M. Coward.

220—The Brownsville Cycle Club, of Brownsville, Pa. has qualified as a League Club and is numbered 220. Organized March 18, 1887. President, W. A. Coburn; Secretary, Thos. G. Gimmert.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 188—Total 153.

BOSTON, May 10, 1889.

CALIFORNIA DIVISION—1.

Unattached.

22056 Cutler, T. B., Eureka

CONNECTICUT DIVISION—5.

Bridgeport Wheel Club.

22014 Prentice, Geo. G., 416 Fairfield ave., Bridgeport

Columbia C. C.

22058 Oakley, Ernest F., 10 Webster st., Hartford

Unattached.

22016 Pilling, Albert, Danielsonville
22057 Thayer, Geo. B., Evening Post, Hartford
22015 Snow, Fred J., Rockville

DISTRICT OF COLUMBIA DIVISION—5.

Unattached.

22059 Curtis, C. W., 925 F. st., N. W. Washington
22060 Hopkins, C. L., Dep't. of Ag'r, "
22063 Lyon, Gideon A., Jr., 119 11th st., "
22062 Stinemetz, B. H. Jr., 1237 Penna. ave., "
21728 Siebert, John S., 330 Spruce st., Le Droit Pk., Washington

ILLINOIS DIVISION—5.

Aurora C. C.

22046 Swarthout, Fred, 20 S. West st., Aurora

Lincoln C. C.

22048 Harrington, J. C., 370 Oak st., Chicago

Unattached.

22047 Vogler, W. J., 31 Bremen st., "
22701 Filson, W. S., Jacksonville
22749 Linton, Frank L., 3210 Vernon ave., Chicago

INDIANA DIVISION—3.

Bourbon C. C.

22703 Brillhart, Ed., Bourbon
22702 Parks, C. M., "

Indianapolis Wheelmen.

22084 Sannenschmidt, Max, 175 Davidson st., Indianapolis

IOWA DIVISION—1.

Ottumwa Bi. Club.

22020 Thorpe, Clell Q., Box 503, Charlton

KANSAS DIVISION—5.

Ottawa Wheelmen.

22730 Fitger, Howard J., Ottawa
22731 Allord, T. S., "
22732 Hawkins, J. L., "

Unattached.

22733 Townsend, O. S., 130 E. 8th st., Topeka
22734 Hill, J. M., 110 E. 8th st., "

KENTUCKY DIVISION—2.

Louisville C. C.

22021 Moraweck, Ernest, 2227 W. Jefferson st., Louisville

Unattached.

22080 Esterle, Harry T., 1122 First st., "

LOUISIANA DIVISION—1.

Louisiana C. C.

22735 McCracken, J. C., 74 Canal st., New Orleans

MAINE DIVISION—1.

L. and A. Wheelmen.

22022 Ames, George W., cor. Lisbon and Ash, Lewiston

Unattached.

22760 Cole, Frank J., Box 143, Bangor
22707 Wiggin, Frank R., 17 Madison st., "
22001 Sawyer, Wilbert P., 155 Lisbon st., Lewiston

MARYLAND DIVISION—5.

Hagerstown Bi. Club.

22737 Heard, C. E., Hagerstown
22738 Artz, Jno. C., "
22739 Mentzer, C. T., "

Unattached.

22023 Edwards, Wm. C., "
22730 Roberts, J. F., 1428 W. Fayette st., Baltimore

MASSACHUSETTS DIVISION—28.

Berkshire Rovers.

22033 Walden, John A., 24 South st., No. Adams
22034 Mabbett, Alfred W., 5 Brown, "
22035 Doane, Geo. F., 175 Blackington, "
22066 Darby, J. Mortimer, 2 Quincy st., "
22067 Athaiser, Anthony, P. O., "

Brookline Bi. Club.

22701 Baker, Edward W. (P. O. 70 Kilby st., Boston,) Brookline

Harvard B. C.

22759 Barron, Thomas, 22 Holyoke, Cambridge, Mass.

Unattached.

22704 Moulton, Albert R., Abington
22027 Handy, Fred L., Bridgewater
22069 Thayer, Oscar S., Box 108, Blackington
22029 Keller, C. T., 102 Park, Newton
22042 Brown, G. C., 34 Rutland st., Boston
22087 Whitmore, James C., 53 Devonshire st., "
22028 Senter, W. H., 40 Chestnut st., Campello
22085 Drury, Frank A., Spencer
22024 Schradt, Wm. E., 40 Belmont st., Somerville
22025 Scradt, G. F., 40 Belmont st., "
22068 Standish, George F., Box 149, Wareham
22705 Spiller, W. H. Jr., 320 Elm st., W. Somerville
22740 Watson, Walter C., Box 194, Leicester
22745 Cutler, Albert, Box 254, "
22744 Spear, Edw. R., Newton
22740 Gerry, W. L., So. Hadley Falls
22741 Gardiner, L. F., "
22742 Davenport, C. H., "
22743 Skinner, Geo. B., "
22750 Hooper, Andrew J., 9 Lake st., Worcester
22709 L'Amoreux, J., Box 72, Norton

MICHIGAN DIVISION—7.

Star Bi. Club.

22088 O'Connell, W. H., 363 Woodward ave., Detroit

Detroit Bi. Club.

22089 Engels, F. J., 169 Charlotte ave., Detroit
22670 Murphy, Jas. T., care M. J., Murphy & Co., "
22671 Mack, Edwin F., Citizens Sav. Bank, "
22672 Lightner, Frank W., 750 Jeff. ave., "
22673 Beals, Sumner L., 133 Jeff. ave., "

Unattached.

22090 Hooker, Harold E., Charlotte

MINNESOTA DIVISION—7.

St. Paul C. C.

22029 Bird, Thos. L., 242 Maria ave., St. Paul
22030 Reinecker, Chas., 700 E. 3rd st., "
22031 La Bossiere, J. C., 94 Park Pl. "
22032 Steele, C. T., 337 N. Wash. st., "

Unattached.

22708 Myers, Herndon M., Duluth
22748 Gilbert, S. C., 50 Eastman st., Minneapolis
22747 Squires, Roy W., 320 4th st., S. E. "

MISSOURI DIVISION—4.

Joplin Bi. Club.

22033 Kenneday, Thos., Joplin
22034 Schellenbach, Pete, Box 210, "

Unattached.

22704 Ambruster, L. H., 1160 S. Channing ave., St. Louis
22705 Guthrie, Robt. J., 3025 Locust st., "

NEBRASKA DIVISION—3.

Omaha Wheel Club.

22030 Dietz, Gould C., 13th and California st., Omaha
22031 Urban, W. C., 1111 Harney, "
22032 Porterfield, R. L., U. S. Nat'l Bank, "

NEW JERSEY DIVISION—4.

Unattached.

22709 Mitchell, H. K., 215 N. 10th st., Camden
22033 *Foster, Miss Carrie B.*, Box 133, Cape May
22030 Willard, S. S., Ridgewood
22710 Boulanger, Frank D., Seacaucus

NEW YORK DIVISION—16.

Albany Bi. Club.

22703 Whitbeck, H. L., 20 No. Pearl, Albany
22702 Robinson, Robert, 20 Plain, "

Citizens Bi. Club.

22711 Porter, Wm. H., Chase Nat. Bank, New York

Niagara Falls B. C.

22030 King, L. J. F., Suspension Bridge

Rome C. C.

22038 Buttles, Fred W., 308 Kossuth st., Rome

Riverside Wheelmen.

22039 Cossett, F. M., 104 140th ave., New York
22037 Olmstead, Fred D., 70 E. 110th, "

Y. M. C. A. B. C.

22710 Luyster, Wm. Wesley, 313 W. 53rd st., "

Unattached.

22085 Dettie, Wm., 680 Oak st., Buffalo
22751 *Dingens, Eugenia F.*, 100 Park st., "
22084 Vogt, Frank A., 511 Genesee st., "
22035 Traeger, F. W., 1102 2d. ave., New York
22075 Hoysradt, Louis, Rondout
22752 Stockwell, J. Willis, Box 32, Rossburgh
22753 Hoinck, G. W., 2 W. State st., Ithaca
22750 Wertheimer, Arthur M., 502 Broadway, New York

OHIO DIVISION—12.

Fostoria Bi. Club.

22713 Binder, J. C. Jr., Fostoria
22714 Terry, L. B., "
22715 Dozer, Len A., "
22716 Ballmer, David R., "
22712 Brown, W. C., "

Jefferson Co. Wheelmen.

22040 Flood, John F., Steubenville
22041 Chandler, E. C., "
22042 Shanley, F. X., "
22043 McGowan, J. Easton, "

Youngstown Bi. Club.

22719 Evans, John, Youngstown
22718 Whitman, H. P., "

Unattached.

22717 Corwine, S. Lucas, 169 Clinton st., Cincinnati

PENNSYLVANIA DIVISION—27.

Bradford Bi. Club.

22686 Snakard, F. A., 34 Amm st., Bradford
22681 Walker, John R., 71 Elm st., "

Brownsville Bi. Club.

22750 Coburn, W. A., Brownsville

Chambersburg Wheel Club.

22754 King, David A., Chambersburgh

Landsdowne Wheelmen.

22753 Robinson, Alfred L., 1413 Filbert st., Philadelphia

York B. C.

22757 Thomas, George W., 101 N. George st., York

Juniata Wheelmen.

22050 Scullin, W. H., Tyrone

McKeesport Cyclers.

22721 Taylor, Jacob, McKeesport

Penn. B. C.

22646 White, Harry C., 42d and Chester ave., Philadelphia
22647 McIlhenny, Jas., 100 N. 20th st., "
Wissahickon B. C.
22644 Gamble, J. W., 2626 Jessup st., "
Williamsport Wheel C.
22670 Campbell, Frank J., 529 Grier st., Williamsport
22677 Montelius, H. Howard, 406 W. 4th st., "
22678 Page, A. Thomas, 436 Centre, "
22679 Updegraff, Watson F., 1429 W. 4th, "

Unattached.

22720 Taylor, R. Frank, 1208 9th st., Altoona
22653 Beck, Ed. G., Greensburg
22647 See, Cyrus, D. D. S., Meadville
22654 Krotosky, Isidore, Pottsville
22649 Stamp, William, 625 No. 34th st., Philadelphia
22648 Charles, Ernest, 3841 Haverford Pl., "
22645 Young, Howard E., 348 Chestnut st., "
22651 Hayden, Rev. Horace E., Wilkes Barre
22652 Sutch, Edwin S., Jr., 439 Prospect st., Roxboro, Philadelphia
22682 Williams, Robt. C., Wheaterly
22655 McKinney, E. E., Morris Run
22783 Snyder, Harry G., care P. O. Dept., Pittsburgh

RHODE ISLAND DIVISION—8.

Unattached.

22698 Gloyd, Charles A., Steam and Gas Pipes Co., Pawtucket
22655 McCarty, John, 31 Howard st., Providence
22745 Hunter, Amaziah, 27 First st. E. "
22727 Smith, John P., 20 Dexter st., "
22729 Richards, Malcolm W., 1st. Nat'l. Bank, "
22721 Davis, George W., 143 Summer st., "
22723 Davis, Chas. L., 143 Summer st., "
22722 Bosworth, Jefferson D., 45 Westminster st., Providence

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules.

No. 7—Wilkes Barré Bicycle Club, of Wilkes Barre, Penn.
No. 17—Scranton Bicycle Club, of Scranton, Penn.
No. 21—Cortlandt Wheelmen, of Peekskill, N. Y.
No. 24—Detroit Bicycle Club, of Detroit, Mich.
No. 25—Allegany Co. Wheelmen, of Friendship, N. Y.
No. 26—Maryland Bicycle Club, of Baltimore, Md.
No. 35—Elizabeth Wheelmen, of Elizabeth, N. J.
No. 53—Middletown Wheel Club, of Middletown, Conn.
No. 89—Tioga Cycling Club, of Philadelphia, Pa.
No. 93—Los Angeles Wheelmen, of Los Angeles, Cal.
No. 97—Niagara Falls Bi. Club, of Niagara Falls, N. Y.
No. 100—Bay City Wheelmen, of San Francisco, Cal.
No. 102—Mountain Wheel Club, of Philipsburg, Pa.
No. 104—Allegheny Cyclers, of Allegheny City, Pa.
No. 120—Hyde Park Ramblers, of Hyde Park, Mass.
No. 124—Rovers Cycle Club, of Charlestown, Mass.
No. 141—Illinois Cycling Club, of Chicago, Ill.
No. 159—Lockport Wheelmen, of Lockport, N. Y.
No. 172—Ottawa Wheelmen, of Ottawa, Kansas.
No. 17—Olathe Wheelmen, Olathe, Kansas.
No. 185—Ottawa Cycling Club, Ottawa, Ill.
No. 199—Forest City Ramblers, of Cleveland, Ohio
No. 166—Minneapolis Bicycle Club, of Minneapolis, Minn.
No. 208—Osceola Wheel Club, of Osceola, Iowa.

Renewal List.

BOSTON, May 10, 1889.

List No. 6			
California	10	Texas	3
Colorado	3	Vermont	3
Connecticut	22	Virginia	
Delaware	3	W. Virginia	1
Dist. of Col.	9	Wisconsin	2
Illinois	22	Alabama	
Indiana	13	Arizona	
Iowa	7	Dakota	
Kansas	24	Florida	
Kentucky	1	Georgia	1
Louisiana		Mississippi	
Maine	3	Montana	
Maryland	31	Nevada	1
Massachusetts	51	No. Carolina	
Michigan	36	South Carolina	
Minnesota		Oregon	1
Missouri	10	Wyoming	
Nebraska	30	Canada	1
New Hampshire	12	England	
New Jersey	19	Bermuda	
New York	234		
Ohio	32		710
Pennsylvania	114	Previous	5103
Rhode Island	4		
Tennessee	2	Total	5813

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name.....

Club..... *St. and Number, or Box*.....

References:..... *City*.....

State.....

Enclosed..... *for Holder.*

Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date*..... *1889*

Enclosed find $1 in..... *for dues to April 30, 1890.*

1888 Number..... *Name*.....

Original Number..... *Street and No*.....

Club..... *City*..... *State*.....

Enclosed..... *for Holder.*

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a

3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout—No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots { W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street. New York, for New York State,
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.

TO THE AMERICAN PUBLIC:

In order that purchasers may not be led into the purchase of defective or fraudulent machines, and that they may not be prevented from purchasing machines of our make, we hereby give notice that the Capital Cycle Co., of Washington, D. C., is the sole and exclusive agent for the sale of our machines in America, and that no machines can be had from us for importation into America by other parties unless by fraud and misrepresentation.

SECOND: That all machines made by the firm of Starley Bros. or having the name Psycho are of strictly first-class material and construction, and are warranted in every particular.

THIRD: That our machines are fully protected by patents and trade mark, and that those infringing our rights in either particular will be vigorously prosecuted.

STARLEY BROS.,
St. John's Works, - - Coventry, England

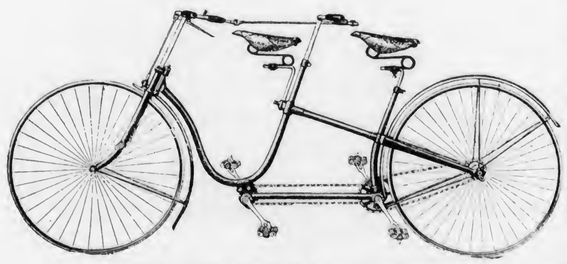


PSYCHO LIGHT ROADSTER, WEIGHT, 38 POUNDS.



LADIES' AND GENTLEMEN'S PSYCHO.

Three Weights, 39 lbs., 44 lbs., and 50 lbs.



PSYCHO TANDEM SAFETY, WEIGHT, 74 POUNDS

The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. They designed and manufactured in 1887 the first rear-driving ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the bone-shaker.

1. "Men's Straight Frame Psycho Safety," 30-inch wheels, 7-8 and 3-4 inch tires, geared to 57 inches, weight 47 lbs. Price, $140.

2. "Men's Light Roadster Psycho Safety" *(see cut)*, 30-inch wheels, 3-4 inch tires, made for gentleman riders and scorchers on good roads, geared to 60 inches, weight 38 lbs. Price, $140.

3. "Men's Dropped Frame Psycho Safety" is designed like ladies' safety *(see cut)*, 30-inch wheels, 7-8 and 3-4 inch tires, weight 50 lbs. Will carry any weight on any road. Detachable brace rod makes it suitable for ladies and a general family machine. Price, $140. Geared to 57 inches.

4. "Ladies' Roadster Psycho Safety," 3-4 inch tires, 29-inch wheels. Detachable brace rod, suitable for short or medium height gentlemen. Will stand any weight. Weight 44 lbs. *(See Cut.)* Geared to 50 inches.

5. "Ladies' Light Roadster Psycho Safety," 29-inch wheels, 3-4 and 5-8 inch tires, weight 38 lbs. Superb finish, very light and easy running, intended for light weight ladies, but will carry 175 lbs. Geared to 50 inches.

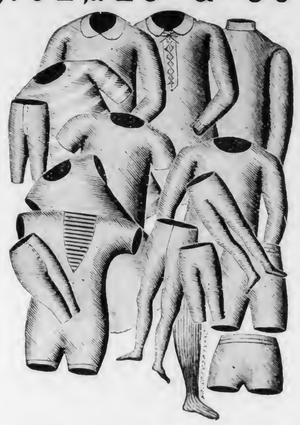
6. "Ladies' Extra Light Psycho," 28-inch wheels, made for short, light ladies, weight 34 lbs., gear 48 inches. Price, $140.

7. "Psycho Tandem Safety," intended for lady and gentleman or two gentlemen, 7-8 inch tires to both wheels, very strong, light and simple. Will carry any weight. Price, with two separate brakes, $200. Geared to 57 inches.

The Capital Cycle Company have prepared for their share of the trade this year, relying upon the merits of their wheels. They only handle two-wheeled safeties; no ordinaries or tricycles.

ART CALENDAR AND PRICE LIST NOW READY.

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey Fitting Garments

FOR

Bicycle Riders. Lawn Tennis Players. Yachting and Rowing. Base Ball and Foot Ball. Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.

3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00



Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,
109 Kingston Street, Boston, Mass.



Improved Automatic Telephones.

Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

Price Per Set, $7.50.

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

EDW. E. HARBERT & CO.
Dealers in Telephone and Electric Supplies of Every Description.
159 La Salle Street. - - - Chicago. Ill

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

Browning, King & Co.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

CEMENT.

Equal to Loudon's (not *London's*, as typo got it in previous ad.) at less cost. Just perfected. Send for sample.

PHILADELPHIA BICYCLE CO., LTD.,
831 Arch St., Philadelphia.
AGENTS FOR
VICTORS and PREMIERS.

CLINTON CYCLE CO.

Clinton, - - Mass.

CORRESPONDENCE INVITED.

Send Stamp for Circulars.



SAFETY BICYCLES.



Made by Gormully & Jeffery, "RAMBLERS."
" Springfield Roadster Co., "Volants."
" Overman Wheel Co., "VICTORS."
" Indiana Bicycle Mfg. Co., "DANDIES."
Send for Bicycle Catalogue, FREE.

MERWIN, HULBERT & CO.,



26 W. 23d Street, New York.
OPPOSITE 5th AVE. HOTEL.



HARLEM BICYCLE CO.,

284 Lenox Avenue, near 125th Street,
Agents for
VICTOR CYCLES
And all the **Best American and English Wheels**, Boys' and Girls' Bicycles, Velocipedes and Tricycles
Renting, Storing, Lockers, etc.
REPAIRING A SPECIALTY.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MULLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty



Of course YOU don't want a

WOODEN BICYCLE

"They must look so *home-made*, you know." And be-side, they are more apt to burn in case of fire.

In fact they have been known to scorch considerably on the road.

42 lbs. $90.00.

STERLING CYCLE CO.,

NEWTON, MASS.



THE BEST SAFETY STAND

EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for 60 cts.

KIRK BROWN,
18 So. Broad Street. Philadelphia.

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

KIRK BROWN,
No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.



$3.00 $3.00

Toulmin's Buffalo Bicycle Shoe,

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Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '88 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

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Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

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Send for wholesale list of Bicycle Tires, &c.

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Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

ELMIRA, N. Y., February 12, 1889.

Erie Knitting Mills—Frank Fairbairn, Erie, Pa.:

The suit I got from your mill about a year ago has given me the very best satisfaction and have worn them constantly in my work in the Gymnasium, also for bicycle riding. There is not a thread or a stitch to rip but will, and advise all wheelmen and athletes to wear them. As to style and fit they cannot be beat in the market. Respectfully,

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Send to **A. W. GUMP & CO., Dayton, O.**, for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

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Rubber tires with tool bag and tools.

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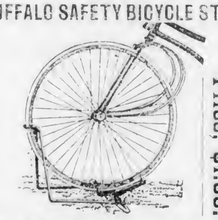
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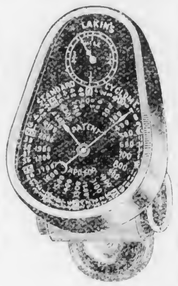
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No more **Rattle.**

Simplest and Best Instrument ever Invented.

Made for all **Safeties.**

Registers 2500 Miles.

J. A. Lakin & Co.,
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Send for Circular

HOWARD A. SMITH & CO'S
SECOND-HAND LIST

ORATON HALL, NEWARK, N. J.

☞NOTE THE REDUCTION IN PRICES.☜

List	Size	Make, Large Wheel Bearings, Finish and Cond'n.	*	†	‡
325	54	Club, Ball, Nickeled, good condition	$180.00	$55	Ball
402	50	Club, Ball, Nickeled, first-class condition	175.00	60	Ball
432	48	Expert, Ball, Nickeled, first-class condition	140.00	65	Ball
438	51	Harvard, Ball, Enameled, good condition	140.00	45	Ball
459	50	Victor, Ball, Enameled, first-class condition	140.00	75	Ball
474	54	American Star, Plain, 2-3 Nickeled, good condition	100.00	40	Plain
479	52	British Challenge, Ball, 2-3 Nickeled, good condition	166.00	60	Ball
480	48	American Star, Plain, Nickeled, good condition	100.00	45	Plain
489	54	Harvard, Ball, Enameled, good condition	140.00	30	Ball
503	54	British Champion, Ball, Enameled, fair condition	137.50	55	Ball
508	51	Special Star, Plain, Enameled, first-class condition	140.00	65	Ball
519	50	Premier, Ball, Enameled, good condition	120.00	40	Plain
520	51	Royal, Ball, Enameled, shop-worn condition	135.00	90	Ball
521	52	Royal, Ball, Enameled good condition	135.50	70	Ball
522	50	Royal, Ball, Enameled, shop-worn condition	130.00	90	Ball
523	51	Club, Ball, 2-3 Nickel, good condition	160.00	35	Ball
530	53	Columbia Lt. R., Ball 2-3 Nickel, first-class con...	137.50	90	Ball
535	38	Facile, Ball, Enameled first-class condition	137.00	35	Ball
544	48	Royal, Ball, Enamel, good condition	120.00	60	Ball
545	50	Expert, Ball, Enameled, good condition	140.00	65	Ball
561	51	Special Star, Plain, Enameled, first-class condition	135.00	60	Ball
594	52	Expert, Ball, 2-3 Nickel, first-class condition	145.00	65	Ball
570	50	Expert, Ball, Nickeled, first-class condition	142.50	75	Ball
574	42	Special Star, Plain, Enameled, first-class con...	107.00	60	Cones
577	50	Am. Rudge, Ball, Nickeled, fair condition	102.50	50	Ball
579	54	Am. Club, Ball, Enameled, fair condition	100.00	35	Ball
581	50	Royal, Ball, Enameled, new condition	140.00	95	Ball
582	52	Royal, Ball, Enameled, new condition	142.50	95	Ball
583		Special Star, Enamel, good condition	125.00	50	Ball
593	51	Special Star, Plain, Enameled, first-class condition	142.50	80	Ball
597	50	Volunteer, Ball, Enameled first-class condition	100.00	70	Ball
603	54	New Rapid, Ball, Enameled, good condition	135.00	65	Ball
605	53	Col. Light Roadster, Ball, Nickel, good condition	137.00	80	Ball
600	52	Expert, Ball, Nickel, good condition	140.00	55	Ball
608	50	Ideal, Plain, 2-3 Nickel, good condition	00.00	40	Cones
612	54	American Star, Plain, 2-3 nickel, good con.	80.00	50	Plain
614	54	Expert, Ball, Full Nickel, good condition	145.00	60	Ball
617	52	Expert, Ball, Nickel, first-class condition	142.00	90	Ball
621	52	Royal, Ball, Enamel, shop-worn condition	135.00	90	Ball

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Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address, C. O. D., with the privilege of examination, providing a remittance of $5.00 accompanies the order as a guarantee for express charges both ways in case machine is returned.

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That Ladies can learn to ride the Ladies' Safety Bicycle at

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52d Street and Broadway,

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Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private, only two pupils on the floor at one time.

Floor 80x100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the safety or regular bicycle.

Classes now forming.

Engagements for *lessons* may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

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Manufacturers of Ice and Roller Skates and THE

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STRONG, DURABLE and CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.

Diameter Front Wheel.	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on.	Length of leg inside to sole of foot.	Price.
38 inch	3-4 inch	14 inch	5-8 inch	31 lbs.	27 inch	$35.00
44 inch	3-4 inch	14 inch	5-8 inch	33 lbs.	29 inch	40.00
42 inch	3-4 inch	16 inch	5-8 inch	35 1-2 lbs.	30 inch	45.00
46 inch	7-8 inch	16 inch	3-4 inch	38 lbs.	31 inch	50.00
48 inch	7-8 inch	16 inch	3-4 inch	39 1-2 lbs.	32 inch	55.00
50 inch	7-8 inch	16 inch	3-4 inch	41 lbs.	33 inch	60.00

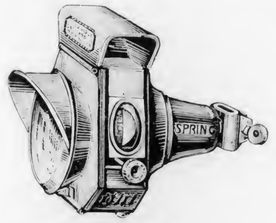
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Orders solicited from dealers. Descriptive Catalogue and discounts sent on application.

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This is not only sound Scriptural doctrine, but it has a worldly meaning that all wheelmen should heed.

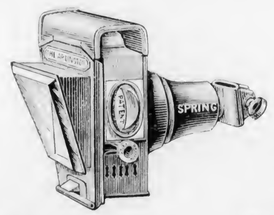
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THE UNIQUE SAFETY LAMP.

Holds ten hours' supply of oil. Slide for lighting. Hood over front glass. The best Safety Lamp on the market.

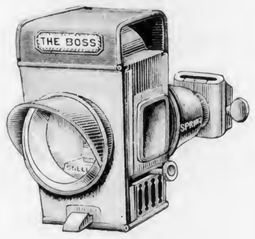
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Same quality and improvements as the Unique, but with slightly smaller oil reservoir. Gives a brilliant light. Many prefer this pattern of lamp.

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THE BOSS SAFETY LAMP.

This is a first-class lamp, with all improvements, and is sold at a figure that will suit everybody. Hood over front glass. Patent side prisms.

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THE CYCLOPS HUB LAMP.

A first-class Bicycle Lamp, with adjustable axle bearing and patent side prism.

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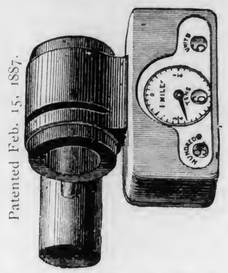
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This is a thoroughly good, cheap lamp, cut-glass front, red side-lights. All parts securely riveted.

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Liberal Discount to the Trade.



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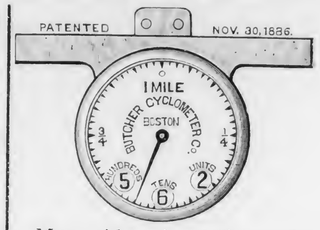
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BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,
338 Washington Street,
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Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



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New & Second-hand Wheels

Of Every Description.

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

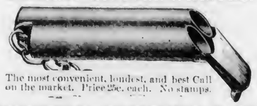
Be sure and send for Samples and Blanks.

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Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,
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The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

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MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE.

Price $4.75



OUR SPECIALTIES.

Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price $4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

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PATENTS procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,850.)

NOTICE.

That in addition to our Men's Bicycle Shoes, we have the best Ladies' Tricycle Shoe made. They are made on our Common-Sense lasts, with our Patent Flexible Shank attached. We can furnish them in sizes from 2 1-2 to 7, and A, B, C, D in with. Try them



Sent direct from Factory, post paid.

Mens'	No. 1. Hand Sewed and Hand Stitched.	$5.
"	" 2. " " "	$3.50
Ladies'	" 1. " " "	4.50

Liberal discounts to the trade and clubs.

STRICKLAND & PIERCE,
Randolph, - - - - MASS.
☞ No. 1 shoe bears our label, "Strickland & Pierce."

H. W. HIGHAM,
905 G St., Northwest. WASHINGTON, D. C.
—DEALER IN—
American and English Cycles and Sundries.
First-Class Repairing ONLY.
Every attention given to repairs from the South.
Parts and Sundries Supplied for all Machines.
RIDING SCHOOL OPEN SHORTLY.

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,
Dealers and Repairers.
33 Page St., Providence, R. I.

S. L. HOUSE & CO.

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Psycho or Singer Safety	150
Tandem Bicycle, Safety	225
Ladies' Psycho,	145
Royal Singer,	140
Singer Safety	135
Ladies' Singer,	125
Apollo Safety,	90
Courier Safety,	75
Courier Safety,	70
Gypsy Safety,	60
Little Jewel,	$12 to 25

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill.

REPAIRERS If you want SPOKES. " " " RIMS " " " TOOLS, " " " PARTS.

Write to BROWN BROS. MFG CO., CHICAGO, ILL.

Testimonials.

"The Station Agent."
R. W. Wright, Editor.
Board of Trade Building, }
Cleveland, Ohio, March 30th, '89. }
The H. B. Smith Mach. Co., Smithville, N. J.

Gentlemen:—The wheel I am now riding has carried me 12,000 miles and is in first-class repair. I have ridden it by day and by night, over all kinds of roads in this country and Canada, met with dozens of mishaps incident to night riding—my work being for years confined to the hours of 7 P. M. to 3 A. M., which would have not only laid me out, but the wheel as well, had it been on any other kind of a mount, and the faithful old machine is still good for many a season, a trifle logy, perhaps, and heavier than the modern style of roadster, but good enough for all practical purposes.

Very truly yours,
R. W. WRIGHT.

Kincardine, Ontario, April 19th, 1889.
The H. B. Smith Mach. Co., Smithville, N. J.

Dear Sirs:—Please send me one of your catalogues of Star wheels. I have a 55-inch Star here, the only one in this part of Canada, and the boys are struck on it. I find that after riding almost every kind of a wheel made, that the Star is the best one on the market. There are quite a few large hills here, but it makes very little difference to any one who owns a Star. I bought mine through your Detroit agent, W. E. Metzger, and have been so far as San Francisco with it and back, without needing one cent's worth of repairs. Please send at your earliest convenience and oblige.

Yours very truly,
D. J. ROBERTSON,
Kincardine, Ont.

E. H. Towle, Dealer in Bicycles and Bicycle Sundries,
Binghamton, N. Y., March 28, 1889.
H. B. Smith Mach. Co.

Gentlemen:—The 39x24 has arrived, and I say it is the finest Star bicycle ever seen, and all agree with me.

Yours very truly, E. H. TOWLE.

CORTLAND STANDARD.
(Established 1867.)

Wm. H. Clark, Editor and Prop'r.
Cortland, N. Y., April 15th, 1889.
H. B. Smith Mach. Co., Smithville, N. J.

Gentlemen:—The "Pony Special" which I ride is in good favor with our wheelmen, and I will mount nothing else again.

Yours truly, F. C. PARSONS.



THE NEW STAR, 39x24.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

BARGAINS IN CYCLES.

These prices have been very much reduced, and we consider every machine a bargain.

Second-Hand Bicycles.

No.	Size.	Class.	Finish.	Bearings.	Condition.	Original Price.	Price now.
667	51	Columbia Light Roadster	M	Ball	†	$125.00	$115.00
548	53	Columbia Light Roadster	I	Ball	3	137.50	70.00
572	53	Columbia Light Roadster	I	Ball	2	137.50	80.00
509	53	Columbia Light Roadster	I	Ball	3	137.50	85.00
577	55	Columbia Light Roadster	K	Ball	2	130.00	75.00
598	55	Columbia Light Roadster	K	Ball	†	130.00	120.00
597	57	Columbia Light Roadster	K	Ball	2	132.50	80.00
601	57	Columbia Light Roadster	K	Ball	3	132.50	80.00
472	46	Expert Columbia	D	Ball	2	115.00	60.00
611	48	Expert Columbia	D	Ball	†	117.50	107.50
612	50	Expert Columbia	A	Ball	†	130.00	115.00
495	52	Expert Columbia	A	Ball	2	132.50	80.00
510	52	Expert Columbia	D	Ball	2	122.50	80.00
551	52	Expert Columbia	D	Ball	1	122.50	100.00
504	52	Expert Columbia	D	Ball	2	122.50	75.00
573	52	Expert Columbia	A	Ball	†	132.50	110.00
444	52	Expert Columbia	A	Ball	†	134.50	100.00
613	52	Expert Columbia	D	Ball	†	122.50	112.50
600	54	Expert Columbia (hollow run)	H	Ball	†	140.00	130.00
614	54	Expert Columbia	A	Ball	†	140.00	125.00
491	59	Expert Columbia	A	Ball	†	137.50	100.00
610	59	Expert Columbia	D	Ball	†	127.50	117.50
237	60	Expert Columbia	Painted	Ball	3	137.50	100.00
577	52	Volunteer Columbia	K	Ball	†	102.50	95.00
617	42	Standard Columbia	Painted	Ball	†	80.00	50.00
590	42	Standard Columbia	Painted	Ball	2	80.00	35.00
618	44	Standard Columbia	Painted	Ball	†	82.50	50.00
606	44	Standard Columbia	Painted	Ball	2	82.50	45.00
019	50	Standard Columbia	Painted	Ball	†	90.00	$70.00
620	52	Standard Columbia	Painted	Ball	†	92.50	72.50
621	52	Columbia Direct Spoke L. R.	Enameled	Ball	†	137.50	90.00
445	54	Columbia Direct Spoke L. R.	C	Ball	2	140.00	75.00
589	30	Otto	Painted	Plain	†	45.00	20.00
519	58	Mustang	Painted*	Par Ilc	2	37.50	20.00
501	44	Premier	Painted	Plain	†	45.00	30.00
511	48	Victor	Enameled	Ball	2	140.00	80.00
594	52	Spalding	D	Ball	2	130.00	75.00
475	54	Rudge Light Roadster	L	Ball	2	140.00	77.00
2	44	Standard Columbia	Painted	Ball	3	80.00	35.00
1	48	Expert Columbia	Enameled	Ball	2	117.50	75.00
4	50	Rudge Roadster	Enameled	Ball	2	107.50	65.00
5	50	Rudge Roadster	Enameled	Ball	3	107.50	70.00
10	50	British Challenge	Enameled	Ball	†	135.00	95.00
19	52	British Challenge	Enameled	Ball	2	137.50	70.00
39	48	Rudge Light Roadster	Enameled	Ball	†	124.50	85.00
8	50	Rudge Light Roadster	Enameled	Ball	†	125.00	85.00
15	52	Rudge Light Roadster	Enameled	Ball	2	127.50	80.00
21	53	Rudge Light Roadster	Enameled	Ball	†	128.75	85.00
32	54	Rudge Light Roadster	Enameled	Ball	2	130.00	85.00
40	54	Rudge Light Roadster	Enameled	Ball	†	130.00	95.00
33	55	Rudge Light Roadster	Enameled	Ball	†	131.25	80.00
34	55	Rudge Light Roadster	Enameled	Ball	1	131.25	85.00
29	56	Rudge Light Roadster	Enameled	Ball	2	132.50	75.00
41	56	Rudge Light Roadster	Enameled	Ball	†	132.50	95.00
42	57	Rudge Light Roadster	Enameled	Ball	†	133.75	75.00

Second-Hand Safeties.

No.	Size.	Class.	Finish.	Bearings.	Condition.	Original Price.	Price now.
599		Rudge Bicyclette (Light)	Enameled	Ball	2	$135.00	$ 95.00
615	38	Col. Front Driver	D	Ball	†	140.00	95.00
602	42	Col. Front Driver	D	Ball	†	140.00	80.00
449		Keen Rear	Enameled	Ball	2	135.00	75.00
588	30	Veloce Columbia	D	Ball	1	135.00	115.00
505	30	Veloce Columbia	Enameled	Ball	2	135.00	$110.00
615	30	Veloce Columbia	Enameled	Ball	1	135.00	115.00
616	30	Veloce Columbia Light	Enameled	Ball	1	135.00	110.00
033		Ixel	Enameled	Ball	3	135.00	90.00
		Ladies' Rover	Enameled	Ball	1	140.00	115.00

Second-Hand Tricycles.

No.	Class.	Condition.	Gear.	Original Price.	Price now.
304	Columbia Two-Track	3	48	$100.00	$ 90.00
303	Columbia Two-Track	2	48	100.00	100.00
293	Columbia Two-Track	1	50	100.00	65.00
288	Columbia Gentleman's Roadster	2	52	100.00	75.00
298	Columbia Gentleman's Roadster	2	52	100.00	75.00
292	Columbia Light Roadster	1	47	150.00	135.00
269	Columbia Light Roadster	2	47	150.00	115.00
294	Columbia Light Roadster	2	47	150.00	115.00
290	Columbia Surprise	1	48	150.00	115.00
305	Columbia Surprise	2	52	150.00	$115.00
306	Marlboro	1		175.00	125.00
299	Marlboro Tandem	2	40	250.00	140.00
2	Crescent Tandem	1	54	250.00	175.00
3	Crescent Tandem	1	54	250.00	175.00
4	Humber Tandem	1	54	250.00	100.00
5	Humber Tandem	1	54	250.00	100.00
6	Cripper Tricycle	1	54	175.00	100.00
0	Crescent Tricycle	1	54	175.00	125.00

* Freshly painted. † Denotes shopworn only. No. 1 condition denotes scarcely used, and as good as new. No. 2, tires and bearings in very good condition finish slightly worn. No. 3, tires and bearings showing wear, and finish marred. No. 4, tires, bearings and finish considerably worn.

CLASSIFICATION OF FINISH.

A Every part nickeled. **B** Felloes painted, balance nickeled. **C** Felloes and spokes enameled, balance nickeled. **D** Perch, forks, felloes and spokes enameled, balance nickeled. **E** Perch, forks, steering-head, felloes and spokes enameled, balance nickeled. **G** Perch, forks and felloes painted, balance polished. **H** Felloes enameled, balance nickeled. **I** Wheels enameled, balance nickeled. **K** Perch, forks and wheels enameled, balance nickeled. **L** Felloes and spokes to outer crossing enameled, balance nickeled. **M** Perch, forks, felloes and spokes to outer crossing enameled, balance nickeled.

Any of the above machines will be sent on approval if freight charges both ways are prepaid.

Should the list not contain a desired machine, we will endeavor to procure one to suit, if informed particularly as to requirements.

New Rapid, a Few New Machines, Ladies' Pattern, - - $135.00

Rudge Bicyclette, a Few New Machines on Hand, - - $125.00

POPE MFG. CO., 77 Franklin St, Boston, Mass.

We have in stock a few second-hand Racers not suitable for road use, description and prices of which we will furnish on application.

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 17 MAY, 1889.

Volume XIX.
Number 3.







QUADRANTS.

The Strongest, most rigid and lightest Safeties ever built.

Actual Weight with 7-8 tire, 43 POUNDS.

These are the machines that will be used by nearly all the European Cycling Tourists this Summer.

AGENTS WANTED ALL OVER THE UNITED STATES.

Liberal Discounts will be given to reliable houses.

Send for descriptive Price Lists and Terms to Agents.

SOLE IMPORTERS. **THE STRONG & GREEN CYCLE CO.,**

707 Arch Street, Philadelphia, Pa.

A great deal is said about vibration springs now-a-days, and if they are properly and scientifically constructed they are a boon to the safety rider without doubt.

When they are placed upon or are a part of the front fork however, they are not a success, as to absorb vibration they must needs be so exceedingly pliable as to render it difficult to keep the feet upon the pedals on rough roads. And too, in sharp turns the front wheel is liable to be forced against the forks, while the easy steering is perceptibly affected in both cases.

The vibration spring in the patented frame of the

AMERICAN RAMBLER

is where it belongs, under the seat, where is the greatest weight, and is one of the many original features which go to make this rear driver the only practical and thoroughly comfortable machine of its type on all sorts of American roads.

80-page Catalogue, on application.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

Largest American Manufacturers.

SPECIAL.

All Advertisements in this Department 20 cents a line.
Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

FOR SALE—54-inch '88 Victor; all balls, and all nickel except wheels; tires hardly show wear; practically as good as new; cost $140; with nickel lamp, alarm bell and Victor hub cyclometer; price for all, $110. Address BICYCLE, Box 40, Hillburn, Rockland Co., N. Y.

MY NICKEL PLATED SUSPENSION bicycle holder sent by mail, postpaid, for $1.00. Discount to dealers. W. E. NETTLETON, Meriden, Conn.

FOR SALE—Two Experts: in first class condition; 50 inch, $70; 54-inch, $75; also 54-inch National; in fine condition, $90. BROWN & GREENLEAF, 60 Brattle st., Cambridge, Mass.

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SECOND HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 59th st., New York City.

BARGAINS—Taken in trade for New Victors, a Victor Safety, good condition..... $40
54-inch Special Star, hollow, balls all over..... 80
Springfield Roadster, balls all over..... 50
50-inch British Challenge, balls all over..... 55
52-inch Sanspareil, balls all over..... 65
52-inch Expert, nickel, balls all over..... 70
54-inch Royal Mail, balls all over..... 65
1 Sparkbrook Tandem, good as new, cyclometer, luggage carrier, etc., only..... 150
All the above in first class condition. PHILADELPHIA BICYCLE CO., Limited, 531 Arch street, Philadelphia.

ZOOK, Lititz, Pa.,

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rarest bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men whowish mounts. One Buggy to trade.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

'88 SPRINGFIELD ROADSTER, B. B.; new clutches; cyclometer; in first-class condition. $75.00. Address C. P., this office.

RUDGE HUMBER TANDEM (specially built)—First-class condition; will sell at low cash price. C. W. HOWLAND, Journal, Providence, R.I.

FOR SALE—Sparkbrook Tandem, in perfect condition, $140. E. L. WAGNER, 737 Market st., Philadelphia, Pa.

FOR SALE—Columbia Safety Bicycle; used but little, and in perfect order. $100. GEORGE SCHRADER, 32 Rose st., New York.

FOR SALE—A 42-inch Pony Star; silent ratchet, cow horn handle bars, enamel finish, cones to small wheel, nutted spokes, alarm bell, tool bag, fine saddle; in A No. 1 condition. Price $95. Address A. J. RAECHLE, Utica, N. Y.

HUMBER TANDEM—In fine condition; two speed; best offer above $95 takes it. Address Lock Box 70, Wappingers Falls, N. Y.

MARLBORO' LIGHT TANDEM—Has been run 35 miles; A1 condition; will sell for $160. C. H. HOWLAND, Journal, Providence, R. I.

WANTED—A 42, 45 or 48-inch Star. Must be in good order, and cheap for cash. Address Box 43, Rondout, N. Y.

COLUMBIA TANDEM BICYCLE FOR SALE—Been run only a few mile, and is in perfect condition. A big bargain. Address at once, E. M. JACKSON, Norwalk, Conn.

WANTED—48-inch Special Star; hollow all around; balls to front wheel. Also Safety; both in good condition and cheap. Address H. BLOSSOM, 206 Clinton st., Brooklyn, N. Y.

LOST—On Sunday, 12th inst., between Forest Hills Cemetery and Franklin Park, via Walnut ave., a Plaid Woolen Waterproof Circular, with Silk Hood. The finder will be suitably rewarded. Address CHAS. C. RYDER, 70 Kilby st., Boston.

FOR SALE—54 inch Victor L. R., 1888 pattern; A1 condition. $75. WM. N. PRICE, Germantown, Pa.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

59-INCH Col. Light Roadster, $75.00, 50 inch Expert, $60.00; both in perfect condition. Address C. E. TITCHENER, Binghamton, N. Y.

$60—45-INCH Star; silent ratchets; cowhorn bars; Kirkpatrick saddle; nickel trimmings; balance newly enameled; in good condition, with lamp. A bargain. F. B. GLOVER, Sag Harbor, N. Y.

FOR SALE—Tandem Tricycle, $100; Ivel Safety, never ridden, $125. JOHN AMEE, Box 23, Cambridge, Mass.

PATENTS procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,836.)



The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**



IF YOU WEAR **PANTS**

Buy no more Ready-made.

Send 6c. for Seasonable Samples, make selection, take your measure by our simple rules, and order our

Celebrated $8 Custom-Made

Pants, or finer goods, $3 to $8, by mail or express.

Coats, $8. Vests, $2.25, to match Pants.
Full Suits, $13.25 to $30. Overcoats, $12 to $30.

Bicycle Uniforms a Specialty.

Send 6c. for Samples.

BAY STATE PANTS CO., Custom Clothiers

34 Hawley St., Boston, Mass.

PEDAL LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents Wanted.

Enamel, $5.50. Nickel, $6.00.

Write to

W. T. BOWERS, - Saco, Me.



One Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 1740th avenue, New York.

WANTED.

SPRINGFIELD ROADSTERS.

In exchange for other makes.

Agents for Columbias, Swift, Springfield Roadster, and other leading makes.

If you want a wheel, write us. Send for Catalogue.

WHITE CYCLE CO.,

118 North Greene St., TRENTON, N. J

ARTHUR SIDWELL,

(Late Foreman Rudge Agency Repair Shop)

Dealer In

New & Second-Hand Machines.

All Kinds Of

CYCLES REPAIRED

AT REASONABLE RATES.

Workmanship Guaranteed.

Spade Handles for all Kinds of Machines, $2.50 Per Pair, fitting on 50cts. extra.

Note Address,

152 CONGRESS STREET

BOSTON, MASS.



INCER CYCLES

OVER 57,000 IN USE.

LARGEST MAKERS

IN THE WORLD

WITHOUT EXCEPTION.

SPECIFICATION OF
SINGER'S "APOLLO" FOR 1889.

BEARINGS (Front) Double ball, adjustable, brazed to fork.
" (Back)...and pedals, Ball.
BACKBONE.....Weldless steel tube, oval section. Very strong.
STEERING.....Ball bearings.
FORK (Front).....Weldless steel tube, elliptic section.
" Back).....Steel, half-hollow section.
HUBS.....Steel.
FELLOES.....Warwick, deep section, hollow.
SPOKES.....Patent tangent.
TIRES.....7-8 in. to front, 3-4 in. to back wheel. Highest possible quality.
CRANKS.....Patent detachable, 6 in. throw.
HANDLE-BAR.....Hollow, detachable, cow horn shape.
HANDLES.....Horn, spade.
FINISH.....Best enamel.

Price, 50 in., - - $130.00.

With an advance of $2.50 per 2 in.
EXTRAS—Plated except rims and spokes, $10.
Prices for other variations will be specially quoted. 53 in. is the only odd size carried in stock.



SINGER & CO., Manufacturers and Importers,
6 and 8 Berkeley St., - - - - - BOSTON, MASS.

NEW MAIL

WASHINGTON, D. C., April 18th, 1889.

MR. H. W. HIGHAM, Washington, D. C.:

Dear Sir—It affords me great pleasure to inform you that "The New Mail" Safety bicycle, which I recently purchased from you, as the representative of the Messrs. Wm. Read & Sons, Boston, is an unqualified success.

The amount of ground I have to cover, and the hills I have to climb, daily, demand a good, speedy, staunch and reliable machine. The "New Mail" has all these qualities in a marked degree: the brake action on the rear axle being especially commendable.

My brother wheelmen that I meet daily on the road, all express their admiration of my wheel, and I argue with all of them, "Why buy imported wheels, when Uncle Sam can turn out a steed like this?"

With all success to American industries, and especially to "The New Mail," I remain.

Yours truly,
C. W. SOMMERVILLE.

To our request to use the testimonial, we received the following:

WASHINGTON, D. C., April 20th, 1889.

MESSRS. READ & SONS, BOSTON:

Gentlemen—*By all means use my letter of recommendation.* Greater strength and force is added day by day the remarks therein.

I have not let up on my enthusiasm about your "New Mail Safety:" It *only* increases: *no let up whatever, mene.*

Very truly yours,
C. W. SOMMERVILLE.

Address,
WM. READ & SONS, - - - - - BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

MESSRS. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

MESSRS. LINDSAY & TAYLER, 150 Dearborn St., Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 17 MAY, 1889.

OUR PAPER WAS MAILED.

LAST week our whole edition was in the Boston Post Office by 12 M. Saturday. All the New England papers were in the mail by Friday night.

Having proved that our paper gets into the Boston Post Office on good time we would say to those who don't get it on time, we have lodged a complaint in the Boston office, and we will do all in our power to have the trouble sifted down to its proper source.

A CURIOUS question has arisen and is being discussed as to "why the crack cyclists only follow it a few years." One writer avers that it is only in cycling that the short lived excellence is common. We join issues with the gentleman on that point, and state that in all sports where a course of training has to be taken, long continued pre-eminence does not last. Rowing, running, boxing and wrestling, and, in fact, any sport where a high and perfect state of training is necessary to success, it will be found that a few years, more or less, will put a man stale. This condition of things is not peculiar to cycling alone; it has been the experience in all branches of athletics ever since training became a science.

THAT the Racing Board means business, none will deny who have noticed its action in the case of the men who raced at Cambridge last Saturday, in an event in which the safety and ordinary competed.

To the very letter and to the very last inch will the Board exact compliance with its rules or enforce the penalty. The Providence *Journal* speaks of the matter as a "mild rebellion," and no doubt the Board looks on it as mild, and hence the mildness of the penalty. We must say that we are of the same opinion as our e. c., *Bi. News*, holding that a safety should be barred out of an ordinary race, just as much as an ordinary is barred out of a safety race. The wisest laws some times don't work as we could wish, but for every time they do not work correctly, they hit the nail on the head a dozen times. So let the rule stand.

LEAGUE MEET.

IN connection with the tenth annual meet at Hagerstown, Md., the following races will be run on the third day, viz., July 4, 1889: One-mile bicycle, ordinary, L. A. W. championship; one-mile tricycle, L. A. W. national championship; half-mile heat race, three heats; two-mile handicap; one-mile novice; 100-yard slow race; one-mile club championship; one-mile team race. All open events, L. A. W. rules to govern. The course is a fine, half-mile track, and especially prepared for fast time. Handsome gold medals for all first prizes, and valuable second prizes. In the team race the prize will be a fine silk banner. Inquiries and applications for entry blanks should be addressed to Harry B. Irwin, 34 West Franklin street, Hagerstown, Md.

Chairman Davol, of the Racing Board, announces that the League will not claim any of the profits on the races, as has been customary heretofore. President Luscomb has asked Chief Consul Mott to act as one of his aids, and that official has consented.

The Western Maryland Railroad is posting attractive bills along their line, advertising the races of July 4th, which will probably draw several thousand people from the country surrounding Hagerstown. The General Committee has secured the Opera House, for the division headquarters during the week.

THE PROVIDENCE RACES, MAY 30.

THE Rhode Island Wheelmen's athletic tournament, at Narragansett Park, Memorial Day, is booming up and the early promises of one of the most notable occasions of the sort are assured of fulfillment. Arrangements have been made with the New York and New England Railroad whereby a fifty-cent ticket will carry the bearer from this city into the grounds and return. Wheels and all paraphernalia of the various classes and sports that will be represented in the meet, will be carried to the park by the railroad free of expense. The tournament will open at 1 o'clock in the afternoon, with a football game between the Providence and British Hosiery Football clubs for silver medals. Other athletic contests will comprise a 100-yard dash (professional) for prizes of $15, $7 and $3; one-half mile amateur foot race for a silver cup and a pair running shoes; a match game of tennis and a tug of war, the latter probably between teams from the Young Men's Christian Association and Brown University. The committee are also trying to arrange for a broadsword contest, to take place on horseback, and probably a tennis match.

We are advised that the prizes for the two mile L. A. W. championship race will be a gold medal for first prize and a silver medal for second prize. Our report last week mentioned the gold prize only.

PULLMAN ROAD RACE.

The entries to the Pullman road race closed Saturday, the 10th, with 128 entries. The handicapping committee spent Saturday eve on the list until a late hour. But they are discreetly silent when asked as to the result of their labors, although both Davis and Randall smile when asked as to who the limit men are, but do not look overly pleased when asked as to the handicaps of the well-known racers. The limit has been cut down to 12 minutes this year. The handicaps will not be published until the 25th. Phil Hammil will ride under the Douglas colors in the Pullman road race.

Ten St. Louis Wheelmen have entered the Pullman race and will start scratch, with Van Sicklin, Winship and Lumsden. Terry Andrae of Milwaukee will also start scratch in the race.

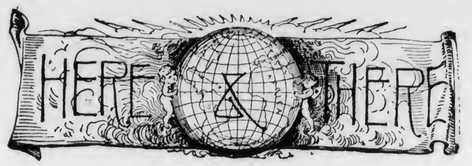
Van Sicklen is in the pink of condition and he hopes to secure the coveted time medal, May 30.

The Gormully & Jeffery medal will be on exhibition next week, and that it will be one unusually fine is unquestioned.

The value of the prizes will aggregate nearly $1200.

Winship swore off racing but when he saw ten entries from St. Louis his determination was shaken and it is hoped by his club mates that he will "go in" May 30th. STROLLER.

[The reports of our St. Louis and Chicago correspondents do not agree: one says the St. Louis entries have been withdrawn and the other announces the entries as having been accepted.—ED]



"JACK."

ODDS AND ENDS.

I WAS looking over the files of an old cycle paper the other day, the pictures in which carried me back to the days when the bicycle was said to have "arrived at the pinnacle of perfection," having chin-high handlebars, iron plate saddles with upholstered tops, timberlake brakes, and other luxuries, when my eye lit upon the last verse of "three stickfuls" of cycling poetry, the last verse of which was the best. The paper is so well "snowed under" by this time that I think this verse may well be reproduced:

"Oh! sweet to the soul that is chained to a desk,
To revel in sunshine and scenes picturesque,
To feel while our spirits are bounding in glee
There's something to live for *besides* £ s. d.:
Oh! Nature, sweet Nature, thy charms can impart
A solace to sorrow, new strength to the heart,
Expanding our sympathies, filling the mind
With flickering fancies, which linger behind,
And brighten the moments our duties between,
When again we resume our diurnal routine."

THOUGH there is nothing especially brilliant in the lines, there is a fine restfulness—the fine sentiment of an outdoor man who earns his bread and occasional butter in an indoor office. Saturday afternoon (or is it Sunday?) he is uncaged, and the key is turned on the door until Monday morning. A thousand pictures form themselves and dissolve in the subtle composite photography of the brain. With his back wheel turned to the city we see the lad speeding down some English country lane, where the yellow billed blackbird noisily chatters its startled and rather harsh tones, as it seeks another place in the hedgerow a few yards ahead, only to be "flushed" again by the swiftly running and noiseless wheel.

WITH his flannel shirt loosened at the neck, and knee trousers loosened to give the limbs full play, he rides along. No silk hat cramps his brow, or choker collar asserts its presence with that harsh persistency characteristic of the starch and linen tribe. The wind blows fresh around him. An occasional dusty toad moves nearer to the grass and burdock border of the side path, a heavily laden bee bumps noisily against him and then drops in the dust, to get all his fine gold and black jersey spoiled. On his back he lies and kicks, and then manages to turn and raises himself, like some fat old man, to his feet, and knocks the dust out of his rich clothing.

ON through the narrowing country lanes speeds our cycler. What does he care for anything now? He has a bicycle, an old grey suit, and twelve and sixpence and a bulldog pipe in his pocket. But alas! twelve and and sixpence soon runs off, if you know many fellows along the road, and even if you don't, and Messrs. Skimp & Cut in the "City" can easily get another man to fill his place, if he chooses to ride the "high horse" of independence. "There's something to live for besides £ s. d." Yes, but how many men are there who never recognize this truism before they have amassed a fortune, and then try to spend it, but find themselve incapable of enjoying a little outdoor sport, which to more generously inclined organisms is "life" itself. Have you never noticed those fine "old-young men" who ride cycles? Did you ever see an old man who rode a cycle who was not more or less interesting or likeable? Have you never found him to be as much a boy as yourself? No? I have, often. But to return to Saturday afternoon. This Saturday half-holiday is almost a necessity, and the employer whose business will not suffer, should see that his clerks or "boys" (I always like a man who speaks of his "boys") have the opportunity of living among the clover fields and the green of the woods on a Saturday afternoon. No man can go in the woods and live among the red ants and beetles, without having a certain amount of true religion grafted into him, and perhaps a colony of well-equipped mosquitoes capering on the inside of his trousers leg. Both are good for the cooped-up city lad. The one teaches him that there are truer delights than the often questionable associations of the city, and the other teaches him that there are other creatures in the world than himself, who think they have rights, and who are prepared to defend them. He may also learn (if there are many of them) that the best way to get rid of them is to take off your nether garments and flog some monarch of the forest with them. This either kills the enemy or routes them, and is a grand chance for a companion with a "Kodak Kamera"—which in the Gaelic is "Kamarashenshu." Then replace the garment (this is a very proper precaution) and continue your study of nature.

I HAVE received some inquiries as to cycling in Japan. Well, in the neighborhood of Yokohama the only decent road is a pretty level one, and is one of the principal roads in the country. It is called the To-kai-do, and extends from Takio (the capital) to Kobe, a distance of about 300 miles. From Takio to Yokohama (twenty miles) it is almost a dead level—only one slight hill. Between Yokohama and Tatsuka, about ten miles, there used to be two very steep hills, but in 1885 the Japs cut a new road skirting the hills, where the grade is inappreciable. From Tatsuka to Fuji Sawa, six or eight miles, there are no bad hills. Yokohama has a population similar to New Orleans, 250,000, and the roads are gravel, crushed smooth.

THE "tea houses" along the roadside remind the rider of the English tavern. At some of the places European food and drink are obtainable, notably Bass' ale and brandy and soda—the latter a most killing drink, especially in a hot climate. Rice-water and weak tea are really preferable to either.

NEW YORK.

"HAWKSHAW."

IN last week's issue of a wheel paper, one of the correspondents from the South corrects the error of a fellow pen pusher from the same district, whose geography had placed Chattanooga in Georgia, and having thus demonstrated his superior knowledge in one direction, at once goes to work to show the profundity of it in another by claiming that ten per cent. of $35,000,000 is $35,000, and to prove the correctness of this strange method of calculating percentage, he declares that he "is indebted to Judge M. T. Porter, one of County Commissioners, for the foregoing information," a fact that must be particularly pleasing to Judge Porter.

AN advertiser heads his advertisement with the statement that "there are two things which no man who tours on a bicycle should be without," and follows it up with an argument that these two are the advertiser's razor and bath brush. I agree with the gentleman that there *are* two things that all bicycle tourists should not be without when touring, but I do not believe that these two indispenables are a razor and a bath brush, but rather think that the two most important elements in a tour are a wheel and a pair of legs to run it with.

THE dwarf craze has degenerated into a regular stampede here in New York, and to listen to the talk around the club houses and upon the road, one would think that the end of the season would not find a rider here who did not bestride a safety. In some things wheelmen are like a flock of sheep, always ready to follow a leader, or to take hold of the latest patterns of the manufacturer and laud them to the heavens, as an example of absolute perfection, just so long as it is not eclipsed by something newer, when they at once repeat the entire performance over again with the last bidder for their imperial favors. It is very much this way with the existing safety boom, I think. For the dealers all of this is a windfall, acting as a two-edged sword in their behalf, since they not only sell to the enthusiast his new mount, but almost have the old one given to them besides, all of which, of course, makes business for them, and brings many new adherents to the cause, since the market is fairly glutted with first-class second-hand ordinaries that several years ago would readily have commanded at least twenty-five per cent. higher price than the dealers now offer them for. It is a subject that has both its amusing and its beneficial points of view, and I wonder what the dealers will give us next, when they have exhausted the rich gold mine of the safety, which I must say seems only to have been but just started upon its wealth-producing career for the manufacturer and dealer.

NOW's just the season of the cycling, when the racing man who, during the winter months has religiously circulated the story that he need never again enter a race, begins to scan the columns of his wheel paper for soft pot hunting snaps, and having made up his mind that he has located the game he seeks, quietly goes to work to train for the scooping of the prize. It's a funny thing, but I can't remember ever having heard a racing man at the close of one season, say that he intended to race during the next one. They are like prominent actresses, always making "farewell performances" and always repeating them.

WE had some bicycle races (?) at the 12th Regiment, among games on Friday evening, which were wonderful performances.

No limbs were broken or machines smashed—that's where the wonderful part of the affair comes in.

DENVER is going to abolish the amateur law, is she? Well, let me tell this western association of abolitionists that the contract they have undertaken is too big for them. Why, when the cold *finger* of oblivion closes over the whiskers of their association, not so much as a subdued plunk will mark its falling into the tureen. See if it does.

LOS ANGELES.

"VINDEX."

THE fourth annual meet of the California Division, to be held here May 30 (Decoration Day), 31, June 1 and 2, is the sole topic of conversation nowadays. At all the agencies, a group of the knowing ones can always be found congregated, discussing the relative merits of this and that aspirant for cinder-path honors. The committe men are flying around attending to details and working like beavers. The racers have already secured quarters in the Agricultural Park grounds, and have settled down to hard training, and are rapidly getting into racing trim. The following flyers have commenced training for the races: Messrs. W. S. Wing, J. Phil Percival, D. L. Burke, James Lancaster, P. L. Abel, R. C. Woodworth, A. W. Allen, Tom Romero, John Tufts. There will be a number of others to enter the races, but the foregoing are the flyers par excellence. The boys have rooms in the Park club-house, and go on the track morning and afternoon. The track even to-day is fine as silk and by racing day it will be in grand shape. It is being carefully looked after being rolled and sprinkled constantly. The Northern Citrus Belt racers can rely on the track being better than anything ever skimmed over. The Bay City Wheelmen will send a delegation of flyers, and word has been received that E. I. Halsted, late of New York but now of Tacoma, W. T., will be here. This means that the racing here will be the best ever given on the coast.

THE Los Angeles *Times* has a weekly wheel news column now, and of course its appearance can be ascribed to Harry G. Stuart, an attache of the paper. It appears every Sunday.

THE Grand Army people are kicking because the wheelmen have their parade on Memorial Day.

JUNE 2d, at Santa Monica-by-the-Sea, promises to be thronged with wheelmen; in fact, the whole wheel population of this city and our visitors will turn out for this run. The occasion is the last day of the State meet.

THE programme of the meet will be ready for mailing this week. It is a little late, but it will be none the less acceptable. It will be the best programme ever printed on the coast, from a wheelman's point of view.

To the Pacific Coast Wheelman: If you miss attending the fourth annual meet, to be held here, you have our distinguished sympathy. Come, and you will have a grand time.

NEW ORLEANS NOTES.

"HERMES."

HERE is how cycling is on the boom in New Orleans: A new bicycle club was started last week with fifteen members. It is one of the branches of the Young Men's Gymnastic Club; there are several old riders among its members. The N. O. B. C. now has fifty members, and with their lawn tennis courts, ten pins and new piano expect to attract many new members. A stag smoker is on the programme for the 17th. The Louisiana Cycling Club has forty-three members, and all hard at work on the new club house scheme. They took an outing last Sunday to Bay St. Louis, on the Gulf coast, and all report a fine time.

IN the mile handicap last Thursday, Christy, of the L. C. C., made a fine run, defeating the State champion, Hill. Christy is a coming fast one, and will be dangerous in the coming September meet.

TOO many races, and series at that, with few entries has been the cause of Chief Consul Hodgson withdrawing his medals and calling the series off, he will give them for a road race on Thanksgiving Day.

THE question of L. A. W. meet in New Orleans in 1891 is being agitated by our Chief Consul, but as our division is small and our merchants not much inclined to assist the good cause, he will have an up-hill work. However, if energy and hard work counts, the meet of 1891, will be held in New Orleans during Carnival week, but the time is so far off we will let it rest for the present.

THE three members of the N. O. B. C. who attended the meet in Baltimore last year have not forgotten the courtesies of the members of the Hagerstown Bi. Club, and I understand have a little surprise for the members of that club, which will be made public at the meet in July. A party of four or five hope to take in the meet this year, and will leave about June 29th.

ON May 28th an election will be held here to levy a tax of three mills for ten years, to completely drain and pave the city. It is called the Draining and Paving Tax, and as our assessments are about one hundred and twenty millions of dollars, ten years' tax will give us about three million and a half dollars for that purpose, and if it is passed favorably New Orleans will be a wheelman's Paradise, as our streets are a dead level, not a hill or elevation in the city. The wheelmen are interested, and will do all in their power to further the good work.

ONE of the events of the September meet here will be the five-mile League championship, which our Chief Consul has secured; this will be the first League championship ever held in the South, and it is hoped that riders from neighboring States will conclude to enter. The prize is the handsome League gold medal.

THIS summer the Louisiana Division will probably go into camp at one of our Gulf coast resorts. A committee has been appointed to make the proper arrangements.

BALTIMORE.

"NORVAL."

ABOUT a dozen of the Hagerstown wheelmen paid a fraternal visit to Mr. V. Monroe Cushwa, President of the club, at Williamsport, May the 6th, and enjoyed the bounties of his hospitality, which, on this occasion, consisted of a hearty welcome and an abundance of ice cream, cakes, etc. Mr. Chisni, the Chairman of Transportation for the L. A. W., was a guest.

THE Council Committee on Police and Jail decided to report favorably on the ordinance to exclude Charles Street avenue and Pimlico avenue from the provisions of the law prohibiting fast driving, but that the avenues shall not be used for racing or speeding, under a penalty of five dollars.

THE Maryland Club have adopted a badge which is beautiful. It is a gold button, with the monogram "M. B. C." set in a red enamel background. The membership of this club has largely increased of late.

LEVI KENTON, Treasurer of the Crescent Club, has resigned. W. E. Coleman was elected to fill the vacancy.

THE Chesapeake Wheelmen are in their new club house. Work on the exterior of the building is still going on. The expect to have their formal opening on Tuesday, the 21st.

A LARGE party from the Maryland Club spent last Sunday at the Middle river ducking pond.

THE Baltimore Club will have the first of their monthly races on June 15th. The prizes will be one gold and one silver medal.

ST. LOUIS.

"LINNEUS."

A FITTING sequence to the very successful illuminated parade was the banquet at the Calumet Hotel. The guest of the evening was Mr. Geo. B. Thomson, who, in replying to the toast, "The Citizens' Committee," complimented the wheelmen highly on their appearance in the parade, and stated that if the cyclists of St. Louis wanted to try it again in October, he would guarantee that a sufficient sum would be set aside to pay the expenses. In St. Louis the wheelmen are looked on as an attraction and not as a nuisance, as in some other cities. The prizes for the best costumes and decorations in the parade have been awarded to R. Hurck, to J. H. Child and H. A. Lienhardt, and to H. B. Pogue and Geo. Wilder.

THE question of repealing the rule of the Missouri Bi. Club which allows games to be played on Sunday in the club house, came up, and after a very hot time the motion to repeal was lost by a vote of 14 in favor of Sunday playing as to 13 against the practice.

THE cycle thief is rampant. No less than three wheels have been stolen from one spot during the past year. The last victim is H. Hirschberg.

THE date of the meeting of the cyclists of Quincy, Louisiana, Hannibal, St. Louis and Clarksville, at the latter place, has been definitely settled on Sunday, June 9. The fine gravel roads of Pike County are generally at their best at this season of the year, and taken in conjunction with the low rates which will be made by the railroad and steamer "Bald Eagle," should insure a large attendance. The latter's rate will be $3.50 for the round trip, with privilege of returning by rail.

Our local flyers, who, upon the invitation of R. D. Garden to compete in the Pullman road race, sent up their entries, are justly indignant in receiving word from him that the committee in charge of the races had decided to allow but three St. Louis men to compete from the scratch, and as a consequence, all have withdrawn their entries. In an interview with E. N. Sanders he stated: "I look upon this action as a square back-down, and it proves conclusively that Chicago is afraid of us. I, as well as seven others, had entered, but we have all withdrawn."

A large body of Chicago wheelmen will be down on the 28th to witness the Stone-Lumsden race. They will be entertained at the Missouri Bicycle Club, and will be shown a perhaps greater (?) attention, the Anheuser-Busch brewery. On Sunday, May 26, a special run has been arranged to Ballwin.

DENVER.

"OCCASIONAL."

Bad weather and the unrideable condition of the roads caused the postponement of the Social Wheel Club and Denver Ramblers' team race. The event will come off on Sunday, May 26th, rain or shine, sleet or snow; so say the committee. The course is thirty-three and a half miles in length, starting just outside the city (Denver), and finishing just side of Platteville. A special train will follow the racers for the benefit of spectators, who will be able to see the entire event, as the road follows alongside the railroad the entire distance. The "Geo. F. Higgins & Co. Challenge Cup," for which the teams are to compete, was manufactured by the Meriden Brittania Co. It is silver, finished with gold trimmings, and stands twenty-six inches in height.

The League Union Cyclists has "removed." Owing to the feeble support given that organization by the wheelmen of this section, it was thought advisable to ship the idea up north. It is said that in Oregon and Washington Territories there are men who have the time and money to make the scheme a "go." Maybe they have, but I doubt it." The L. A. W. is good enough for me, and quite a number of others out this way. If President Luscomb will only give us a good, rustling Chief Consul, I would bet that by next year (and perhaps before) we will be large enough to select our own officers. A. H. Brown, from Toledo, C. E. Hawver, also from Ohio, A. A. Morris, H. K. Lamb, J. H. Allers, C. C. Hopkins and E. S. Hartwell are all good men, and would boom the League in good style.

The Social Wheel Club are debating on the advisability of establishing a "safety division." It is proposed to organize such a division with a safety rider at its head, who shall hold the rank of a Lieutenant, but who will be empowered to call runs, at the same time he shall be under orders of the Captain of the club.

PORKOPOLIS NOTES.

"STAR."

Miss Hilda Kempton, who is in her tenth year, and who rides a twenty-inch safety bicycle, accompanied the C. B. C. on their run to Delhi on the first Sunday in May. The round trip was twenty-two miles, and two thirds of the distance was ridden on narrow and tortuous side paths. Most of those who saw Miss Hilda leading the procession were so surprised that they regarded her with silent and open-mouthed wonder. A few excitable women, however, were heard to express admiration. She did not seem to feel the effects of the ride, as she was as lively as a cricket the next morning.

The bicycle thief has visited Porkopolis. A young man calling himself Leon Goldsen ordered a wheel of Chas. Hanauer and in the meantime borrowed a wheel of the amiable Charley, which he immediately advertised for sale. Fortunately, the prospective purchaser, Mr. Mead, happened to make some inquiries of Charley, and the fraud was discovered. Charley and Al Watcher then accompanied Mr. Mead to the place where he was to meet the thief, who, suspecting something wrong when he saw them coming, started to run. After a lively foot race the young man was collared by Al Watcher and landed in the station house. In his pockets were found, a watch without hands, a bunch of keys, a ticket to Chicago, and five cents. As no charge could be placed against him he was discharged with a warning and a reprimand.

The "Veloce" Club have joined the gymnasium and have changed their name to the Athletic Cycling Club. Although it is claimed that the gymnasium offers more advantages at less cost than are offered by any bicycle club, yet they neither have a wheel room nor have they access to their rooms on Sunday, two very important features of a bicycle club. Experience has proven that without a well-appointed wheel room the life of any club will indeed be very short. Then the lack of a meeting place on Sunday recalls the early history of the defunct Central Wheelmen.

So this time it is "Vindex" who has to take some of "Hawkshaw's medicine. Next!

The C. B. C., at their last meeting, besides electing a lot of new members and receiving a fresh batch of applications, established a club championship for a road race. The location and distance have not yet been decided upon. The medal, a very handsome one, will be competed for twice annually. The first race is set for June 16th, and, of course, will be open to members of the C. B. C. only.

NEWS AND COMMENT.

Minneapolis is to have a race track. It will be built by Mr. Henry Hack, "the big-hearted Secretary of the Minneapolis base ball team," on the grounds of the base ball club. These grounds are situated directly in the rear of the West Hotel, and right in the heart of the city. A race meet during the Fair and Exposition would be a paying affair, and if the State Division L. A. W. meet is assigned to Minneapolis during that time a big effort will be made to give a tournament.

The South Park Commissioners, of Chicago, have purchased a number of tandem tricycles for rental, and the visitors seem to patronize the venture generously.

Members of the Elwell tourists hailing from Boston and vicinity will be entertained at the Town and Boston Club house, by the Boston Bicycle Club, on Friday, May 17th.

Our sympathies with Mr. L. T. Ames, one of Maine's fastest riders, for injuries sustained, would be deeper were it not for the fact that he took his header while "riding at a furious rate on the concrete sidewalk." It came near being a case of concussion of the brain.

Any village which tries the experiment of improving and beautifying its roads and conducting its work, from year to year, in a really intelligent and systematic way, will find the money thus spent has been profitably invested.—Boston *Journal.*

A man prominent in the wheel world is much in favor of holding the League meet for 1890 at the Hub. It would be funny if there were sharp competition between Boston and Chicago, wouldn't it?

Tacoma, W. T., may be out West, but it is not by any means out of the cycling world, if we are to judge of the amount of cycling news given to the sport in the column of the *Globe* of that city. There is a good deal of pleasant rivalry between the Seattle Wheelmen and those of Tacoma. A twenty-mile road race will be an event of an early date between the scorchers of these two cities.

Our Chicago correspondent writes us that: "Randall has finally been scared out of his still hunt for the Presidency of the C. C. C., this leaving Thorne as the only candidate in the field." He then says that "Whittaker intends to make application for reinstatement in League. 'Whit' has been trying to get on a race with Temple for glory or love, Temple to ride a safety or ordinary racer, while Whit rides his racing safety, but 'Whit' says Temple dare not make a match of this kind."

Mr. H. Welch, of New Haven, Ct., lost his bicycle. After searching he found the youth who had appropriated it, and now that youth has lost his liberty.

The Rambling Wheelmen, of Bridgeport, Ct., will give a race meet at Seaside Memorial Day.

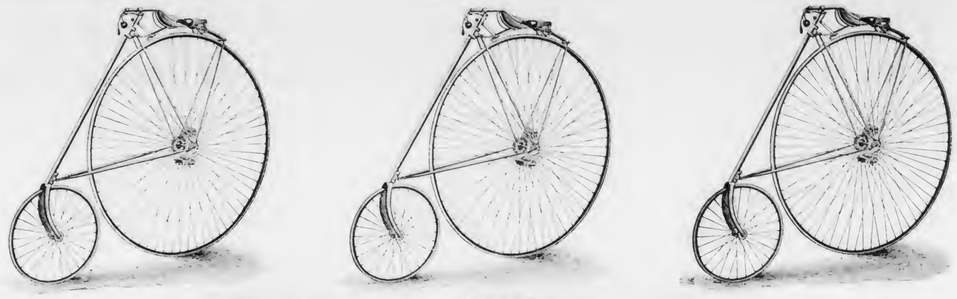
The annual *Spring* meeting of the Massachusetts Division will be held June 17, place not yet decided on. We omitted the word "spring" in our announcement of last week.

Mr. M. R. Davies, of Bala, Kansas, is desirous of securing a companion to tour to Denver, Col. He will start about June 7th. Address him for particulars.

We would have liked to see George Hendee ride in one of the ordinary races at Harvard last Saturday. We think he still has a large share of the old-time speed in him, which could be brought out by the proper amount of preparation.

"The relation of good country roads to a healthy commerce is so intimate that it is a wonder that the people of this country have not fully awakened to their importance long before this. * * * It must be acknowledged, however, that the men who suffer the most from bad roads—the country merchant and the farmer—are largely to blame for the existing state of affairs. If they would bring their influence to bear upon the legislators they have elected, a remedy would in time be effected."—*Exchange.*

The Augusta, Ga., wheelmen will give a grand tournament some time during the present season.



The Eagle.

THE · LIGHEST · RUNNING · WHEEL · IN · THE · WORLD.

SAFETY, SPEED AND COMFORT.

The best hill climber, the best coaster, the best all round machine in the the market to-day, combining all the advantages of the "Safety" and the "Ordinary," and having none of their defects.

Buffalo, N. Y., May 7th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.

Dear Sirs—I had the pleasure of riding one of your wheels a short time ago, and find that it excels in workmanship anything on the market.

I am a "fancy rider" on both the "Crank" and "Star" machines, and I can immediately see the many superiorities it has over either wheel in that respect.

It is a hill climber and race winner without an equal; combining the safe qualities of the "Star" with the fast spurting qualities of the "Crank." "In short it takes the bun."

Very respectfully, John Wilkeson, K. A.

THE EAGLE BICYCLE MFG. COMPANY,

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Large Illustrated Catalogue Free.

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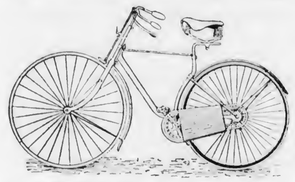


The Swift.

And they called it SWIFT!! and the name proved good, for lo, and behold, at whatsoever race of its type is held, there thou findest the SWIFT to the fore.

At Harvard Races, May 11th, the "Swift" was first and second in both Safety Races.

CATALOGUE FREE.



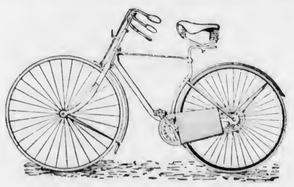
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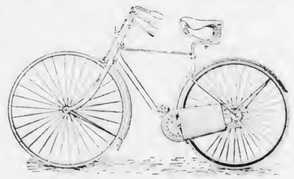
Points to be considered when purchasing a Wheel are Strength, Simplicity, Suitability. After these three

PREMIER

Virtues, Lightness, Rigidity and Beauty of Outline and Finish are Points to be Desired. You want a machine containing ALL these Features? It can be obtained from L. H. JOHNSON, Sole Mfg. Importer, Orange, N. J., or from your Local Agent for this Famous



SAFETY.



THE joint outing last Sunday of the members of the twin organization, the Boston Bi. Club and the Town Club was a most enjoyable affair. Over thirty members reached the rendezvous at Old Squantum, some via Tally-ho coach, some on cycles and some in canoes and yachts. To Captain Kendall and Mr. Tombs the success of the affair is due.

PELHAM, N. Y., will go to the Legislature and ask for authority to issue bonds to the amount of $30,000, for the improvement of highways.

HERE is an item which in itsef is the most eloquent sermon in favor of roads improvement. The item is from the Plymouth, N. H., *Record:* "Another of those sad accidents for which this region has lately become celebrated, occurred Monday, to Frank Caldon. While driving over Besch Hill, Campton, his carriage sank in the road beside a log, and was so firmly fastened that when the horse jumped the harness gave way, and it ran leaving the carriage in the road. Mr. Caldon was thrown out in front, striking his head on some hard substance, the nature of which is not known. He was carried home unconscious, and although he became partially conscious his recovery is doubtful.

NEW ORLEANS is already making a move towards securing the League meet of 1891 in that city. A prominent New Orleans League official writes: "Our sugar and rice plantations can be visited, steamboat ride on the Mississippi, jetties, battle grounds of New Orleans, shell roads, balmy climate, and Mardi Gras processions can make a stay of a week very pleasant. I will never rest until we have a meet here, and if hard work will count, the meet of 1891 will be held in Dixie land."

E. A. SAVAGE, of Minneapolis, one of the "cracks" of that section, will take up racing again this season.

PHILLIP BENGLE, driver of a Springfield (Mass.) grocery team, recently attempted to drive over certain League cyclists who were repairing a broken wheel by the roadside, between Springfield and Indian Orchard. As the wheelmen were on the extreme right of the road, they entered a complaint to his employer, secured his discharge, and tendered him, through the local consul, a proposition which it will be advisable for him to accept, if he wishes to escape further trouble.

THE Harrisburg (Pa.) Wheelmen have adopted resolutions thanking Gov. Brown for his good offices in securing legislation for better highways.

THE Reading (Pa.) Cyclists are still divided on the question of the right of wheelmen to retain the silver cup.

MR. CLARK, of Brooklyn, N. Y., sends us Badge No. 171, for the great Century run to be made between New York and Philadelphia. The badge is made out of enamel cloth, and the schedule is printed in blue ink thereon.

A YOUNG man in Geneva, N. Y., rides a unicycle altogether. He is "opposed to weight," and so dispenses with the larger part of the backbone and the small trailer.

THE Taunton Bi. Club feel pretty confident of securing the cup in the road race on Decoration Day. The race is for a distance of twenty miles. Both teams are hard at work.

MR. CHARLES SCHWALBACK'S reception to Brooklyn (N. Y.) wheelmen, given last week at his pavilion near Prospect Park, was a howling success. All the cycling shining lights of Gotham and Brooklyn were present.

THE Kentucky Division, L. A. W., will hold its meeting at Danville, Ky., June 10. The Covington (Ky.) Club propose to go to the meet like true cyclists—on the cycle from Maysville.

THE steam tricycle inventor pops up again. We would be lonely if he did not appear once in six months.

A COUPLE of men coasted and pedaled down St. Cloud Hill, Orange, N. J., three times, one and a third miles, in 2 m. 12 s., 2 m. 18 s. and 2 m. 8 s. This is a spped equal to a mile in 1 m. 36 s.

FOR the past few years the Rhode Island Wheelmen have projected and carried out a day's tour over the delightful highways about Boston. May 20th is set as the date of this year's tour. The following is the itinary: Leave Providence for Sharon at 7 A. M., arriving at 8.06. Morning run about 21 miles. Leave Sharon station at 8.15, and through Sharon village northerly to Old Bay road; thence direct through South Canton and Canton Corners to Ponkapoag, from Ponkapoag, via Canton avenue, skirting Blue Hill, through Milton Centre to School street (near Milton Lower Mills); School street and cross Neponset river; River and Washington streets, through Dorchester, branching off near Blue Hill avenue for Franklin Park, and to and around the Playstead; Walnut, Warren, Cabot and Tremont streets, Columbus and Warren avenues, to Clarendon Hotel, Tremont street, and dinner at 1 o'clock. Afternoon run, about 13 miles, leaving hotel at 3 o'clock, and via the new boulevard to Chestnut Hill reservoir and return. Go-as-you-please supper at J. M. Hill's new restaurant, corner of Boylston and Washington streets.

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

Sunday last was a perfect day in Boston. A party of eight took the run to Echo Bridge, and invoked responses from the great arch with shout and whistle. Six out of the eight were on two-wheelers. We were passed by several clubs, and whether they met us or came upon us from behind, we were passed just the same. I have often wondered if the gentlemen get as much real solid pleasure out of the wheel as we ladies do. They always seem to be riding as though they were late for dinner; they never saunter. A gentleman friend of mine tells me that he can get no fun out of riding unless he rides fast.

A friend in Philadelphia writes me that fifteen ladies of the Philadelphia Club, with escorts, rode out to Wayne on Centennial Day. The distance is ten miles. Dinner was taken at the hotel, and afterwards the return journey was made. There were several bicycles, tandems and tricycles. It was the first ladies' run of the club, and its success is likely lead to many more like it. Will not some one of the Quaker City ladies undertake to keep me informed regarding matters of interest in her city? The Reception Room is open to all who are interested in its mission.

I was glad to find the following in an English cycling paper, written by its lady correspondent. I have been taken to task for giving expression to the very same ideas. The paragraph is in reply to the words of the journalist who referred to the health-promoting qualities of the ladies' bicycle:

"Now we who have not, for the sake of the new love, by any means thrown over the old, cannot help murmuring a little that all this credit should be paid to the virtues of the two-wheeler, to the total ignoring of our true and tried tricycles. If it had been merely cycling to which the praise was given, we could have added our heartiest testimony."

My friend "Psyche," of the *Wheel*, should be more careful of her statements. She tells us that Mrs. Stall, of Boston, for two years has ridden a tricycle that weighed thirty-five pounds. That is very much less than the bicycles weigh, and "Psyche" proves too much. Why ride a bicycle weighing forty-five pounds when we may have a tricycle that weighs ten pounds less? On the last ladies' tour to the North Shore, Miss Fair, of Holyoke, Mass., rode a tricycle weighing forty-seven pounds. It was the lightest machine I have ever seen, and I have many times seen Mrs. Stall's wheel. "Psyche" has taken off about fifteen pounds from the wheel in question.

Proving too much is the amiable weakness of my friend from Washington. She has undertaken to show that tricycles are made lighter than bicycles, that one is safer from dogs on a bicycle than on a tricycle, and that the luggage-carrying capacity of the two-wheeler is equal to that of the tricycle. Here are devious ways adown which I will not follow her.

How very stupid it is for cycling scribes to say I am opposed to the ladies' bicycle. Decidedly I am not. I am glad that this light, single-track machine has been adapted to her uses. But seeing her on it and applauding her courage, I would not have her say, "this is the only mount for ladies."

I am told that there is to be no North Shore tour this year. The managers have become weary of managing extensive tours, and will do no more than hold several short tours during the season. After all, why do we care to go off in droves?

In large companies all cannot be congenial. A party of ten, if they are congenial, can have more fun than can many more, wanting this; and so, it is proposed to have several tours to Massapoag Lake, to Hingham, perhaps to Providence. These will be entirely informal, and the world will not be invited. Of course we shall all go to Cottage City. Massachusetts and Rhode Island ladies will be there. Why not the New York and Brooklyn ladies join us? They have a steamer running direct to the island, and could come easily enough. Why not make this island outing *distinctively a ladies' meet?*

The following from "Flora" is a word in good season:

Dear Helen Grey—In your article of May 3, regarding dress, you say: "It should conceal as much as possible the knee movement." Will you allow me to suggest that the best way to conceal the movement of the knees is to use what is called the "ankle motion" in pedalling. In this way of pedalling the heel is lowered as the pedal ascends, and at the top of the stroke the knee as well as the heel isn't as high, by at least three inches, as it is in the ordinary way of pedalling, and gives to the rider an easy, graceful movement.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

It takes some practice to acquire this motion, but the lady rider will be well repaid for her trouble. Expert wheelmen say that this ankle motion, when fully learned, adds ten to thirteen per cent. to the power of the rider. FLORA.

I shall have something to say about ankle motion very soon.
HELEN GREY.

THE TALE OF A SKULL.

A STORY OF THE QUATIER LATIN OF PARIS.

In Three Chapters.

By JAS. PURVIS-BRUCE.

(Continued.)

CHAPTER III.

"Whispering to her lover,
Oh, but the world is heaven!
Poppies beneath, and above her
The bright blue sky of Devon.

Backwards and forwards faring,
Oh, but the world is chilly!
Flaunting beneath the glaring
Gaslight of Piccadilly.

Standing beside the river,
Oh, but the world is hell!
Madly, with heart a-quiver,
Bidding it all farewell."

Next morning I was down early to see my friend J. Sage Vandyke, or "Vandyke Brown" (as he was generally called by the artist fraternity after the story of his baptismal name had leaked out) and I at once recounted to him the experience of the previous night.

Of course he did exactly as *I* should have done (had the story been his and I the listener)—pooh poohed the whole thing as the result of going to bed at an unseemly hour, and dreaming.

In vain I explained that I had not gone to sleep.

"Oh no, 'Jack,'" he said, "you can't make me believe anything else, and you, of all men, with your cause-and-effect-matter-of-fact ideas! Pshaw, I'm astonished at you!"

Convincing a man against his will is no easy, and never a satisfactory, task, so I gave it up in despair.

Immediately after breakfast, I went to my room, unlocked the hat box and carefully took the skull to the small back yard, and buried it near an elder-berry tree.

I had had one experience, which I did not wish repeated, and thought that burying the skull might somewhat pacify the spirit which had visited me.

In time I had grown to consider the matter in the light of an inexplicable experience and mystery. I went to London and wrote a book on "The Plagarisms of Artists," which had quite a sale, both among the brotherhood of Bohemia and in outside circles as well.

Some years after I was again in Paris, my friend "Vandyke Brown" having arrived a few days previously with three pictures for the Salon. I had seen them, and was much impressed with his fine feeling for color, and above all his admirable flesh tints.

One evening I was walking near the great Bohemienne building, and was accosted by a tall, strong looking man who begged a light for his cigar, which had gone out. I felt in my vest pockets, and finding none I handed him the glowing stump of my own cigar, which he placed to the ashes of his cigar. As he did so, I took a good look at the man, and nearly cried aloud, for as he drew the fire from one cigar to the other, I noticed a ring on the middle finger of his left hand.

There could be no mistake. The same luminous, deep glow on the cat's eye surrounded with pearls. I mastered myself, as the stranger thanked me and handed back my cigar, and was about to go, when he noticed my white, excited face.

"Are you ill, Monsieur?" he said in English.

He had already discovered I was English like himself—though I could correctly read and write French as well.

"Is your name Bouverie?" I said.

The man turned pale, started, and said, in a strangely artificial voice: "Who said it was?"

"Henry Lawson Bouverie, is it not?" I asked.

"No," he replied. "What makes you ask these questions?"

"Did you ever know Marie Fouchette?" I continued.

"Oh," he exclaimed, with an oath, "you have come to hunt me," at the same time drawing a pistol, and quickly aiming he fired.

I was unarmed, and as we clinched, I knew that I was not much hurt, though I had experienced a slight pain in my cheek at the report of the pistol. We clinched, and I got the best of the fall, though he was undoubtedly a stronger man than I. I managed to get hold of the butt of the pistol, but could not wrench it from his muscular hands, he holding it by the barrel chambers and tugging away, imprecating viciously the while. I managed to get hold of the stock, and control of the trigger, and before I could warn him of the advantage I had over him (which he must have immediately realized) or the possible consequences of his tugging at the barrel, he had wrenched the pistol suddenly.

A report followed, then a groan, and he relaxed his hold, lying on the *pavee*, as I thought, DEAD.

All this was the work of a very few seconds. Such things are as a rule "one act and curtain," and it had been witnessed in its entirety by a *gendarme* who came running up. He had, it afterwards transpired, seen this man draw the pistol and fire, had seen us clinch, and had hurried up, not, however, before the fatal shot had been fired.

Beyond a slight scratch on the left cheek, where the ball had grazed, I felt unhurt. The wounded man was placed on an ambulance, and I under arrest.

That night he died, but before doing so, he made a declaration, which together with the evidence given by the *gendarme*, was the means of my honorable acquital by the police authorities.

His statement also corroborated my suspicions. It read:

"I, Henry Lawson Bouverie, being about to die, desire to clear my conscience of a terrible load, which I have carried alone for several years, and to make as much peace with my God in this world as my rapidly narrowing span of life will permit. Life is short, and eternity is so long, therefore I make this voluntary confession:

On the night of January the 10th, 1874, I, without accessories, killed my mistress, a French girl, Marie Fouchette by name, by stabbing her in the back of the ear with a knife, and then I threw her body in the Seine. If she was not quite dead when I threw her over the bridge, she must have quickly drowned in the waters.

The act was caused by an overpowering fit of jealousy, and has made my life miserable ever since.

According to accounts which I read in the Paris papers, her body was found by a boatman, and it was supposed that she had been drowned, the knife mark being so small as to cause no comment.

I left the city immediately after the murder."

(To be continued.)

THE CHICAGO TOURNAMENT.

(Special Despatch to the World.)

THE officers are: J. O. Blake, Referee; George C. Stamm and W. C. Musty, Umpires; C. P. Randall, S. L. Sloan, R. G. Hall and J. F. Langworthy, Judges; M. A. Hosford, George E. Lloyd, R. D. Gorden, N. H. Van Sicklen and W. G. Davis, Timers; R. O. Forrest and W. F. Bode, Scorers; L. D. Munger, Announcer; Charles H. Sieg and W. O. Mumford, Clerks of the Course.

As the time approaches for the opening day of the tournament, it can be noticed at the hotels, and especially at the Palmer House, that some event cyclar is on the tapis, and by to-morrow the opening official event, the starting of the six days' race at 2.30 o'clock, the crowd of cyclers and non-cyclers will be very large at the exposition building. The display of cycles by the different manufacturers and importers will be the subject of a special article which I shall send you [We fear it won't reach us in time for this week.—ED.], but the results of each day's racing up to Wednesday, will be sent you by telegraph, so that you can get the first three days into this issue.

THE SUNDAY'S RUN.

The run out to Maywood was enjoyed by fully 350 wheelmen, and the weather was superb. At Maywood a fine dinner was served, and the hungry wheelmen did ample justice to the large spread put down before them. The start was made from the Leland Hotel, on Michigan avenue, at 10.45 A. M. and was viewed by many hundred spectators.

The Illinois Club had seventy men out Sunday, and after a ride around the parks with some of the visitors here, had dinner at the Commercial Hotel.

The starters in the six days' professional race, eight hours a day, were: A. Schock, John S. Prince, W. F. Knapp, Ned Reading, W. J. Morgan, R. Neilson, Ralph Temple. The score is as follows:

	1st Day	2d Day	3d Day
Reading,	123. 5	241. 7	360.
Knapp,	123. 5	241. 7	360.
Prince,	123. 5	241. 7	360. 1
Morgan,	123. 5	241. 7	360.
Schock,	122.	239.	355. 2
Temple,*	47. 7		
Neilson,*	38.10		

* Withdrew.

MONDAY.

One mile Novice: First heat—H. E. Loveday, (1), F. L. Chase, Jr., (2); time, 3 m. 4 1-5 s.; second heat—F. H. Tuttle (1), R. G. Goodrich (2); time, 3 m. 5 4-5 s.

Two mile Safety: First heat—H. L. Kingsland (1), John Mason (2); time, 6 m. 9 3-5 s.; second heat—E. L. Thornton, walkover.

One mile handicap: First heat—W. Maas, 70 yds. (1), B. Burroughs, 15 yds. (2); time, 2 m. 50 1-5 s.; second heat—R. H. Goodrich, 120 yds. (1), W. D. Sheriff, 90 yds. (2); time, 2 m. 52 2-5 s.; third heat—F. Riggs, 90 yds. (1), C. J. Guthrie, 120 yds. (2); time, 2 m. 53 s.; fourth heat—George Thorne, 75 yds. (1), A. M. Luce, 40 yds. (2); time, 2 m. 48 3-5 s.; fifth heat—H. E. Loveday, 55 yds. (1), F. E. Spooner, 60 yds. (2); time, 2 m. 43 2-5 s.; sixth heat—F. H. Tuttle, 60 yds. (1), O. Wimmerstedt, 60 yds. (2); time, 2 m. 44 1-5 s.

One mile handicap, boys under 16: Will Pixley scratched (1), R. Richardson, 20 yds. (2); time, 3 m. 6 s.

Two mile 6.20 class: First heat—F. E. Spooner (1), Bert Myers (2); time, 5 m. 50 1-5 s.; second heat—F. H. Tuttle (1), H. E. Loveday (2); time, 5 m. 54 4-5 s.

TUESDAY.

One mile, men who have never raced: First heat—C. J. Guthrie (1), F. L. Chase, Jr., (2); time, 3 m. 8 1-5 s.; second heat—H. E. Loveday (1), A. Guthrie (2); time, 3 m. 1 2-5 s.; third heat—F. H. Tuttle (1), R. G. Goodrich (2); time, 2 m. 54 3-5 s.

Two mile safety, final heat—John Mason (1); time, 6 m. 31 3-5 s. H. L. Kingsland took a bad fall in the race, and did not finish.

One mile handicap (second series): First heat—F. E. Spooner, 35 yds. (1), A. Barrett, 90 yds. (2); time, 2 m. 56 4-5 s.; second heat—O. Wimmerstedt, 60 yds. (1), W. Pixley, 140 yds. (2); time, 2 m. 48 4-5 s.; third heat—A. Guthrie, 120 yds. (1), B. Burroughs, 20 yds. (2); time, 2 m. 49 3-5 s.; fourth heat—F. Bodach, 90 yds. (1), H. R. Richardson, 150 yds. (2); time, 2 m. 52 s.; fifth heat—A. M. Luce, 45 yds. (1), C. J. Guthrie, 100 yds. (2); time, 2 m. 50 s.; sixth heat—A. L. A. Wallace, 140 yds.; walkover, no time.

Two mile, 6.20 class: Final heat—Bert Myers (1), F. E. Spooner (2); time, 5 m. 45 2-5 s.

One mile, flying start: First heat—B. Burrough (1), F. E. Spooner (2); time, 3 m. 3 s.; second heat—H. L. Kingsland (1), H. E. Loveday (2); time, 3 m. 8 2-5 s.

Three mile handicap: First heat—G. A. Thorne, 170 yds. (1), O. Wimmerstedt, 150 yds. (2); time, 8 m. 50 s.; second heat—A. M. Luce, 130 yds. (1), F. Bodach, 240 yds. (2); third heat—B. Myers, 70 yds. (1), B. Burrough, 40 yds. (2); time, 8 m. 47 3-5 s.

WEDNESDAY.

One-mile, men who have never raced: Final heat—F. H. Tuttle (1), H. E. Loveday (2); time, 2.50 4-5.

One-mile safety: Heat first—O. D. Richardson (1), Jno. Mason (2); time, 2.52 3-5. Heat second—A. Barrett (1), E. L. Thornton (2); time, 2.57.

One-mile handicap (third series): Heat First—W. Pixley, 150 yds. (1); W. D. Sherriff, 100 yds. (2); time, 2.51 1-5. Heat second—R. Richardson, 160 yds. (1); W. S. Farrant, 120 yds. (2); time, 2.51 4-5. Heat third—B. Burroughs, 20 yds. (1); H. L. Evans, 160 yds. (2); time, 2.57 1-5. Heat fourth—J. R. Black, 160 yds. (1); H. A. Kohler, 100 yds. (2); time, 2.44 4-5. Heat fifth—O. D. Richardson, 180 yds. (1); W. D. Sheriff, 100 yds. (2); time, 2.51 2-5.

One-mile handicap, boys under 17 years—R. Richardson, 30 yds. (1); Jno. Levy, 60 yds. (2); time, 3.03 3-5.

One-mile, flying start: Final heat—H. E. Loveday (1), F. E. Spooner (2); time, 2.48 3-5.

The attendance has been tremendous each day, and on Wednesday reached the number of 15,000.

MISFORTUNE in nine times out of ten is simply another name for laziness or bad management, and it really isn't anything to your credit to be croaking all the time about misfortune. If you have no employment, or are being poorly paid for the work you are doing, then write to B. F. Johnson & Co., of Richmond, Va., and they will show you how to transform Miss-Fortune into Madame-fortune. Try it.

HARVARD BICYCLE RACES.

THREATENING weather in the morning of last Saturday rather put a damper on the ardor of the friends of the Harvard Bicycle Club, but when, about noon, the sun came out in all his glory, the spirits of the Harvard men went up. A glorious afternoon, a very fair audience and some good racing, is the epitomized history of the afternoon on Holmes' Field. A few headers were taken but no serious damage done.

The management is to be congratulated on the business-like and prompt way in which the events were run off; there was no delay between the races. The events and results were as follows:

One-mile safety—R. H. Davis, first; E. A. Bailey, second; W. G. F. Class, third. Time, 2.53 3-5.

Quarter-mile heat, first heat—F. G. Brown, first; J. W. Schoefer, second; J. P. Clark, third. Time, 41 2-5.

Same race, heat second—Kenneth Brown, first; R. W. Holmes, second; W. B. Greenleaf, third. Time, 45 sec. Holmes took a bad header just after crossing the line.

Heat third—Frank A. Delabarre not having any competitor rode over the course alone.

Final heat—F. G. Brown finished first, but owing to a protest by the judges that his starter stepped over the line, Mr. F. G. Brown was disqualified, and Kenneth Brown, who finished second, was awarded first place, and F. A. Delabarre second. Mr. Kenneth Brown was loth to accept first prize, as he stated he had beaten "fair and square," but such were the rules. Time, 41 4-5.

Students of preparatory Massachusetts schools, one-mile, first heat—Philip Davis, first; F. Forbes, second; R. Thayer, third. Also started, R. M. Atwater, who had a good lead on the third lap, and just before crossing the line, entering the last lap, he came a fearful cropper. The finish between Davis and Forbes was very close.

Heat second—S. R. Kimball rode over the course.

Final heat—P. Davis, first; F. Forbes, second; S. R. Kimball, third. Time, 3.20.

One-mile safety handicap—R. H. Davis, scratch, first; E. A. Bailey, scratch, second; W. Porter, 75 yards, third. Time, 2.42 4-5.

Two-mile bicycle handicap, heat first—J. W. Schoefer, 100 yards, first; time, 5.52 2-5.

Heat second—F. A. Delabarre, walk-over. Time, 7.10 3-5.

Final heat—Was a splendid race between J. W. Schoefer, 100 yards, and J. P. Clark, 125 yards, and resulted in a victory for Schoefer; Clark, second; Delabarre, third. Time, 5.50 2-5.

One-mile bicycle race, H. B. C., 3.20 class—T. Brown, first; E. F. Rogers, second; J. M. Weissman, third. Time, 3.09 3-5.

Two-mile tandem safety—This was a walk-over for E. A. and E. W. Bailey, against R. H. Davis and Geo. Hendee, second; J. W. Schoefer and W. G. F. Class, a very bad third. The Baileys rode the tandem in a way that showed them to be a bad team to down, while Davis and the veteran Hendee showed they had not good control of their machine. Time, 6.00 4-5.

The reappearance of Geo. Hendee on the track as an amateur was an interesting feature of the meet.

RACING AT PHILADELPHIA.

THE spring games of the University of Pennsylvania attracted a large audience to the University Grounds, and several collegiate records were broken. Two bicycle races were down on the programme, each of which was a two-mile affair. The college race was won by C. B. Keen, '89, scratch, in 6.12 1-2, with H. R. Register second. Register is a youngster who promises to make a flyer. The two-mile open was the attraction, however, as W. W. Taxis, Y. M. C. A., and E. G. Kolb, South End Wheelmen, were among the entries, and Kolb was reported to have made 2.57 in private trials. The track was poor, which accounts for the time, and Taxis won as he pleased, with Kolb second: time, 6.36.

THE TWELVE-MILE ROAD SCORCH

between B. F. McDaniel and L. J. Kolb was won by the latter, after one of the closest and most interesting contests ever seen here. By mutual consent half a dozen men rode with them, making pace, and from the start to within a quarter of a mile from the finish a blanket would have covered the party. The course was out the Lancaster Pike, from 52d street to Devon, and the two men were neck and neck until, on the last quarter, Kolb put in his spurt, which McDaniel could not answer, and the South End man crossed twenty feet ahead. But although he beat McDaniel the Pennsylvania gray was ahead. Merrihew, who rode with McDaniel from the start, seeing that his club-mate could not respond to Kolb's sprint, went to the front like a flash, as soon as he saw Kolb's spurt, and coming with a rush collared him, finishing, with hands off, full thirty feet ahead. McDaniel was beaten fairly and squarely.

Immediately prior to the race, he challenged Kolb to a twenty-five mile road race, from West Chester to Philadelphia, at any time within the next two weeks, Sundays excepted, and the latter will have to accept if he wants to claim being a better man than the Wilmington rider. McDaniel's challenge appears below.

The only drawback to the whole affair was the publication of an article in several of the city papers this morning, purporting to be an account of the race, in which the writer, with the most remarkable disregard for the truth, asserts that the race was the outcome of a little rivalry between the Pennsylvania Club and the South End Wheelmen, as road riders, and that the best man was selected from each club, which resulted in a comparatively easy victory for the latter. Not only had the Pennsylvania Club nothing to do with the affair, as a club, but they were not even approached on the subject, it being an entirely personal arrangement between Messrs. Kolb and McDaniel. Mr. McDaniel has written a letter to the editors of the city papers, correcting the misstatements. "ARIEL."

Philadelphia, May 13, 1889.

McDANIEL'S CHALLENGE.

Mr. L. J. Kolb, Philadelphia, Pa.:

Dear Sir—I hereby challenge you to a bicycle race from West Chester to 52d street, Philadelphia, to take place within the next two weeks, Sundays excepted. Yours truly,

(Signed) B. FRANK McDANIEL.

RACING AT ROCHESTER, N. Y.

ON May 30th the West End Bicycle Club, of Rochester, will give their second annual tournament at the Driving Park. The programme is as follows:

Half mile—Open: handicap, 50 yard limit; one mile—Open; novice on safety machines; three mile—Monroe County Championship; one mile—Open; novice; wheels not less than 35 pounds; one mile—Open; handicap; one hundred yard limit; one hundred yard slow race; five mile—Open; handicap, one-half mile limit; one-quarter mile dash—Open; two mile—State Championship; one and one-half mile—Open; handicap, two hundred yard limit; one mile—Tandem bicycle; Open; one mile—Bicyclist vs. horse; one mile—open; safety machines; one mile, consolation—Handicap, one hundred yards limit.

Valuable prizes will be offered for each event. Entries close May 29th. Entrance fee, 50 cents, for each event, and must be sent with entry, addressed to C. J. Iven, 22 Exchange street, Rochester, N. Y.

RACING AT OAKLAND, CAL.

ON Tuesday, April 31, the Bay City Wheelmen held a tournament with the following results:

One-mile novice—first heat, E. F. Hass (1), T. H. Doane (2). Time 3.41 3-5. Second heat, H. Smith (1), J. Desimone (2). Time 3.41 2-5.

Final—E. F. Hass (1), H. Smith (2). Time, 3.43 1-2.

Half-mile handicap—Won by T. W. Gilmour, with J. F. Hickenbottom second. Time, 1.26 1-4.

Three-mile handicap—Won by Julius Smith.

One-mile University championship—Won by C. E. Townsend. Time, 3.44 1-2.

Two-mile safety handicap—Won by C. F. English, with C. B. Lakenau second. Time, 6.31 4-5.

Half-mile juvenile race—Won by Harry Butler. Time, 2.03.

One-mile handicap—Won by F. E. Southworth, H. Smith second. Time, 3.02 1-4.

Two-mile University championship—Won by E. F. Hass. Time, 6.52 3-5.

Five-mile handicap—Won by J. F. Richardson, Julius Smith second and R. W. Turner third. Time, 17.27.25.

L. H. JOHNSON.

YOUR representative boarded one of the many trains of the railroad, and after a half-hour's ride from New York, alighted at Orange, the "Wheelman's Mecca." Three minutes' walk down the main street, a smooth, macadamized surface from curb to curb, brought him to Mr. Johnson's establishment, in the very centre of the famous Orange riding district. Here he found a striking change in the cosy quarters which have been the rendezvous of hundreds of wheelmen. Two large stores have been taken and thrown into one, affording ample floor space for the display of Mr. Johnson's specialties. Four large windows contain the latest patterns of Premier Safeties, Humber Crippers and Sparkbrook bicycles. A commodious business and typewriter's office occupies one corner of the ware room, while a hatchway and hoist, communicate with the floor above. This consists of storage, assembling and crating rooms, and is in charge of a foreman and several assistants, who were busy with the day's orders for sixteen single and tandem Premier safeties, when Mr. Johnson showed your reporter through. The show rooms and offices are lit at night by electric light, while a telephone connects the establishment with the various local transportation offices, as well as with New York City and all surrounding towns, enabling many customers and agents to place their orders verbally, thus ensuring prompt and accurate delivery. Speaking tubes connect the office with the floor above. In the rear of the warerooms is a large floor where both ladies and gentlemen are taught to ride the wheel. This floor is the largest used for teaching bicycle riding in the State. Adjoining the main building is a separate storehouse for tricycles and second-hand wheels that are too bulky to be kept in the stores. We found Mr. Johnson busy with the morning's mail, which embraced correspondence from all parts of the United States, entering orders, dictating replies and yet glad to see us. Mr. Johnson believes that personal supervision and careful attention to every detail of the business is the key to success, and he has built up a large and rapidly increasing cycle trade by unremitting vigilance and constant effort to improve his machines in every possible manner.

Mr. Johnson states that he has been a constant road rider for twelve years, and he makes annual trips abroad to study and test the new patterns of machines. He stated that he believed that a good combined saddle and spring obviates all the objectional jar to the nervous system. Such saddle and spring in connection with a properly curved fork and handle-bar, Mr. Johnson holds, gives ample ease and comfort to both hands and arms. His Special Premier Safety is built on this principle, the handle-bars being two feet behind the front wheel axle. Mr. Johnson stated further that he believed thoroughly in simplicity in the construction of a cycle. While expounding his views, Mr. Johnson showed us how his ideas have been carried out in the Premier Safeties, and your reporter is compelled to admit that he has never seen a handsomer or more business-like looking line of wheels. The Premier Tandem Safety is a marvel of strength, the closest scrutiny failing to reveal to his eyes a single weak point. The Special for both sexes, is a beautiful wheel, and the $105 Popular looks as handsome and sound as the makers guarantee it to be. This machine, and the Youths' Premier Safety, at $65, are apparently splendid value for price in their respective classes in the United States, as is testified by the orders received for them from dealers all over the country. Your correspondent was much disappointed not to see the famous "Catford" Safety that is making such a hit in London, but Mr. Johnson stated that, although he had received small invoices of them, it was impossible to keep a single machine in stock for twenty-four hours.

* * *

Good hill climbing—W. S. Doane climbed Corey Hill last night (14th inst) twice in succession on a Royal Singer Safety, *geared to 57 inches.*

THE White Cycle Co., at Westboro', write us that they will have one hundred machines on the market about the latter part of June, though others will be ready long before then.

"ON Tuesday, the 7th, Mr. E. A. Bailey of the Harvard B. C. made the best American Collegiate record for two miles in six minutes one second. This was the first time Mr. Bailey had ever mounted a Swift Safety."

We note that the New York Bicycle Co. formerly of Nos. 8 Warren and 4 East 60th streets, New York City, have removed to their permanent uptown address Nos. 4 and 6 East 60 street where they will have still more commodious quarters for their ever increasing business. Their new situation is at the 5th avenue entrance to Central Park, a most desirable stand, and right in the midst of a wheeling neighborhood. Here the company have their salesrooms, repair shop, renting department, etc., and also carry a fine line of Spalding's celebrated tennis and baseball goods.

The company are New York agents for Pony Star and "Star" Safety. Samples of the above always on exhibition. This move of the New York Bicycle Co. should be a most welcome one to wheelmen, as it places a depot of supplies for their many wants right where it is most needed. The company handle anything and everything in the way of Cycling accessories, and make a special drive in their own Warren enamels and oils. As agents for Victors, Stars, Swifts, New Rapids, Eagles, etc., the company have received a number of A 1 "ordinaries" in trade for new ones of the above makes which they offer at prices within the reach of all. A list of these wheels is issued at stated intervals, and it will pay all those looking for a machine that has been used somewhat to send to the New York Bicycle Co. for copy of such list. The move made by this concern has been contemplated for some time. It being quite impossible to secure the space needed in their old quarters

In 60th street the company expect, in time, to add a riding hall to their present premises. We wish them success.

THE Warwick Cycle Co. writes us that they are running 23 hours out of the 24, in their endeavor to get even on their orders. This Company are very much pleased with the manner in which their output has been received and they will continue to work overtime until the supply equals the demand of a normal days work.

THE Philadelphia Bicycle Co. Limited, who are agents for the Victor wheels in Philadelphia, writes us that this safety is having a big sale and that the Light Roadster of the same make is having a most flattering sale. Business is booming. The Premier Tandem is handled by the Philadelphia Bicycle Co. and is taking well.

THE Pedal Lamp is the latest novelty to be introduced here. We are advised by those who have used it that it is a most excellent thing. See advertisement.

MR. S. T. CLARK arrived in New York on Umbria a week ago. He has been over to hurry out a large shipment of "New Rapids."

HOPKINS STREET, one of the steepest hills to be found in this part of the country, the grade being one foot in six, was successfully climed Tuesday afternoon by Mr. H. E. Campbell on a 39 inch 50.0 bicycle. This is the first time any wheelman has ever been able to ride the narrow track on this hill.

FIXTURES.

MAY.

25—Stone Lumsden 3 mile Match Race, at St. Louis, Mo.
27—Stone Lumsden 25-mile Match Race, at Crawfordsville, Ind.
30—N. J. A. C. 1-2 mile and 3 mile handicaps. Entries close May 22, with A. M. Swezey, P. O. Box 292 Bergen Point, N. J.
30—Maine Division Meet, at Biddeford, Me.
30—Bicycle and Athletic Tournament and 2 mile L. A. W. Championship Race, at Narragansett Park.
30—Pullman Road Race, Chicago to Pullman.
30—Twenty five mile Handicap Road Race, Irvington—Millburn course. Entries close May 15, with A. B. Barkman, 241 Broadway, N. Y.
30—Rhode Island Wheelmen's Race Meet, at Narragansett Park, Providence, R. I. Entries close with C. E. Campbell, Providence, R. I. P. O. Box 266.
30—West End Bi. Club Race, Rochester, N. Y.
30 June 2—California Division Meet, at Los Angeles.

JUNE.

1-8, 6—Kansas Div. L. A. W. Meet, Ottawa, Kansas.
1, 8, 6—Kansas Division Meet, at Forest Park, Ottawa, Kansas.
8—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clark, 25 Broad street, New York.
8—Locust Union Meet at Clarksville, Mo.
10—Kentucky Div. L. A. W. Meet, Danville, Ky.
15—L. I. W. Race Meet at Brooklyn Athletic Grounds. Entries close June 8, with L. N. Wise, 1,281 Bedford avenue, Brooklyn.
15—Two mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess,** and secure, by its use, a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

NARRAGANSETT PARK,

PROVIDENCE.

GRAND

Bicycle and Athletic Tournament,

DECORATION DAY, MAY 30, 1889,

AT 1 O'CLOCK P. M.

The Bicycle Events will be as follows:

2 Mile L. A. W. National Championship.
3 " State Bicycle Championship (open).
1 " State Safety Championship, L. A. W.
1 " Team race (open).
1 " Novice.
2 " Open Safety.
1 " Open Bicycle.
1 Mile Handicap Bicycle.
1 " Safety handicap.
1 " Tandem Safety open.
2 " Tandem Safety handicap.

The other Athletic Games will be announced later on.

The events will be run off in a different order to suit the entries. So it will be for your advantage to enter early, if you are going to enter more than one event. It would be a good idea for all racing men to look up the League rules in Jan. 25, 1889 number of BI. WORLD, as we shall keep close to them.

Entrance fee $1.00 for each event.

Fees must positively accompany entries, to be sent to

C. I. CAMPBELL, (Box 266) - - - - - PROVIDENCE, R. I.

General admission to grounds, 35 cents. Grand stand seats from 3000 to 4000, 10 cents and 25 cents extra.—The prizes will be medals for the first prizes, and valuable prizes for second and third.—The Bicycle races do not commence until 2 P. M.—Handicap races close May 23; other events May 27, 1889.



These Caps we send by mail on receipt of 25c.

The Colors are: MAROON and WHITE, BLUE and BLACK, ORANGE ane BLACK, BLACK and RED, NAVY and WHITE,



These SILK Caps we send by mail on receipt of $1.00.

Colors: WHITE, with Black spots. WHITE, with Navy spots.

Ira Perego & Co.

128, 130, 132 Fulton St., New York.

Send 5c. stamp for Illustrated Catalogue.

H. W. HIGHAM,

905 G St., Northwest, WASHINGTON, D. C.

—DEALER IN—

American and English Cycles and Sundries.

First-Class Repairing ONLY.

Every attention given to repairs from the South.

Parts and Sundries Supplied for all Machines.

RIDING SCHOOL OPEN SHORTLY.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

The Annual Meet.

To the L. A. W.:

The annual meet of the League should contribute to the information and instruction of our members and afford an opportunity for general acquaintance and free discussion and the interchange of ideas and gathering of such knowledge as we may.

The Press cannot afford sufficient facilities for all who desire, to expresss their views, and if it could, a discussion in print is not so valuable as when spoken, where the hearers and the speaker can profit, each by the others suggestions noted at the moment.

Subjects of great interest to wheelmen can be best considered by talking upon them together, and when assembled from all sections, our members are gathered in a common cause and with so advantageous an occasion for advancing the sport and the good work, our organization is capable of doing, by common consideration of these subjects, much information must be obtainable, and from general conference satisfactory results must follow.

It is therefore suggested that six meetings be held during the coming meet, at convenient hours, and that the subjects to be dicussed at the several meetings be as follows:

I. Rights and privileges of wheelmen in cities and on the road.

II. Improvement of highways and condition of roads.

III. Racing and its rules.

IV. Our constitution and by-laws; the scope and development of the L. A. W. and the advantages of League Clubs.

V. Railroads and transportation.

VI. Wheels and their appurtenances from the practical riders' standpoint.

That these meetings be presided over and directed by members of the League competent to discuss the subjects; that our members express their views as fully as possible; that a record be kept of the suggestions there made to the benefit of the League; that all who desire present and file with the presiding officer memoranda upon the various subjects, to the end that the National Committees may take the same under advisement.

It is hoped that this departure from the ordinary routine of our meets may receive general attention from the membership at large and that the meetings may prove a medium through which the officers of the League shall become fully informed of the wishes of the members.

Yours fraternally, CHARLES H. LUSCOMB,
President L. A. W.

Attention, Tourists!!

Touring wheelmen will please note the following extracts from the hotel agreement now in force in the New York State Division and govern themselves accordingly:

"That ..... will during the continuance of this agreement furnish any member of the L. A. W., *producing his membership ticket for the current year*, accomodations equal in all respects to those furnished regular guests, at the rates agreed upon, which are to be found noted in the record book."

"That ..... will *not* accord any privileges, reductions, use or inspection of the "Record Book," or other benefits deivable under this agreement to any wheelman, except members of the L. A. W. *who shall produce their individual tickets of membership* for the current year."

"That ..... will hang in a conspicuous place in the hotel oflice the certificate of appointment furnished by the Division."

"That ..... will securely keep in the hotel office, at the disposal of L. A. W. members only, a "Record Book" which shall be furnished by and remain the property of said Division."

The Record Books are placed in such Hotels only as sign the above agreement, and in order that this may be used as a means of communication between touring members, who are urged to *fully describe* the best routes, *condition of the roads*, points of interest in the locality, and other information deemed of value to members of the League who may subsequently visit the hotel. All entries should be signed and dated.

At the end of the riding season the information contained in these books will be used to correct and enlarge the Road Book. Yours fraternally, W. S. BULL,
Chief Consul.

New York Championship.

The three-mile New York State Division bicycle championship is hereby assigned to the Kings County Wheelmen of Brooklyn, to be run at their race meet June 25th and 26th. W. S. BULL, Chief Consul.

Buffalo, May 8th, 1889.

New York State Division.

The Annual Division Meet must be held in September. Clubs desiring the meet should communicate with this office at once, as it is very important in order to insure a large and successful gathering that the time and place be made known to the members at the earliest possible date. Yours fraternally,
W. S. BULL,
Chief Consul.

May 8th, 1889, No. 754 Main street, Buffalo, N. Y.

Relief Fund.

I beg to make the following acknowledgements of contributions to the L. A. W. relief fund, viz.:

Port Huron, Mich., Wheelmen	$5.50
Cyrus G. Eoch, Gettisburg, Pa.	1.00
J. D. Reynolds, Kittanning, Pa.	.75
A. W. Strong	.15
J. W. Neil, El Paso, Tex.	.15
Total	$7.55

Yours truly, W. M. BREWSTER, Treasurer.

Suspensions.

For competing in a race, on May 11th, in which both ordinary and safety were ridden, Messrs. E. F. Rogers, M. Weissman, and L. Berron, of the Harvard Bicycle Club, are suspended from the race track until June 1, 1889. Amateurs are warned that to compete with either of the suspended men will render them liable to a like penalty.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Massachusetts.

To members of the Massachusetts Division:

A second edition of our Road Book is about to be printed and I desire any member who knows of any errors in the last edition to send me the corrections at once, that the new book may be as perfect as possible.

Fraternally, WM. H. EATERY,
Boston, May 11, 1889. Chief Consul.

Massachusetts.

To members of the Massachusetts Division:

The Rhode Island Wheelmen have arranged for a time race meet on Decoration Day, May 30th. Any wheelmen from Boston and vicinity who intend to visit Providence on this occasion should notify me by postal at once so that if enough are going, we may take advantage of such arrangements as can be made in regard to fare, transportation, etc. Fraternally,

WM. H. EATERY, Chief Consul.

Boston, May 13, 1889.

New League Clubs.

221—The Athletic Cycle Club of Cincinnati, O., has qualified as a League Club and is numbered 221. Organized April 4, 1889. W. J. Strauss, Sec.

Cash Disbursements.

Cash disbursements in anticipation of the July settlement have been made by the Secretary the past week as below:

California	$17.10	New Hampshire	$23.40
Colorado	14.00	New Jersey	158.50
Connecticut	130.70	New York	387.00
Delaware	8.85	Ohio	342.50
Dist. of Col.	52.50	Pennsylvania	440.50
Illinois	321.80	Rhode Island	31.25
Indiana	7.55	Tennessee	32.00
Iowa	42.05	Texas	10.50
Kansas	22.15	Vermont	8.60
Kentucky	24.20	Virginia	27.10
Louisiana	38.10	W. Virginia	29.55
Maine	7.70	Wisconsin	9.75
Maryland	105.00		
Massachusetts	587.75		$3175.77
Michigan	127.45	Treasurer	2000.00
Minnesota	62.50		
Missouri	114.00		$5175.78
Nebraska	16.50		

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 189—Total 207.

BOSTON, May 17, 1889.

CALIFORNIA DIVISION—11.

Capital City Wheelmen.

22875	Hubert, W. A., 324 M. st.,	Sacramento
22876	Bernard, Harry, 600 L. st.,	"
22877	Sarchett, H. L., 1502 O st.,	"
22878	Kleinsorge, A. F., 1001 J st.,	"
22879	Schmid, Chris., 120 I st.,	"
22880	Breuner, Louis, Box 251,	"
22881	Upson, L. S., 1010 F st.,	"
22882	Wood, Harry, Sac Lumber Co.	"
22883	Smith, F. G., 1215 L st.,	"
22934	Hayford, C. R., 2000 H st.,	"

Unattached.

22707	Rode, O. F., 800 Center st.,	Oakland

CONNECTICUT DIVISION—14.

Norwalk Wheel Club.

22793	Seely, Clinton F.,	Norwalk

Unattached.

22708	Green, Geo. C., 21 Grand st.,	Hartford
22709	Seeley, Geo., Jr.,	New Canaan
22702	Potter, Frank H., 230 Central ave.,	Norwich
22731	*Potter, Mrs. Minnie E.*, 230 Central ave.,	"
22828	Lyman, Richard P., 64 Jefferson st.,	Hartford
22829	Clemons, Edw. J., 97 Allen Pl.,	"
22830	Boardman, Frank R., 23 Morris st.,	"
22831	Hickmott, L. S., Drawer D,	"
22832	Etherington, James F., 76 State st.,	"
22833	Robinson, Joseph S., 190 Asylum ave.,	"
22834	Cunningham, H. N.,	Watertown
22884	Butler, A. G.,	Middletown
22935	Spahr, Otto D., 360 State st.,	Bridgeport

DISTRICT OF COLUMBIA DIVISION—3.

Unattached.

22014	*Hepburn, Miss. D. E.*, 800 F st., S. W.	Washington
22885	Hahn, S. F., 231 Penna ave.,	"
22030	Dougal, Wm. M., 3179 U st., N. W.	"

ILLINOIS DIVISION—16.

Aurora C. C.

22839	Webb, Austin T., 360 Fox st.,	Aurora

Illinois C. C.

22700	Lewis, Chas. 204 Hermitage ave.,	Chicago
22800	Fanning, F. J., 108 Madison st.,	"
22801	Wisdom, Edw., 683 1-2 Wash. Blvd.,	"
22802	Simmons, A. D. F. 49 N. Oakley ave.,	"

Pastime C. C.

22770	Walker, C. E., 117 Center st.,	"

Peoria B. C.

22915	Diefendorf, B. L., 224 So. Adams st.,	Peoria

Ottawa C. C.

22835	Crane, Herbert C., 520 Guthrie st.,	Ottawa

Unattached.

22771	Pettigrew, H. A., 377 W. Monroe,	Chicago
22772	Goldsack, Joseph S., Edgewater,	"
22707	Smith, Dr. E. L., 671 Polk st.,	"
22708	*Roberts, Miss. Hannah*, 343 W. Congress st.,	Chicago
22886	Bird, Chas. W., Box 535,	Hyde Park
22837	Monteith, Geo. A., 708 4th st.,	Peoria
22838	Thurman, John, Box 134,	Mt. Sterling
22773	Hurnet, J. M.,	Waverly

INDIANA DIVISION—1.

La Porte Wheelmen.

22943	Lonn, Wm., Box 439,	La Porte

IOWA DIVISION—5.

Zweiradbund, B. C.,

22037	Hall, Willis L., 228 Bloomington st.,	Iowa City
22039	Leach, Robert E.,	"
22040	Leach, H. W., Box 1825,	"

Unattached.

22042	McKichon, Thomas A., Box 222,	Sioux City
22041	Forbes, John D., 591 5th st.,	"

KANSAS DIVISION—2.

Unattached.

22704	Doersam, Henry, 341 Lawrence ave.,	Leavenworth
22887	Wilkins, F. J., 122 E. First st.,	Wichita

KENTUCKY DIVISION—6.

Kenton Wheel Club.

22830	Semple, M., cor. 5th and Scott,	Covington
22840	Hanauer, A., P. O. address 258 Walnut st.,	Cincinnati, Covington

Ruff Wheelmen.

22889	Morgan, J. C.,	Richmond
22888	Colby, Lee,	"

Unattached.

22769	Sears, Fred L.,	Nicholasville
22705	Sparks, Chas. T.,	"

MAINE DIVISION—2.

Kennebec Ramblers.

22017	Ellis, Albert C.,	Waterville
22010	Pollard, Hartwell W.,	"

MARYLAND DIVISION—10.

Balto C. C.

22841	Lowery, W. B., Balto City Court,	Baltimore
22842	Emerson, V. S., 423 W. Balto st.,	"
22843	Young, C. H., 10 E. Center st.,	"
22844	Painter, G. E., 10 E. Center st.,	"
22845	Painter, O. C., 200 N. Halliday st.,	"
22846	Levering, F. W., 102 Commerce st.,	"
22847	Ludlardt, Ed P., 218 W. Saratoga st.,	"
22848	Warwick, J. M., 1238 Mosher st.,	"

Unattached.

22849	Littig, J. G., 1302 W. Gilmore st.,	"
22993	Stone, James H., 0 W. Balto. st.,	"

MASSACHUSETTS DIVISION—48.

Abington Bi. Club.

22073	McKenney, Bella F.,	Abington

Cambridgeport B. C.

22045	Reed, Thomas, 40 Water st.,	Boston

Northampton Wheel Club.

22951	Osburne, Edw. M.,	Northampton
22950	Hillman, Harvey W., care Belding Bros.	"

New Bedford Cycle.

22074	Smith, Walter E., 40 Dartmouth st.,	New Bedford

No. Easton Wheel Club.

22048	Carr, Louis H.,	No. Easton

Middlesex Cycle C.

22783	Sands, Benj. P., 36 Franklin st.,	E. Somerville

Roxbury B. C.

22775	Pinksohn, Richard, Mt. Vernon Bank,	Boston

Somerville C. C.

22850	McCausland, Fred S., 12 West st., Room 7,	Boston

Springfield Bi. Club.

22010	Pease, Austin H., Box 1191,	Springfield

Taunton Bi. Club.

22891	Bearse, Irving, 36 Main st.,	Taunton

Suffolk Wheel Club.

22778	Gallagher, Sears, 3 Winter st., Room 49,	Boston
22779	Locke, Geo. S., N st., cor. 3d,	So. Boston
22777	Dillaway, F. H., 343 Silver st.,	"

Whitinsville B. C.

22781	Foster, Will J.,	Whitinsville

Unattached.

22018	Farrar, Lucian W.,	Abington
22890	Dunton, C. L., 54 Pearl st.,	Boston
22790	Otis, A. T., 58 Porter st.,	"
22770	Starbird, Louis D., Phillips Bldg,	"
22774	Turgeon, Newton E., Box 4,	"
22094	Morse, Albert F., 2d,	Canton
22780	Condit, A. W., Marine Hospital,	Chelsea
22897	Church, Wm. P.,	Fairhaven
22852	Vose, M. Elton, 3 Market st.,	Lynn
22851	Moulton, Geo. W., 343 Union st.,	"
22782	Wightman, Hubert J., 681 Western ave.,	"
22853	Batchelder, E. J., 40 Broad st.,	"
22894	Durand, Wm. B., 193 Salem st.,	Malden
22044	Tapley, J. Harry, Wash. ave.,	Haverhill
22785	Gooch, Arthur M., Box 29,	Newton Centre
22896	Moulton, J. Warren,	Rutland
22895	Scott, Michael H.,	"
22893	White, H. Warren, M. D., 161 Warren st.,	Roxbury
22784	Hutchison, Fred J., 3 1-2 Oakland st.,	"
22854	Wood, Isaac S., 72 West Cottage st.,	"
22857	Harrington, Harry, Com. Cable Co.,	Rockport
22894	McCallum, C. S., 5 High st.,	Taunton
22893	Edwards, Chas. O., 19 Vernon st.,	"
22892	Dean, Frank O., 44 City sq.,	"
22895	Blanding, Albert E., P. E. L. Station,	"
22859	Arnold, J. H.,	Wilkinsonville
22855	Benson, C. E., 44 Central st.,	Worcester
22930	Stackpole, Elmer E.,	Ipswich
22031	Abell, Clark O.,	"
22040	Norwood, Wm. J., Box 109,	"
22940	Sherman, P. C.,	So. Dartmouth
22947	Greene, Frank Whittier, 20 Monroe st.,	Newburyport
22071	Wilkie, Edward A., cor. Mill and Walnut,	Newton

MICHIGAN DIVISION—8.

Lansing Bi. Club.

22896	Ransom, R. B.,	Lansing
22897	Renyx, G. W.,	"
22898	Clarke, W. E.,	"
22899	Molitor, A. F.,	"
23000	Boxel, E. A.,	"
23001	Jennison, O. A., Jr.,	"

Unattached.

22020	Hunter, Lewis R., 17 Canal st.,	Grand Rapids
22052	Moyers, J. C.,	Armada

MINNESOTA DIVISION—1.

Crookston Bi. Club.

22002	Carruth, E. C.,	Crookston

MISSOURI DIVISION—4.

Mo. Bi. Club.

22932	Hurck, John, 2728 Olive st.,	St. Louis

Unattached.

22053	Reingruber, W. L., 514 Olive st.,	"
22054	Rasch, W., 514 Olive st.,	"
22055	Rule, Orville L., 1110 Sarah st.,	"

NEW JERSEY DIVISION—1.

Unattached.

22005	Strong, Wendell M., Box 214,	Montclair

NEW HAMPSHIRE DIVISION—1.

Unattached.

22072	Arnold, Benj. Foote,	Kingston

NEW YORK DIVISION—36.

Alley Co. W.

22024	Weaver, E. I., Box 342,	Angelica

Oneida Bi. C.

22818	Loomis, Arthur F., 30 Main st.,	Oneida

Onconta W. C.

22788	Potter, M. E.,	Onconta
22787	Jackson, F. M. H., 170 Main st.,	"

Rome Ramblers.

22023	James, Wm., Box 1360,	Rome

Syracuse C. C.

22859	Marshall, Fred,	East Syracuse
22860	Penn, Geo. B., care Penn & Lee,	Syracuse
22861	Jones, L. H., care C. H. Miller,	"
22862	Bresee, G. H., 31 Water st.,	"
12893	Gervis, C. H., "Journal,"	"
22891	Crampton, A. C., care Pierce, Butler & Pierce,	Syracuse
22895	Doxee, Arnold, care R. G. Wynkoop,	"
22896	Doxee, Horace, care Moore & Hubbard,	"
22897	Lloyd, Geo. H., 49 So. Salina st.,	"
22898	Oswald, Edw., care Crystal Springs Brewery,	Syracuse

Zig Zag B. C.

22870	Hearne, Walter R., 69 Oak st.,	Buffalo
22908	L'Hommedieu Wm. A., Jr., 319 15th st.,	"

Unattached.

22790	Turney, Joseph A., 489 Third st.,	Brooklyn
22812	Brooks, E. B., 118 Pulaski st.,	"
22822	Golding, Eugene, 178 York st.,	Buffalo
22871	Mickle, Jennie E., 382 West ave.,	"
22813	Chubbuck, Manley T.,	Elmira
22814	Rogers, Chas. R.,	"
22815	Rees, Fred H.,	"
22816	Smith, Milton Y.,	"
22817	Rice, D. E., 101 E. Church st.,	"
22803	Thorne, Perry M.,	Hamburgh
22820	Orcutt, A. B.,	Mechanicsville
22921	Andrews, John H., 496 Broadway,	New York
22858	Robinson, Wm. H., Box 1909,	"
22900	McQuilan, T. A., 21 West 26th st.,	"
22907	Weed, Theodore A., 45 William st.,	"
22922	Van Nostrand, Erwin S.,	Jamaica
22910	Ackley, W. A., 160 Madison st.,	Oneida
22959	Church, Allen H., P. O. Bergen Point, N. J.,	133 W. 85th st., New York
22957	Holmes, Warren B., Box 46,	Coeymans

OHIO DIVISION—13.

Cincinnati Bi. Club.

22958	Hinkler, Edw. C., Box 770,	Cincinnati
22959	Heise, Dr. O. N., 85 Garfield pl.,	"
22961	Keck, Lew. G., 938 Eastern ave.,	"
22962	Wilhelmy, August, care Knost Bros.,	"
22789	Bosson, Fred, 131 West 4,	"

Forest City Ramblers.

22925	Weideman, H. W., care Weideman & Co.,	Cleveland

Fostoria Bi. Club.
22903 Noel, Delbert F., Fostoria
22904 Musser, James W., "
Oberlin College B. C.
22926 Emig, Clayton E., Oberlin College, Oberlin
Hicksville Wheelmen.
22933 Horton, W. F., Box 22, Hicksville
22930 Boon, W. A., Box 24, "
Unattached.
22909 Goldfogle, Felix, 251 Court st., Cincinnati
22872 Cuneo, Sherman A., Box 91, Upper Sandusky

PENNSYLVANIA DIVISION—13.

Apollo Wheelmen
22823 Roth, J. Taylor, 448 No. 3rd st., Allentown
Penn. Wheelmen.
22910 Allgaier, Joseph A., 536 Penn st., Reading
Unattached.
22927 Houston, J. W., Mechanicsburg
22928 Lamb, Lynn H., "
22929 Brandt, Chas. J., "
22873 Snead, J. O., Box 165, Parkersburg
22824 Gibson, James Henry, 308 W. Lehigh ave., Philadelphia
22930 Donovan, Rick, Box 11, Kane
22908 Neville, N. C., Box 80, Conneautville
Chester Co. Wheelmen.
22909 Jacobs, Carrol B., West Chester
Wilkes Barre B. C.
22905 Betterly, A. W., Wilkes Barre
22900 Flanagan, H. D., "
22907 Wade, F. C., "

RHODE ISLAND DIVISION—7.

R. I. Wheelmen.
22911 Eddy, A. B., care Hope Club. Providence
Unattached.
22942 Leonhardt, Charlie A., 18 Snow st., "
22913 Blake, G. Carlton, 5 Searle st., "
22874 Meek, Albert E., 51 Winter st., "
22827 Jenks, S. Herbert, care U. S. Cotton Co., Central Falls
22825 Jerauld, Frank L., care U. S. Cotton Co., "
22826 Barker, Louis B., care U. S. Cotton Co., "

WISCONSIN DIVISION—1.

Unattached.
22938 Hubbard, Albert N., 136 So. 7th st., La Crosse

NEVADA—4.

Reno Ramblers.
22808 Newbrough, Edwin A., Reno
22811 Frederick, Marcus. "
22869 Greenlan, Mayo A., "
22810 Allen, Arthur M., "

League Club Renewals.

The followiug League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:
No. 11—Rockingham Bicycle Club, PortsmouthN.H.
No. 13—Keystone Bicycle Club, Pittsburgh, Pa.
No. 45—Buffalo Bicycle Club, Buffalo, N. Y.
No. 120—Racine Bicycle Club, Racine, Wis.
No. 153—Rhode Island Wheelmen, Providence, R. I.
No. 157—Leavenworth County Wheelmen, Fort Leavenworth, Kansas.
No. 180—McKeesport Cyclers, McKeesport, Penn.
No. 181—Riverside Wheelmen, New York City.
No. 209—Albany Bicycle Club, Albany, N. Y.

Renewal List.

BOSTON, May 17, 1889.

List No. 7			
California	17	Texas	2
Colorado	5	Vermont	
Connecticut	11	Virginia	
Delaware		W. Virginia	
Dist. of Col.	1	Wisconsin	12
Illinois	21	Alabama	
Indiana		Arizona	
Iowa	4	Dakota	
Kansas	29	Florida	
Kentucky	17	Georgia	
Louisiana		Mississippi	
Maine	1	Montana	
Maryland	47	New Mexico	1
Massachusetts	33	No. Carolina	
Michigan	2	South Carolina	1
Minnesota	2	Utah	1
Missouri	7	Wyoming	1
Nebraska		Canada	
New Hampshire		England	
New Jersey	9	Bermuda	
New York	47		
Ohio	18		364
Pennsylvania	17	Previous	5843
Rhode Island	58		
Tennessee		Total	6207

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find* $ ..... *for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date*.....*1889.*

Enclosed find $1 in.....*for dues to April 30, 1890.*

1888 Number,..... *Name*,.....

Original Number,..... *Street and No*.....

Club,..... *City*,.....*State*,.....

Enclosed..... *for Holder.*

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received.

WARWICK CYCLE MANUFACTURING CO., - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a 3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout---No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots
W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street, New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.

TO THE AMERICAN PUBLIC:

In order that purchasers may not be led into the purchase of defective or fraudulent machines, and that they may not be prevented from purchasing machines of our make, we hereby give notice that the Capital Cycle Co., of Washington, D. C., is the sole and exclusive agent for the sale of our machines in America, and that no machines can be had from us for importation into America by other parties unless by fraud and misrepresentation.

SECOND: That all machines made by the firm of Starley Bros. or having the name Psycho are of strictly first-class material and construction, and are warranted in every particular.

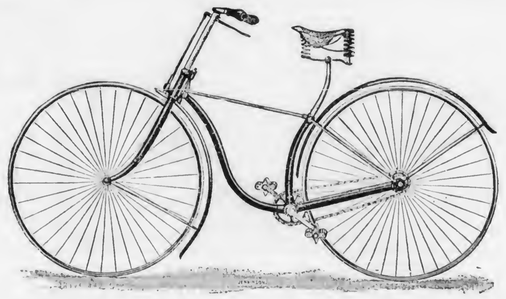
THIRD: That our machines are fully protected by patents and trade mark, and that those infringing our rights in either particular will be vigorously prosecuted.

STARLEY BROS.,

St. John's Works, - - Coventry, England

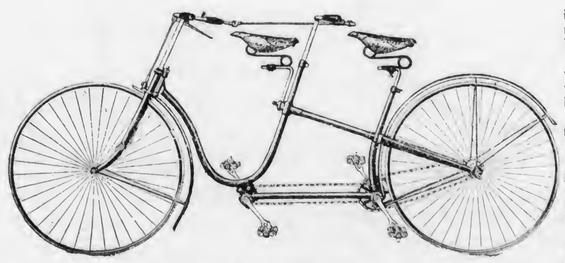


PSYCHO LIGHT ROADSTER, WEIGHT, 38 POUNDS.



LADIES' AND GENTLEMEN'S PSYCHO.

Three Weights, 39 lbs., 44 lbs., and 50 lbs.



PSYCHO TANDEM SAFETY, WEIGHT, 74 POUNDS

The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. They designed and manufactured in 1887 the first rear-driving ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the bone-shaker.

1. "Men's Straight Frame Psycho Safety." 30-inch wheels, 7-8 and 3-4 inch tires, geared to 57 inches, weight 47 lbs. Price, $140.

2. "Men's Light Roadster Psycho Safety" *(see cut)*, 30-inch wheels, 3-4 inch tires, made for gentleman riders and scorchers on good roads, geared to 60 inches, weight 38 lbs. Price, $140.

3. "Men's Dropped Frame Psycho Safety" is designed like ladies' safety *(see cut)*, 30-inch wheels, 7-8 and 3-4 inch tires, weight 50 lbs. Will carry any weight on any road. Detachable brace rod makes it suitable for ladies and a general family machine. Price, $140. Geared to 57 inches.

4. "Ladies' Roadster Psycho Safety," 3-4 inch tires, 29-inch wheels. Detachable brace rod, suitable for short or medium height gentlemen. Will stand any weight. Weight 44 lbs. *(See Cut.)* Geared to 50 inches.

5. "Ladies' Light Roadster Psycho Safety," 29-inch wheels, 3-4 and 5-8 inch tires, weight 38 lbs. Superb finish, very light and easy running, intended for light weight ladies, but will carry 175 lbs. Geared to 50 inches.

6. "Ladies' Extra Light Psycho," 28-inch wheels, made for short, light ladies, weight 34 lbs., gear 48 inches. Price, $140.

7. "Psycho Tandem Safety," intended for lady and gentleman or two gentlemen, 7-8 inch tires to both wheels, very strong, light and simple. Will carry any weight. Price, with two separate brakes, $200. Geared to 57 inches.

The Capital Cycle Company have prepared for their share of the trade this year, relying upon the merits of their wheels. They only handle two wheeled safeties; no ordinaries or tricycles.

ART CALENDAR AND PRICE LIST NOW READY.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact, that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

Send for list to the

CLARK CYCLE COMPANY.

340 N. Charles St., - - Baltimore, Md.

Can fill orders at once, large consignments arriving each week.

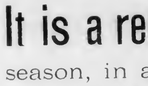


SAFETY BICYCLES.



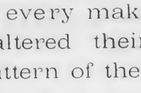
Made by Gormully & Jeffery, "RAMBLERS."
" Springfield Roadster Co., "Volants."
" Overman Wheel Co., "VICTORS."
" Indiana Bicycle Mfg. Co., "DANDIES."
Send for Bicycle Catalogue, FREE.

MERWIN, HULBERT & CO.,



26 W. 23d Street, New York.

OPPOSITE 5th AVE. HOTEL.



CEMENT.

Equal to Loudon's (not *London's*, as typo got it in previous ad.) at less cost. Just perfected. Send for sample.

PHILADELPHIA BICYCLE CO., LTD.,
831 Arch St., Philadelphia.
AGENTS FOR
VICTORS and PREMIERS.

PRIZE MEDALS,

Badges, Emblems & Pins
Made to Order.
J. HARRIOTT,
3 Winter Street, Boston.
Take Elevator.

HARLEM BICYCLE CO.,

284 Lenox Avenue., near 125th Street,
Agents for
VICTOR CYCLES
And all the Best American and English Wheels, Boys' and Girls' Bicycles, Velocipedes and Tricycles
Renting, Storing, Lockers, etc.
REPAIRING A SPECIALTY.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 59th street, New York City.

Cycling Photographic Outfits a Specialty

Browning, King & Co.

406, 408, 410 & 412
Broome Street,
NEW YORK.



The Only Official Tailors to the L. A. W.

PRICE LIST L. A. W. UNIFORMS.
COAT, $8.25. BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

E. C. BENNETT,

—AGENT FOR—
VICTOR, STAR & EAGLE.

We carry a fine list of second-hand wheels. Send for list. Repairing a specialty. We also carry a full line of sundries.

160 Orange St.,
NEW HAVEN, CONN.



WHEN LEATHER

Was first proposed as a material for shoes many doubted its ultimate success. This doesn't prove that

HICKORY

Is the best material for

WHEELS;

But it IS just the same.

STERLING CYCLE CO.,
NEWTON, MASS.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,
18 So. Broad Street, Philadelphia,

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is **30c.** Discount to dealers.

KIRK BROWN,
No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '85 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

LINCOLN HOLLAND & CO.,
Worcester, Mass.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

WANTED.

BICYCLE MACHINISTS

Must come well recommended. Address

HOWARD A. SMITH & CO.,
NEWARK, - - - N. J.

ELASTIC TIP CO.,



MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	.50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.25 per box
Electric Tape	.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

ELMIRA, N. Y., February 15, 1889.

Erie Knitting Mill—Frank Fairbairn, Erie, Pa.:

The suit I got from your mill about a year ago has given me the very best satisfaction and have worn them constantly in my work in the Gymnasium, also for bicycle riding. There is not a thread or a stitch dropped yet, and advise all wheelmen and athletes to wear them. As for style and fit they cannot be beat in the market. Respectfully,

PROF. M. F. MAYER,
Instructor Y. M. C. A. Gymnasium and Captain of Elmira Bicycle Club, Elmira, N. Y.



SAVE MONEY. Before YOU BUY

BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

	Factory Price.	Our Price.
NEW ACME BICYCLES.	48 in. $50 00	$27 00
	46 in. 45 00	25 00
	44 in. 40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Schoverling, Daly & Cales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



BARGAINS.

51-inch American Champion Light Roadster, enamel finish, nearly new, $70. 52-inch Victor Roadster, '87 pattern, good order, $60. 51-inch Expert, '85 pattern, good order, $60. Columbia Tandem Tricycle, used one year, $175. One 51-inch American Champion, good as new, $70.

Eisenbrandt Bros.,

424 E. Baltimore St., BALTIMORE, MD

Clearance List for week ending May 18, '89.

No.,	Size,	Description, Condition.	Price
2	50	Rudge Light Roadster. First class....	$ 80
3	51	Star, old style, extra pair cow horn bars. Good.....	55
4	52	Expert, cow horn bars and spades, Good.....	90
5	52	Expert, cow horn bars and spades. Good.....	90
6	52	Victor, '88 pattern. Good as new.....	100
7	50	Yale, with extras. Good.....	60
8	53	English, semi-racer. Good.....	55
9	54	Victor, '88 pattern. Good as new.....	100
10	55	Rudge Light Roadster, spades. First class.....	75
11	56	Rudge Light Roadster, spades. First class.....	65

Clinton Cycle Co., Clinton, Mass.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliott W. Johnson
N. Mason Beckwith *Committee.*
E. R. Bunnell

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.



GET THE BEST!
THE

Standard Cyclometer.

Greatly Improved for 1889.

No more Rattle.

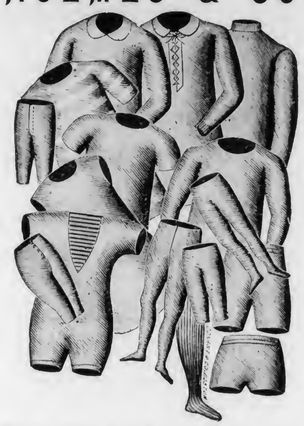
Simplest and Best Instrument ever Invented.

Made for all **Safeties.**

Registers 2500 Miles.

J. A. Lakin & Co.,
WESTFIELD, MASS.
Send for Circular

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

JerseyFitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

HOWARD A. SMITH & CO'S

SECOND-HAND LIST

ORATON HALL, NEWARK, N. J.

NOTE THE REDUCTION IN PRICES

List	Size	Make, Large Wheel Bearings, Finish and Cond'n.	*	†	‡
325	54	Club, Ball, Nickeled, good	$180.00	$55	Ball
402	50	Club, Ball, Nickeled, first-class condition.....	175.00	60	Ball
432	48	Expert, Ball, Nickeled, first-class condition.....	140.00	65	Ball
438	51	Harvard, Ball, Enameled, good condition.....	140.00	45	Ball
459	50	Victor, Ball, Enameled, first-class condition.....	140.00	75	Ball
474	54	American Star, Plain, 2-3 Nickeled, good condition	160.00	40	Plain
479	52	British Challenge, Ball, 2-3 Nickeled, good condition	160.00	60	Ball
486	48	American Star, Plain, Nickeled, good condition....	100.00	45	Plain
489	54	Harvard, Ball, Enameled, good condition.....	140.00	30	Ball
503	54	British Champion, Ball, Enameled, fair condition	137.50	55	Ball
508	51	Special Star, Plain, Enameled, first-class condition	140.00	65	Ball
519	50	Premier, Ball, Enameled, good condition,.....	120.00	40	Plain
520	54	Royal, Ball, Enameled, Shop-worn condition....	135.00	90	Ball
521	52	Royal, Ball, Enameled good condition.....	135.50	70	Ball
522	50	Royal, Ball, Enameled, shop-worn condition....	130.00	90	Ball
523	54	Club, Ball, 2-3 Nickel, good	160.00	35	Ball
530	53	Columbia Lt. R., Ball 2-3 Nickel, first-class con...	137.50	60	Ball
535	38	Facile, Ball, Enameled first-class condition.....	137.00	35	Ball
544	48	Royal, Ball, Enamel, good	120.00	60	Ball
545	50	Expert, Ball, Enameled, good condition.....	140.00	65	Ball
561	51	Special Star, Plain, Enameled, first-class condition	135.00	60	Ball
564	52	Expert, Ball, 2-3 Nickel, first-class condition.....	145.00	65	Ball
570	50	Expert, Ball, Nickeled, first-class condition.....	142.50	75	Ball
574	42	Special Star, Plain, Enameled, first-class con....	107.00	(a)	Cones
577	50	Am. Rudge, Ball, Nickeled, fair condition,.....	102.50	50	Ball
579	54	Am. Club, Ball, Enameled, fair condition.....	160.00	35	Ball
581	50	Royal, Ball, Enameled, new condition.....	140.00	95	Ball
582	52	Royal, Ball, Enameled, new condition.....	142.50	95	Ball
583		Special Star, Enamel, good	125.00	50	Ball
593	51	Special Star, Plain, Enamneled, first-class condition	142.50	80	Ball
597	50	Volunteer, Ball, Enameled first-class condition.....	100.00	70	Ball
603	54	New Rapid, Ball, Enameled, good condition,.....	135.00	65	Ball
605	53	Col. Light Roadster, Ball, Nickel, good condition.	137.00	80	Ball
606	52	Expert, Ball, Nickel, good	140.00	55	Ball
609	50	Ideal, Plain, 2-3 Nickel, good condition.....	00.00	40	Cones
612	54	American Star, Plain, 2-3 nickel, good con.....	80.00	50	Plain
614	54	Expert, Ball, Full Nickel, good condition.....	145.00	60	Ball
617	52	Expert, Ball, Nickel, first-class condition.....	142.00	90	Ball
621	52	Royal, Ball, Enamel, shop-worn condition.....	135.00	90	Ball
036	48	Special Star, Rollers, Enamel, Hollow Frame, and rims, tangent spokes	147.50	65	
038	42	Ideal, Plain, Enamel, good	40.00	20	
030	46	Ideal, Plain, Enamel, good	45.00	25	

* Price when new. † Price now. ‡ Small wheel bearings.

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address, C. O. D., with the privilege of examination, providing a remittance of $5.00 accompanies the order as a guarantee for express charges both ways in case machine is returned.

In ordering, state second choice in case first one has been taken.

New Jersey Agents for the Stars, Columbias, Victors, American, Warwicks, Coventry Machinists, etc.

Store and Riding Hall Open evenings. Special hours for Ladies' Class learning to ride the Ladies Safety bicycle.

Largest Sundry House in the United States. Send for Illustrated Catalog and Price List.

Agents wanted in unoccupied Territory.

Read & Remember,

That Ladies can learn to ride the Ladies' Safety Bicycle at

ADELPHI HALL,

52d Street and Broadway,

NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private, only two pupils on the floor at one time.

Floor 80x100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the safety or regular bicycle.

Classes now forming.

Engagements for *lessons* may be entered in advance, and special hours reserved.

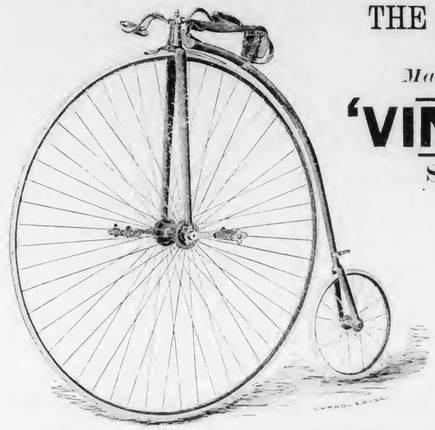
Applications for lessons should be made at my office.

Send for further particulars and terms.

GEO. R. BIDWELL,

313 W. 58th St.,

NEW YORK.



THE SAMUEL WINSLOW SKATE MFG. CO.,

WORCESTER, MASS.

Manufacturers of Ice and Roller Skates and THE

'VINEYARD' BICYCLE.

STRONG, DURABLE and CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.

Diameter Front Wheel.	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on.	Length of leg inside to sole of foot.	Price.
38 inch	3-4 inch	14 inch	5-8 inch	31 lbs.	27 inch	$35.00
44 inch	3-4 inch	14 inch	5-8 inch	33 lbs.	29 inch	40.00
42 inch	3-4 inch	16 inch	5-8 inch	35 1-2 lbs.	30 inch	45.00
46 inch	7-8 inch	16 inch	3-4 inch	38 lbs.	31 inch	50.00
48 inch	7-8 inch	16 inch	3-4 inch	39 1-2 lbs.	32 inch	55.00
50 inch	7-8 inch	16 inch	3-4 inch	41 lbs	33 inch	60.00

Sold By all First-class Bicycle Houses in U. S.

Orders solicited from dealers. Descriptive Catalogue and discounts sent on application.

1888 Plain and Cone Bearings, **$75.**

SPRINGFIELD ROADSTERS

ARE

SPEEDY, GOOD HILL-CLIMBERS, AND ABSOLUTELY SAFE.

CATALOGUE FREE.

BRANCH HOUSES:

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D. SNITJER, 1012 Olive Street, - - - - - St. Louis, Mo.
KIRK BROWN, 18 South Broad Street, - - - - Philadelphia, Pa.
E. T. ALLEN, 416 Market Street, - - - - San Francisco, Cal.

1888 Ball Bearings, **$100.**

1889 Tangent Spokes, &c., **$110.**

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Ave., Boston, Mass.

1889 S. R. Volant, **$115.**

BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*

Correspondence solicited.

HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,

585 Main Street, - - Buffalo, N. Y.

FOR SALE.

5 Columbia Experts, 50, 52, 54-inch, from $65 to $90.

CLINE BROTHERS,

Agents for VICTOR Cycles.

304 West Baltimore St.,

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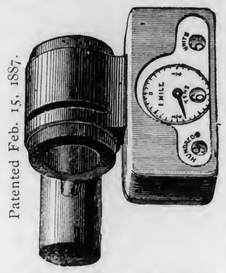
The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,
338 Washington Street,
BOSTON, MASS.

Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



New York Bicycle Co.

No. 8 Warren St.--No. 4 East 60th St.
NEW YORK,
DEALERS IN
New & Second-hand Wheels
Of Every Description.
Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

PUNNETT, Merchant Tailor & Athletic Outfitter,
98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,
243 Columbus Ave., Boston, Mass.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

WHITTEN, GODDING & CO.,
PROVIDENCE, R. I.

SIEGRIST BROS.,
MANUFACTURERS OF
THE CHAMPION BICYCLE SHOE.

Price $4.75



OUR SPECIALTIES.
Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price $4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

SIEGRIST BROS.,
237 Canal St., cor. Centre, New York.

REPAIRERS If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.
Write to **BROWN BROS. MFG. CO., CHICAGO, ILL**

PREPARE FOR THE
Bicycle Races,

By purchasing a pair of the S. & P. famous Shoes: Made Light, Medium or Heavy, as desired. Price per pair, **$6.00.**

Men's Bicycle, No. 1, Hand Sewed and Hand-Stitched	$5.00
Men's Bicycle, No. 2, Hand Sewed and Hand Stitched	3.50
Ladies' Tricycle, No. 1, Hand Sewed and Hand Stitched	5.50
Men's Base Ball, No. 1, Hand Sewed and Hand Stitched	7.00
Men's Sprinting, No. 1, Hand Sewed and Hand Stitched	5.00
Men's Tennis, No. 1, Hand Sewed and Hand Stitched	5.00
Men's Sparring, No. 1, Hand Sewed and Hand Stitched	5.00
Men's Gymnasium, No. 1, Hand Sewed	3.00
Men's Gymnasium, No. 2, Hand Sewed	2.50

Sent from Factory Post Paid.

Liberal discounts to the trade and clubs.

STRICKLAND & PIERCE,
Randolph, - - - - - MASS.
☞ No. 1 Shoe bears our Label, "Strickland & Pierce."

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,
Dealers and Repairers,
33 Page St. Providence R. I.

S. L. HOUSE & CO.



BICYCLES

Psycho or Singer Safety	$200
Tandem Bicycle	145
Ladies' Psycho	145
Royal Singer	140
Singer Safety	135
Ladies' Singer	135
Apollo Safety	135
Courier Safety	90 to 95
Gypsy Safety	65
Wanderer Safety	35
Little Jewel	$12 to 35

Send for catalogue. We guarantee the best the price will buy.

38 Van Buren St. Chicago, Ill

Sporting Goods of Every Description.



SMITH MFG. CO. P. P.,
Nos. 121 and 123 Fulton St.
NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

Testimonials.

ST. MARY'S, Ohio, April 12, 1889.
H. B. SMITH MACHINE CO.

Gentlemen—I have thoroughly tested my 51-inch Semi-Racing Star which I bought this spring a year ago, and must say that I think it is the best Star ever made for me. I have rode many other wheels, but I could not find one that suited me as well as mine. I myself have not even broke a single spoke, and I do not find any fault with it. I have run twelve races with it, and have run from a half to five miles with it and have won everything with it that I have entered. I think the next wheel I want will be a full racer. Yours, etc.,

G. W. SNETHERKAMP,
St. Mary's, Ohio.

6 WAKEMAN AVE.,
NEWARK, N. J., April 6, 1889.
H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—The machine is the best I ever saw or ever have ridden. Yours truly,

W. D. ANDERSON.

MARYVILLE REPUBLICAN.
MARYVILLE, Mo., March 27, 1889
H. B. SMITH MACHINE CO.

Gentlemen—My machine has been in steady use ever since I got it one year ago, and it has only cost me $2.50 for repairs, all of which was caused by my own carelessness in learning to ride. I rode an ordinary machine before I took to riding a Star, but I can say truly that I would not exchange my machine for any ordinary now made. It rides as easy if not easier than my other machine, and hill climbing is lots easier.

Yours truly, JOHN H. ENGLISH.

EAST BETHANY, N. Y., March 27th, 1889.
H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—I have have always ridden a crank machine until September 1, 1888, at which time I purchased my present machine. The next day after getting mine home I started on a ten-days' trip through the Southern Counties of Western New York, which satisfied me that there was no machine like the Star. Respectfully yours,

W. W. DIXON.

SMITHVILLE, Bur. Co., N. J.
H. B. SMITH MACHINE CO.

I consider of all the wheels you have yet made (I speak as to size, and I have had them all) the 39x24 the best for rough and hilly roads; no roads or hills it cannot be ridden. Yours, etc.,

THOS. S. BIRDSEYE.



THE NEW STAR, 39x24.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

BARGAINS IN CYCLES.

These prices have been very much reduced, and we consider every machine a bargain.

Second-Hand Bicycles.

No.	Size.	Class.	Finish.	Bearings.	Condition.	Original Price.	Price now.
607	51	Columbia Light Roadster	M	Ball	†	$125.00	$115.00
572	53	Columbia Light Roadster	I	Ball	2	137.50	80.00
599	53	Columbia Light Roadster	I	Ball	3	137.50	85.00
377	55	Columbia Light Roadster	K	Ball	2	130.00	75.00
008	55	Columbia Light Roadster	K	Ball	†	130.00	120.00
597	57	Columbia Light Roadster	K	Ball	2	132.50	80.00
601	57	Columbia Light Roadster	K	Ball	3	132.50	80.00
472	46	Expert Columbia	D	Ball	2	115.00	60.00
611	48	Expert Columbia	D	Ball	†	117.50	107.50
612	50	Expert Columbia	A	Ball	†	130.00	115.00
554	52	Expert Columbia	D	Ball	1	122.50	100.00
573	52	Expert Columbia	D	Ball	2	122.50	75.00
613	52	Expert Columbia	A	Ball	†	132.50	110.00
600	51	Expert Columbia (hollow rim)	H	Ball	†	122.50	112.50
614	54	Exyert Columbia	A	Ball	†	140.00	130.00
610	50	Expert Columbia	D	Ball	†	130.00	125.00
237	60	Expert Columbia		Painted	†	127.50	117.50
617	42	Standard Columbia		Painted	3	132.50	90.00
618	44	Standard Columbia		Painted	†	80.00	50.00
606	44	Standard Columbia		Painted	†	82.50	50.00
619	50	Standard Columbi		Painted	2	82.50	45.00
					†	90.00	$70.00
620	52	Standard Columbia		Painted	†		65.00
621	52	Columbia Direct Spoke L. R.		Enameled	†	62.50	72.50
584	49	Otto		Painted	1	137.50	95.00
592	52	Spalding		Painted	1	25.00	20.00
475	51	Rudge Light Roadster	D	Ball	2	130.00	75.00
	42	Standard Columbia	I	Ball	2	140.00	70.00
1	48	Expert Columbia		Painted	†	80.00	35.00
4	50	Rudge Roadster		Enameled	2	117.50	75.00
5	50	Rudge Roadster		Enameled	2	107.50	95.00
10	50	British Challenge		Enameled	3	167.50	70.00
19	52	British Challenge		Enameled	1	135.00	95.00
39	48	Rudge Light Roadster		Enameled	2	137.50	70.00
8	50	Rudge Light Roadster		Enameled	†	122.50	88.00
15	52	Rudge Light Roadster		Enameled	1	125.00	85.00
21	53	Rudge Light Roadster		Enameled	2	127.50	80.00
32	54	Rudge Light Roadster		Enameled	1	128.75	85.00
37	51	Rudge Light Roadster		Enameled	2	130.00	85.00
33	55	Rudge Light Roadster		Enameled	†	130.00	85.00
31	55	Rudge Light Roadster		Enameled	3	131.25	80.00
29	50	Rudge Light Roadster		Enameled	1	131.25	85.00
41	56	Rudge Light Roadster		Enameled	2	132.50	75.00
42	57	Rudge Light Roadster		Enameled	†	132.50	85.00
					†	133.75	75.00

Second-Hand Safeties.

No.	Size.	Class.	Finish.	Bearings.	Condition.	Original Price.	Price now.
590		Rudge Bicyclette (Light)	Enameled	Ball	2	$135.00	$ 95.00
615	38	Col. Front Driver	D	Ball	†	140.00	95.00
449		Keen Rear	Enameled	Ball	2	135.00	75.00
595	30	Veloce Columbia	Enameled	Ball	2	135.00	$110.00
995	30	Veloce Columbia	Enameled	Ball	1	135.00	110.00
616	30	Veloce Columbia (Light)	Enameled	Ball	1	135.00	115.00
004		Ivel	Enameled	Ball	1	135.00	110.00
		Ladies' Rover	Enameled	Ball	3	135.00	90.00
					1	140.00	115.00

Second-Hand Tricycles.

No.	Class.	Condition.	Gear.	Original Price.	Price now.
304	Columbia Two-Track	3	48	$100.00	$ 90.00
303	Columbia Two-Track	2	48	100.00	100.00
293	Columbia Two-Track	1	51	100.00	95.00
288	Columbia Gentleman's Roadster	2	52	160.00	75.00
298	Columbia Gentleman's Roadster	2	52	160.00	75.00
292	Columbia Light Roadster	2	52	160.00	75.00
299	Columbia Light Roadster	1	47	150.00	135.00
294	Columbia Light Roadster	2	47	150.00	115.00
290	Columbia Surprise	2	47	150.00	115.00
		4	48	150.00	115.00
305	Columbia Surprise	2	52	150.00	$115.00
300	Marlboro	1		175.00	125.00
299	Marlboro Tandem	2	40	250.00	140.00
2	Crescent Tandem	†	54	250.00	175.00
3	Crescent Tandem	†	54	250.00	175.00
4	Humber Tandem	1	54	250.00	190.00
5	Humber Tandem	†	54	250.00	160.00
6	Cripper Tricycle	1	54	175.00	100.00
9	Crescent Tricycle	†	54	175.00	125.00

* Freshly painted. † Denotes shopworn only. No. 1 condition denotes scarcely used, and as good as new. No. 2, tires and bearings in very good condition finish slightly worn. No. 3, tires and bearings showing wear, and finish marred. No. 4, tires, bearings and finish considerably worn.

CLASSIFICATION OF FINISH.

A Every part nickeled. **B** Felloes painted, balance nickeled. **C** Felloes and spokes enameled, balance nickeled. **D** Perch, forks, felloes and spokes enameled, balance nickeled. **F** Perch, forks, steering-head, felloes and spokes enameled, balance nickeled. **G** Perch, forks and felloes painted, balance polished. **H** Felloes enameled, balance nickeled. **I** Wheels enameled, balance nickeled. **K** Perch, forks and wheels enameled, balance nickeled. **L** Felloes and spokes to outer crossing enameled, balance nickeled. **M** Perch, forks, felloes and spokes to outer crossing enameled, balance nickeled.

Any of the above machines will be sent on approval if freight charges both ways are prepaid.

Should the list not contain a desired machine, we will endeavor to procure one to suit, if informed particularly as to requirements.

Rudge Bicyclette, a Few New Machines on Hand, - - $125.00

POPE MFG. CO., 77 Franklin St, Boston, Mass.

We have in stock a few second-hand Racers not suitable for road use, description and prices of which we will furnish on application.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 24 MAY, 1889.

Volume XIX.
Number 4.







QUADRANTS.

The Strongest, most rigid and lightest Safeties ever built.

Actual Weight with 1 7-8 tire. 43 POUNDS.

These are the machines that will be used by nearly all the European Cycling Tourists this Summer.

AGENTS WANTED ALL OVER THE UNITED STATES.

Liberal Discounts will be given to reliable houses.

Send for descriptive Price Lists and Terms to Agents.

SOLE IMPORTERS, **THE STRONG & GREEN CYCLE CO.,**

707 Arch Street, Philadelphia, Pa.

NARRAGANSETT PARK, PROVIDENCE.

Grand Bicycle and Athletic Tournament

DECORATION DAY, May 30, 1889, at 1 o'clock, P. M.

The Bicycle Events will be as follows:

2 Mile L. A. W. National Championship.
1st Prize, Gold Medal. 2d Prize, Silver Medal.

3 " State Bicycle Championship (open).
1st Prize, Gold Medal, presented by Campbell & Co.
2d Prize, World Type Writer.

1 " State Safety Championship, L. A. W.
1st Prize, Gold Medal, presented by Coventry Machinist Co.
2d Prize, Safety Lantern, presented by Clark Cycle Co.

1 " Team race (open).
Prize, Elegant Silver Cup.

1 " Novice.
1st Prize, Silver Cup, presented by Pope Mfg. Co.
2d Prize, Seal Ring.
3d Prize, Solid Silver Charm ("Pigs in Clover").
4th Prize, Oklahoma House Lot (if you can get it).

2 Mile Open Safety.
1st Prize, Kodak Camera.
2d Prize, Victor Cyclometer, presented by Overman Wheel Co.
3d Prize, Pongee Silk Shirt, presented by Wm. Barton.

1 " Open Bicycle.
1st Prize, Gold Medal, presented by H. B. Smith Machine Co.
2d Prize, Butcher Cyclometer, presented by Singer & Co.
3d Prize, Pair Kingston Jersey Breeches, presented by Holmes & Co.

1 " Handicap Bicycle.
1st Prize, Gold Medal
2d Prize, Entire Jersey Suit, presented by Whitten, Godding & Co.
3d Prize, Billiard Cue, presented by Brunswick-Balke Co.

1 " Safety handicap.
1st Prize, Gold Medal.
2d Prize, Smith & Wesson Revolver.
3d Prize, Pair Kangaroo Bicycle Shoes.

1 Mile Tandem Safety open.
1st Prize, 2 Fine Meerschaum Pipes.
2d Prize, 2 Silver-headed Canes.

2 " Tandem Safety handicap.
1st Prize, 2 Leather-cased Toilet Sets.
2d Prize, 2 pairs Lemair Opera Glasses.

100 Yard Foot Race.
1st Prize, Stop Watch.
2d Prize, Blazer Jacket.

1-4 Mile Foot Race.
1st Prize, Silver Cup, value of $10.
2d Prize, Pair Running Shoes.

Man Race.
Prize, 50 Cigars.

Tug of War.
Four Medals.

Match Game of Tennis.
Prize, Suit.

Entrance fee $1.00 for each event. L. A. W. Rules.

Fees must positively accompany entries, to be sent to

C. I. CAMPBELL, (Box 266) - - - - - PROVIDENCE, R. I.

General admission to grounds, 35 cents.—Grand stand seats 10 cents, with a section set apart for ladies and their escorts.—The Bicycle races do not commence until 2 P. M.—Handicap races close May 23; other events May 27, 1889.—In case of a stormy day, will be postponed until June 3, 2889.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

MY NICKEL PLATED SUSPENSION bicycle holder sent by mail, postpaid, for $1.00. Discount to dealers. W. E. NETTLETON, Meriden, Conn.

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th St., New York City.

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Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rarest bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.

Great value for 50 cents.

The Cycle Brush Tool.



FOR SALE BY THE TRADE.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

51-INCH American Club, in good condition. Balls all around, including new Club ball pedals; spade handles; nickel except rims and spokes. Price $60. Address EDW. J. SHRIVER, 234 Pearl St., N. Y.

BARGAIN—Genuine Humber Tandem Tricycle. Ball Bearing and Ball Pedals. Price $75. For particulars, address W. H. TALCOTT, 300 Asylum street, Hartford, Ct.

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WANTED to trade for a Butcher cyclometer, to fit a 48 or 50-inch wheel. Address W. COMSTOCK, Warsaw, Ind.

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PSYCHO LADIES' TRICYCLE—In excellent condition; easy running. Suitable for a gentleman; very reasonable price. E. BRYANT, 847 Prospect Place, Brooklyn, N. Y.

STOLEN—Rudge L. R., 58 inch bicycle, No. 29207. Enamel finish, cow-horn bars and spade handles. Two spokes missing from front wheel. Agents are requested, if wheel is offered for sale, to notify I. J. VIELE, 1113 6th avenue, New York.

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FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl St., Boston.

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'88 VICTOR SAFETY—Little used, newly enamelled and fitted with '89 mud guard; very low for cash. Lock Box 11, St. Johnsbury, Vt.

BICYCLE CHEAP—52 inch Standard Columbia, all balls bearings, in good condition throughout. Price $50. Bicycle, Lock Box 50, Wappingers Falls, N. Y.

WILL EXCHANGE—A 50 inch Victor bicycle, in A1 order, as part payment for a '88 Victor safety. H. H. BROWN, Wappingers Falls, N. Y.

FOR SALE—A Victor Tricycle, '85 pattern; in good condition, with cyclometer, for $55. Or will exchange for Springfield Roadster. Address A. B., Bicycling World.

STOLEN.

NEW RAPID SAFETY BICYCLE—No. 1051. Broken brace rod from seat pillar to head.

$20.00 REWARD

to return of wheel and arrest of thief. E. E. STODDARD, 70 Frankfort St., Cleveland, O.

PATENTS procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVERT, Atty. at Law, Washington, D. C. (L. A. W. 2056).



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The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

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No. 309 Water Street, S. W.,

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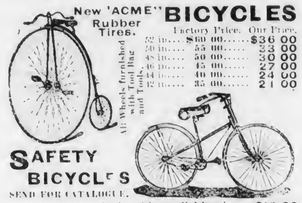
PEDAL LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents Wanted.

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One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 174 9th avenue, New York.

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LARGEST MAKERS IN THE WORLD WITHOUT EXCEPTION.

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BACKBONE.....Weldless steel tube, oval section. Very strong.
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FELLOES.....Warwick, deep section, hollow.
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CRANKS.....Patent detachable, 6 in. throw.
HANDLE-BAR..... Hollow, detachable, cow horn shape.
HANDLES.....Horn, spade.
FINISH.....Best enamel

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With an advance of $2.50 per 2 in.
EXTRAS—Plated except rims and spokes, $10.
Prices for other variations will be specially quoted. 53 in. is the only odd size carried in stock.



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6 and 8 Berkeley St., - - - - - BOSTON, MASS.

NEW MAIL

WASHINGTON, D. C., April 18th, 1889.

MR. H. W. HIGHAM, Washington, D. C.:

Dear Sir—It affords me great pleasure to inform you that "The New Mail" Safety bicycle, which I recently purchased from you, as the representative of the Messrs. Wm. Read & Sons, Boston, is an unqualified success.

The amount of ground I have to cover, and the hills I have to climb, daily, demand a good, speedy, staunch and reliable machine. The "New Mail" has all these qualities in a marked degree; the brake action on the rear axle being especially commendable.

My brother wheelmen that I meet daily on the road, all express their admiration of my wheel, and I argue with all of them, "Why buy imported wheels, when Uncle Sam can turn out a steed like this?"

With all success to American industries, and especially to "The New Mail," I remain,

Yours truly,
C. W. SOMMERVILLE.

To our request to use the testimonial, we received the following:

WASHINGTON, D. C., April 20th, 1889.

MESSRS. READ & SONS, BOSTON:

Gentlemen—*By all means use my letter of recommendation.* Greater strength and force is added day by day the remarks therein.

I have not let up on my enthusiasm about your "New Mail Safety;" it *only* increases; *no let up whatever, none.*

Very truly yours,
C. W. SOMMERVILLE.

Address,
WM. READ & SONS, - - - - - BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 115 W. 13th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than **Monday**, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 24 MAY, 1889.

WE MAY BE LATE.

NEXT week Decoration Day comes in and cuts us out of one day's press work. This, of course, we cannot help, and we hope our readers will bear with us.

A SPECIAL ISSUE FOR THE HAGERSTOWN MEET.

WE propose to get out a special edition for the Hagerstown Meet. We make no promises as to what that issue will contain or be like; suffice it to say, we shall attemp to make it a paper worthy of the event and worthy of the management of the paper.

IF the signs of the times amount to anything, road racing in the East has about seen its best days, and there is a strong tide of sentiment among wheelmen, in some sections where road racing has been most popular, that the time is about ripe to pull out.

The probable action of the Eastern Road Club of Massachusetts, and the evident opposition to road racing which exists in New Jersey, where once the wheelmen were unanimous in favor of road racing, are all indications going to show the trend of growing sentiment against this branch of the sport.

We ourselves have promoted road races, but we have always held that when we discerned an indication of opposition by the public or wheelmen we should use our influence to discourage road racing.

The question is now, has the time come to take such a stand? We think it has.

THE almost universal movement of the leading business men of Boston and of the large cities of closing their places of business at noon or at one o'clock Saturdays and at five o'clock the other days, is doing more to promote the cycling interest than is any other business action. This early closing on week days, as well as on Saturdays, is really a matter of humanity to the clerks who work in any city office, and are consequently obliged to consume from half an hour to an hour at close of business in getting home. The clerk who is obliged to remain at the office until six o'clock generally does not reach home until half past six or seven o'clock, and after eating supper finds it too late for other than indoor recreation. The importance of early closing as bearing upon the cycling interest places this movement as fitting to go under the reforms which the League could with propriety promulgate.

A PROTEST has been raised by the Los Angeles, Cal., Grand Army men against the action of the local wheelmen in arranging for a parade on the 30th of May. The *Express* of Los Angeles says:

"Decoration Day is not a day for celebration or jubilee, but for a solemn ceremony akin to that of a religious service. We have little doubt that when these things are brought to the attention of the wheelmen they will defer to the wishes of the Grand Army posts and fix upon some other date for their parade. In this action of the posts, it should be said, there is no disposition to interfere with any private use to which the day may be put. It is to the public feature of the parade that objection is made.

THE ELWELL TOURISTS.

THERE was a merry party and a large one on the Cunard Dock in East Boston, last Saturday, to see the Elwell party off. Chief Consul Emery was on hand among other prominent wheelmen to see the tourists aboad.

Such a-hustling and a-bustling, such cheering and, yes, alas, such weeping, as one only sees on the occasion of the sailing of an ocean steamer.

Not a "weep" did the tourists shed, however, they were radiant with happy anticipations of the joys before them. Their thoughts did not dwell on *mal de mer*, the mind's eye dwelt on the sweet hawthorn lanes of England, the magnificent estates of England's magnates. The quaint towns of France, the grandeur of the Swiss scenery, and the oft-told charms of the Rhine.

Most of the tourists were young men, men to whom every new experience is a delight, whose appetite for the new and the strange has not been blunted by years of life in this work-a-day world.

When we saw the party filing on board the Cephalonia we had only one regret, and that was that we were not one of them.

We shook as many of the party by the hand as the limited time allowed, and then we hastened on board the good ship "Alice" and gave orders to the crew to hoist sail and then we hove to in the stream, and as the Cephalonia majestically swept past us on her way to dear old England the tourists and the crew of the "Alice" exchanged cheers, and the last we saw of the party was Elwell, Priest, Collins and a host of other good fellows waving hats and handkerchiefs, and so out into

"The sea, the sea, the open sea,
The blue, the fresh, the ever free,"

passed the Elwell tourists, with our good wishes flying after them.

"Pedals" will keep us posted as to the progress of the party.

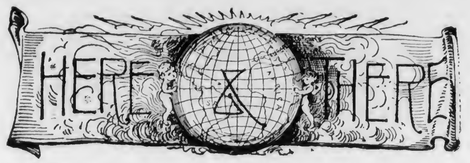
EASTERN ROAD CLUB.

THE annual meeting of the Eastern Road Club, for the election of officers for the ensuing year and the transaction of other important business, will be held on Monday, May 27, 1889, at 7:30 o'clock, P. M. Through the kindness of Dr. Kendall, the meeting will be held at his office, 176 Tremont street, Boston.

At this meeting the subject of the further continuance of the club will be brought up. The sport of bicycle racing on the road has become unpopular in this section of the country, and is now generally looked upon as detrimental to the best interests of cycling, as making an improper use of the highways; our race meets have been a failure, so far as bringing out a team from all the clubs represented is concerned; and interest in the club is nearly at a standstill. The Executive Committee deemed it advisable last year not to levy the annual assessment of ten dollars; if the club is to continue, the assessment can no longer be deferred.

Secretaries of clubs belonging to this organization are requested to see that their club is represented by at least two qualified members.

J. B. SEWARD, President.
WILLARD H. FOBES, Secretary.
Boston, May 15, 1889.



"JACK."

ODDS AND ENDS.

We have all handled that adjunct to cycling happiness, the adjustable nut wrench known to us by the familiar term of "monkey wrench." Few of us have ever bothered our heads as to why the little adjustable spanner was given this name. It always reminded me of the toy of our childhood, "the purple monkey climbing up a yellow stick" (the song tells us "That boy he sucked the paint all off, which made him deathly sick," which the same is likely to do), but only yesterday I was told by a gentleman, who named as his authority a well-known patent solicitor or attorney, who some time ago had occasion to look up a list of wrench patents, that the "monkey wrench" was invented by a mechanical genius whose name, "Monckney," fell victim to the lazy English tongue, and the word became "corrupted" into Monk'ey—easier to pronounce and to remember.

The English language is full of such instances, where the primary name or word was difficult or tedious of pronunciation, and the tongue, forced to make use of the word occasionally, set about in its labor-saving way to render the word more easy of pronunciation—more "palatable" if we may adopt an expression usually connected with the sense of taste. The sense of taste and the sense of speech and hearing are much more closely connected than many suppose, yet we know that deaf and dumb people have not the sense of taste in equal measure to more favored persons who have the faculties which the afflicted lack. But lest I have wandered afield and deigned to look over the hedges, I may, for the benefit of humanity, inform you that "Tommy's oil can is empty," or some other thing of that sort.

I beg leave to say that there is no more tiresome man than the one who forgets current topics because he happens to own a bicycle. He is worse than an "Ancient Mariner," and we flee when we see him approach. Cycling *can* be "run in the ground," both as an exercise and as a topic, and to enjoy cycling (as to appreciate any other good thing) we must take it in moderation. Do not be known in your village or town as "*the bicycle crank*," a man who wears tights, a dress which he is ashamed of when he is *without his bicycle*, or a gilt epauletted colonel with a coat too tight for comfort, but dress quietly and conduct yourself like a sane individual, and you will be regarded as a gentlemen who uses the bicycle for healthful, recreative and locomotive purposes. Eat "men's food" and less sweet stuff, leave the soda-fountain and other swill dispensaries to the dudelet with his ringlet. Ride all the hills which do not strain you, keep your bearings clean, your upper lip stiff; do not "eat soup with a sponge." Tell the truth when you come from a fishing trip (rather detract from the amount of your catch, the size of your fish, etc., than to give their large, though truthful proportion, for men are very suspicious of one another.) Go to church where a sensible liberal-minded man speaks, not necessarily preaches, even if your clothes are old or shabby and do not fit accurately; smoke good tobacco; say ill of no one. Do all these things and you will be a strong man. Hair will grow on your face, your upper lip will be as a weeping willow tree, and the pard will hide himself for very envy in the thick of the downy cactus bush, when he sees thy flowing beard.

The office boy has just come to say that the turkeys have got in at the bushel basket of balls for bearings, which came in yesterday, and says they have eaten nearly a peck of them, so I must attend to them. Good bye.

PORKOPOLIS NOTES.

"STAR."

Twenty-seven of the C. B. C. had expressed their intention of participating in the run to Independence, Ky., on the 12th inst., but it rained on Saturday. Now if the streets that are sprinkled every day happen to be muddy on the day after a rain, a number of the boys immediately jump at the conclusion that in the country where not a drop of rain had fallen for over three weeks, where the earth was absolutely dry to the depth of a foot, and the roads covered with several inches of dust, that a little rain would make riding next to impossible; consequently only five started out. The day was warm and delightful. Genial Spring had loaned her mantle of green to the forest and the field. The parched earth, however, had by no means been satisfied, as the roads were still very dusty. The sensible five glided along to the music of the nightingale, the mocking bird and the diminutive long-eared horse, till they reached the foot of the long hill, when the "Duke" left them and returned to the city, to meet a "pressing" engagement. The four reached their destination in safety, and were soon joined by three others who had followed their trail. The dinner for the twenty-seven was ready, and, as it had to be paid for, we did not leave the table till every bit of it had been swallowed, to the no small amusement of a colored servant. Even then our misery was not complete, for as we were reclining on the lawn, wondering whether our machines would be strong enough to carry us home, we were compelled to listen for over an hour to a heart-rending performance on an ocorina by the attenuated Buckles.

The season is now at hand when the local scorcher takes great delight in boasting to his acquaintances on Monday morning, that he rode — —ty miles before dinner yesterday, and was as fresh at the finish as a ——, etc., etc. All of which reminds us of an account, written by a missionary to India, of a religious enthusiast who was in the habit of *lying* on a bed made of sharpened iron spikes, and who claimed, in consequence, to be a little better than the rest of mankind.

The gymnasium Association have their bicycle track laid out—on paper.

From letters received from Chicago it is evident that the much-advertised tournament was conducted with a spirit of unfairness to outsiders. The handicap committee, it seems, did all in their power to aid the local men to win. The handicaps were simply outrageous, and it is a matter of surprise that the local men did not win all the races.

MEMPHIS.

"ANCHOR."

Among those not familiar with the actual facts, the impression here prevails that cycling interest is at a standstill, but allow me to say that such is not the case, as at this present time more wheels are being ridden than at any previous time in the history of its introduction into the City of the Bluffs. Last Saturday the records were taken by Mr. Scherer and stood as follows, and shows Mr. Julius Seelig to be holding on to the top of the list: 1, Julius Seelig, 1295 miles; 2, George Phillips, 930 miles; 3, A. F. Alberts, 826 miles; 4, William Wood, 627 miles; 5, W. A. Whitmore, 446 miles; 6, J. Wood, 438 miles; 7, W. H. Haylie, 240 miles.

Next week there is to be a fair at Senatobia, Miss., which a number of local wheelmen will attend, and I may safely say that among them they will bring back to Memphis a few prizes.

This week Mr. Seelig, who has charge of the two-mile safety race between Mr. Scherer and Mr. Whitmore, will appoint the officials. We are now trying to make the race for a $50 medal, instead of one costing $20, but it is at present a question of "to be or not to be," with the accent on the *not*. The race will be on the 19th of this month, and your correspondent will gladly let you know all in regard to the same.

BUFFALO.

"ALI BABA."

The event of the riding season of the Buffalo Bicycle Club will be the century run from Erie, Pa., to Buffalo on Decoration Day. Of course Providence permitting. Captain Donaldson has made arragements with the Lake Superior Transit Co., and we are assured a restful, quiet (if the wind don't blow) and beautiful night's ride. The boats connection at Erie is just as we could wish. After a special five o'clock luncheon, we leave the boat and begin our long journey toward Buffalo.

The trip from Erie to Buffalo is exceptionally fine, and the early morning ride between Erie and Westfield is positively superb. But there is one spot betwixt these two points of which the writer has a slight acquaintance. The place is called State Line. I write this plainly so that it may be a warning to all future generations. Here you will see before you a long, quite gentle slope, but if you have no brake on, dismount and walk, for woe betide the man if his wheel gets the start of him. The farther down you get the steeper the grade, when suddenly the the road meets a deep ravine and turns at right angles continuing its course downward. The writer here saw that a "header" was inevitable and picked out a soft spot and he did one of the nicest triple summersault acts known to the profession.

Captain W. E. Donaldson, Lieut. T. A. Russell, Messrs. A. J. Russell, Jewett, Fenton, Mason, Hinckley and others went to Dunkirk last Saturday and rode over about fifty miles of the proposed century route. In fact nearly all of the intended participants are putting in a good many extra miles as a sort of preparation. We expect to bring fifty through the entire route.

The Women's Wheel Club are to have a uniform. It will be a habit of dark green cloth with hat and gloves to match. It will be a splendid outfit and worthy of the club.

Captain Hearne of the Zigzag Club is to give a medal to the member who attends the greatest number of club runs. As a consequence the boys turn out from fifty to sixty strong each week. My, but wont the Captain open his eyes next fall. The club is entirely out of debt and has a balance in the treasury.

SYRACUSE.

"SALINA."

Our boys read with evident delight of the pleasure and sport other clubs and cities derive from their cycling race tracks. We have none and "Salina" thinks we should be pitied. Road riding is a great feature of cycling, racing ditto, but in localities where the roads are hardly above the average, even road riding has its drawbacks, and then dry weather, hard roads and full moons are in demand. For a city the size of Syracuse the number of wheelmen is decidedly small, so at present we must devote all our energies to getting recruits. However, just as soon as we get a large enough membership to warrant it the question of a track will be agitated, and anything agitated in the Cycling Club here goes.

Our theatrical celebrities are holding active rehearsals for a minstrel performance to be given at an early date.

Fayetteville was our destination last Wednesday night, and we owned the village for a few hours. The start back to the city, a distance of eight miles, was made at 9.30, and the run in took fifty minutes. The climate was very dark and the way a little heavy. Nine men spent the night at the Hotel de Grove, and enjoyed several interesting hands of cards.

The plans for our Decoration Day celebration have been changed. Club leaves here by train early on the morning of the 30th, arrive at Rome about 9 A. M., street parade at 10 A. M., run of eleven miles for dinner at 12 M. and back in time for ball game and field sports and races at 3 P. M. In the evening there will be an extensive exhibition of fire-works.

ST. LOUIS.

"LINNEUS."

In my letter of last Friday (May 17), I stated that the motion to repeal the Missouri's house rule, allowing games to be played on Sunday, *prevailed* and the rule *was repealed* by a majority of one. Please make the necessary correction. On account of the inability to get a low rate of railroad transportation to Clarksville, the meet at that place has been postponed from June 9 to some time later in the season. Both Captains Lewis and Sanders have thought best to do this for the interest of all concerned, as but few wheelmen would attend from here under the existing conditions.

Consul Joe H. Kelly has invited the division to hold its annual meet at Sedalia on July 3 and 4, and Chief Consul Brewster has accepted the invitation. The meet promises to be a big success, and as soon as the programme is arranged the readers of this paper will be notified. Sedalia is surrounded by a fine riding district, has a good race track, is centrally located, and the low rates which are usually made by railroad lines on the national holiday will no doubt insure a large attendance. Arrangements will be made to entertain 200 wheelmen, and fully that number is expected to attend.

"JONAH'S"

JOTTINGS.

P. F. G. Brown very rightly had no complaints to make to me of his disqualification at the Harvard races the Saturday before. He acknowledged that the rules should be lived up to, and only regretted that his pusher-off should have been so eager to do him a favor as to step over the line in the start. He said he had heard from the management that a consolation prize would be sent him. He was loud in his praise of Kenneth Brown's protest against taking a prize he had won only technically.

A dispute of the selection of a road engineer is the only thing that stands in the way of an immediate beginning of the construction of the great system of Union County macadam roads, of which I noted some weeks ago. The delay from this cause cannot, however, be a long one.

In the recent club handicap games of the N. J. A. C., two well-known bicyclers tried their luck at field sports with success. Baggott was second in the mile walk and Bowman carried off the mile run. Bowman's cross-country running during the winter put him in fine physical trim early in the season, as his race at Staten Island on Saturday showed. He says he does not find that running interferes with his bicycle speed at all.

The mile and a half and three mile open handicaps and the mile club championships at the N. J. A. C. games, on Decoration Day, will bring out the pick of the track flyers. This is the only athletic club that offers special advantages to bicyclers. A big bicycle meet is contemplated in the fall.

PENNSYLVANIA.

"ARIEL."

My fair *confrere*, Helen Gray, tells us in the last issue of the Bicycling World that a Philadelphia friend writes her of the first ladies' run of the *Philadelphia* Club, held on Centennial Day. Helen's friend drew largely on her imagination, unless Miss Grey's glasses were so poor as to read "Philadelphia" for "Pennsylvania." It was the first ladies' run of the latter club, the Philadelphia having held regular runs for some time, and was reported in my notes of issue to May.

"Argus," my friend, I shall certainly have to warm things for you, if you don't quit your pleasant allusions to me. The "Stroller," I see, works in a dig now and then.

At the sports of the fourth annual field meeting of the Intercollegiate Athletic Association of Pennsylvania, held on the University grounds, Saturday afternoon, the two-mile bicycle race was won by C. B. Keen, U. of P., in 6.15, with H. B. Huelings, Swarthmore, second, 6.17 3-5, and H. V. Register, U. of P., third.

Thirty-one members of the Pennsylvania Bicycle Club joined in the moonlight run last Thursday evening. Leaving the club house at half past seven, they rode up the River Drive of the East Park, via Nicetown Lane, to Tioga, where they were the guests of First Lieutenant, Mr. Charles L. Leisen, who entertained them handsomely. A right good time was had by all, and when the party returned, by way of Diamond street, the sight was a pretty one, with the illuminated wheels in columns of twos and fours, attracting much attention from the spectators along the route.

So far nothing has been done by the Associated Cycling Clubs in regard to an inter-club run on Decoration Day. A meeting will be held on Tuesday evening at the Pennsylvania Club house, and then we shall know what we shall know. It is to be hoped that some suitable demonstration will be decided on. Such a move would be immensely popular with the rank and file, and would prove of benefit from a merely selfish point of view, by showing outsiders something of the numbers and power of the clubs. I am told that one of the clubs has decidedly refused to countenance anything of the sort. If so, I can only say that it is an extremely short-sighted policy for them to pursue, and it is to be hoped that they will reconsider their decision.

No word of the Pennsylvania Road Book, although it was definitely promised by the first of May. The time to mince matters on this unfortunate subject has long gone by, and it is now in order for the committee to simply *insist* upon the production of that book, or abolish the contract. The book was originally promised for *last year*, and the funds have been in the treasury for that length of time, and yet here the riding season is full upon us again and no sign of the road book. Gentlemen of the Committee, I but voice the sentiments of every member of this division when I say ACT!

Several accidents occurred last week, principally through neglect of the important point of keeping the machine under control on down grades. A safety rider coasted Devon Hill at full speed, and striking the turn at the bottom was thrown violently against the railroad bridge. A couple on a tandem trike let the machine get away on another hill, and as it upset they performed the feat of standing on their heads in great shape. All escaped with cuts and bruises, fortunately. Mr. A. Kohler, of the Pennsylvania Club, took a header over a dog, and cut his hand badly, but the dog was somewhat damaged, judging from his yells.

NEWS AND COMMENT.

Mr. H. G. Priest returned from Assiniboine, Canada, full of enthusiasm for that section of this Continent and badly inoculated with the land fever. Mr. Priest has only been in this country some two months, but during his stay here he has made many warm friends, the editor of this paper being among those who claim that honor and pleasure. We hope to renew the acquaintance thus formed in the fall, at which time we trust Mr. Priest will again visit us.

A HAGERSTOWN special edition of this paper will be issued.

IF any of the cyclers who were in the party that was assaulted by a driver, on Palisade avenue, Englewood, N. J., Sunday, May 12th, wish to secure a disinterested witness they can do so by addressing Jas. F. Kinney, Cresskill, N. J.

THE annual meet of the C. W. A. will be held at St. Catherine, Ont., July 1 and 2.

WE had the pleasure of waving the last farewell to the Elwell party from the deck of our canoe, off the East Boston Flats. The *quantity* of our wave was not much, but our heart was in it, and the *quality* made up for the lack of volume.

MASSACHUSETTS Division spring meet June 17; place, Squantum, Mass.

FRANK VAN BUREN, son of Gen. Daniel T. Van Buren, died at his home in Ninth avenue, Plainfield, lately, of injuries received by being thrown from his horse. He was in his twenty-first year, and was taking a special course at Rutgers College to prepare him for electrical construction work. He was also an enthusiastic wheelman. His father is a graduate of West Point, who served in the late war and in the Mexican war.

W. J. CORCORAN, the well-known cyclist trainer, will locate in New York, after May 30, and any wheelmen desiring the aid of a first-class trainer will do well to address Mr. Corcoran, care of the WORLD.

F. A. CLARK, '91, of Yale, beat the college record by nineteen seconds.

MR. JOSEPH H. AMBRUSTER, of St. Louis, Mo., has started on a cycle from that city to Denver, Col., a distance of some 1000 miles. Through some parts of the country the cycle has never been seen, and the questions put to Mr. Ambruster are decidedly amusing.

THE name of J. Purvis-Bruce appears in the list of entries to the Irvington-Milburn race, on Decoration Day, but Mr. Bruce writes and says he is in no condition for road racing, and consequently will not appear as a contestant in that event.

THE Boston Press Bi. Club will go on a run to Wakefield next Sunday, starting from Copley Square at 9.30 A. M.

SQUANTUM is to be the place of spring meeting for the Massachusetts Division, and the date is June 17th.

THE Huntington, L. I., Bi. Club will hold a race meeting at Long Island Live Stock Fair A. Grounds, Huntington, L. I., on June 12th. The events are: First, half-mile dash (scratch), first prize gold medal, second silver medal: second, one-mile handicap, first prize gold medal, second silver medal; third, two-mile handicap, first prize gold medal, second silver medal; fourth, one-mile scratch, first prize gold medal, second silver medal. Entrance free.

THE Hartford Wheel Club had an opening of their new club rooms Friday evening. We are sorry we could not accept the kind invitation to be present on this occasion. A folding glass partition has been placed across the long club rooms, so that the billiard and pool rooms can be entirely shut off from the room facing the street; or all thrown together as the case requires. The front room has been newly furnished with lambrequins, a new carpet, and all the rooms freshly kalsomined and papered. Electric lights have also been put in. The managers of the ball team of the Hartford Wheel Club, Wethersfield Cycle Club, Columbia Cycle Club and East Hartford Wheel Club have formed a base ball league called the Hartford County Cycle Base Ball League. The league series will open on Decoration Day, when the Hartford Wheel Club will go to East Hartford, and the Columbia Cycle Club will play at Wethersfield.

THE Mormons will have a quarter-mile race track at Salt Lake City.

AT the conclusion of the fourth day's professional race in Chicago last week, Knapp fainted from exhaustion. That does not smack of hippodroming!

THE North Adams (Mass.) Bi. Club will hold a tournament May 30.

ERRATUM.—In our last issue we printed an article on the Providence Tournament. In it, it stated that the New York and New England Railroad would carry passengers to and from "this City" and into the grounds for 50 cents. "This City" should read to and from *Providence* and into the grounds.

THE steam tandem bicycle which has been creating such interest in Brooklyn N. Y., will be sent to the Paris Exposition.

H. L. KINGSLAND, of Baltimore, rather knocked himself out of his good chance to show up a strong winner at Chicago, by his bad fall which he took Wednesday night.

THE Atalanta Wheelmen of Newark, N. J., formally opened their club house last week. The members of the club are considering the question of admitting lady cyclists to membership. They are unanimously in favor of according to the fair athletes the privileges of the club house, but it will be necessary to amend the constitution of the club before this favor can be granted. That the constitution will be so amended is said to be a foregone conclusion. Ladies will be admitted only as honorary members, however, and will have no voice in the proceedings of the meetings.

A CURIOUS case is pending in the Superior Court of Maine which will establish the liability of a cyclist who through taking a header frightened some valuable horses and caused damages to both animals and carriage. At last account the case was before the jury, and no verdict.

THREE young ladies of Little Rock, Ark., by name Jennie Davidson, Edith Bernard and Pattie Dye, none of whom are more than twelve years of age, took a twenty-mile ride the other day over some picturesque roads. This combination of distance, sex and age will stand on record, we think.

A. NIGHTINGALE, the professional, is in trouble. He stole a lamp from his employer, Whitten & Co., of Lynn, and also on the charge of selling leased property to the amount of some $80. The case is yet on trial.

MR. C. R. HANSON, of Gloucester, Mass., asks: "Can some of your readers tell me in the columns of the BICYCLING WORLD if it would be advisable to go there for a trip of ten or twelve days on the wheel? Also what are the custom house regulations on bringing bicycles into that province?"

MRS. FLORINE THAYER MCCRAY, who is one of Harriet Beecher Stowe's biographers, and whose temperance novel, "Environment," made a decided impression in literary circles a couple of years ago, believes that the new tandem bicycle will solve the problems of wheeling so far as women are concerned. Mrs. McCray is an enthusiastic tricycler, and has ridden over a good deal of Europe and America in company with her brother, whose trip across the continent was described in book form some little time ago.

THE next joint run of the Iowa Club and the Boston Bicycle Club will be on May 30, to the fishing box of President Everett, on Weymouth River. The party will leave 14 Boylston street, *sharp 9 A. M.*

H. JENKINS and A. Rhodes, two ambitious youths, of Hyde Park, Mass., will attempt to ride from that place to Portland, Me., on Decoration Day in 12 hours. The distance is 140 miles.

ROCHESTER has started a young ladies tricycle club: Julia Langie, President: Rebecca Lindner, Vice President: Clara Bier, Treasurer and Mazie Gardon, Secretary.

A TRIANGLE race will be given by the Kings County Wheelmen at their race meet to be held June 28, at Washington Park. It will be a tricycle rider to go a distance of 5 miles, a runner 3 miles and a walker 2 miles, the man finishing the race first to win.

MR. C. C. CANDY is in the East at the present time. He called on us the other day but unfortunately we were out. He left for the Overman Factory at Chicopee at which place he will linger for a short time.

THE second union run for wheelmen of Boston and vicinity scored another success for the management, fully 150 wheelmen assembling at Bailey's for feed. Captains Cubberly and Robinson had the affair in charge. On the return trip some of the schorchers let loose and arrived at the Reservoir on some 30 minutes before the men who rode more moderately.

THERE were two tracks used at the Chicago tournament inside the other, the inner one being for the professional contestants, and the other for the amateur riders. At each end of both tracks is a curved incline, with a rise of three feet at the back. The incline is made of planed boards and carefully matched.

THE Meriden, Ct., Club are working hard to secure a track for racing purposes. The estimated cost is about $1500.

BOSTON TO CINCINNATI.

Editor Bicycling World: In your last issue I see that E. H. Gierach wants a route from Cincinnati to Cleveland. The following may be of assistance to Mr. G.:

Boston to Albany, N. Y., by rail, then by cycle via Fonda, Utica, Syracuse, Rochester, Buffalo, Erie, Pa.; Cleveland, Ohio; Massillon, Urichsville, Newcomerstown, Coshocton, Dresden, Zanesville, Columbus, Cincinnati.

HARRY B. STURM.
64 Warrenton street, Boston.



SAFETY.

The lightest running wheel in the world.

THE



SPEED.

EAGLE.

Unexcelled for ease of running, speed, safety, hill climbing, coasting, comfort, strength---in fact, it has all the requisites of a perfect bicycle.

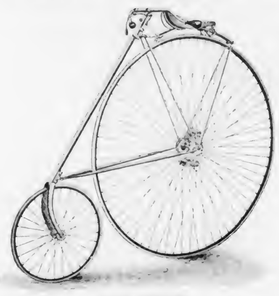
DENVER, Colo., April 19th, 1889.

EAGLE BICYCLE MFG. CO.

Gentlemen—Having given the "Eagle" a good test I can cheerfully second all that you claim for it. I find it remarkably easy running and do good work with it on hills. I believe it is the strongest wheel ever made and its beauty excites remarks everywhere. As it becomes known it must become popular with those who want a strong, simple and light safety.

Yours, C. C. HOPKINS.

THE EAGLE BICYCLE MFG. COMPANY,



COMFORT.

STAMFORD, CONNECTICUT.

CATALOGUE FREE.



DURABILITY.

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.



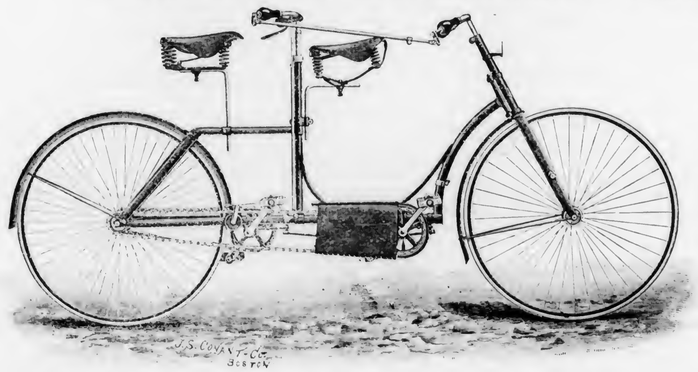
The Swift.

And they called it SWIFT!! and the name proved good, for lo, and behold, at whatsoever race of its type is held, there thou findest the SWIFT to the fore.

At Harvard Races, May 11th, the Swift was first and second in both Safety Races.

CATALOGUE FREE.

ANOTHER PREMIER POINTER.



BINGHAMTON, N. Y.,
May 13th, 1889.

MR. L. JOHNSON:

Dear Sir—The Premier Tandem Safety arrived all O. K., as I wished it. Mr. Arnold and I have given it a good trial to-day, and I must say it is far ahead of the ——, much easier running and by far more still. I have had some parties riding it to-day that have been riding the ——; they all pronounce my Tandem by far the best and most speedy. The —— Tandem's "name is mud" here, for I know any one that is a practical wheelman, cannot help but admit that the Premier is by far the best.

Yours truly,

E. H. TOWLE.

Double Brakes. Geared 55 inch or 60 inch, at option. Immediate Delivery. Catalogue Free.

L. H. JOHNSON, Manufacturing Importer,

401 and 403 Main Street, - - - - ORANGE, N. J.

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

If I can judge by my letter file, the dress question is the all important one to beginners in cycling. I think I get a dozen letters a week from ladies, who, having decided to ride, wish to know how to dress becomingly and in a way to pursue the sport to the best advantage. Here are a few extracts taken from letters that I have received:

Mrs. B. writes: "My costume was made by one of the large dry goods houses in Boston. After consulting friends I determined to try the divided skirt. The dressmaker had never made nor seen anything of the kind, but she undertook to make one and succeeded most admirably. It is made of ladies' cloth, and it gives me freedom of movement beyond anything that I have ever tried. I wear a jersey waist, no skirts, jersey underwear, no corsets, low shoes. The skirt falls together when one is dismounted, and none but a very close observer would notice that I had on other than the regulation skirt."

Mrs. H. prefers alpaca beyond anything she has tried for material. "It can be weighted with a few shot at the bottom if it proves too 'blowy' (a new word but a very expressive one). It does not cling and it sheds the dust." No skirts; all flannel underneath.

Danish cloth, white for the waist, blouse pattern, and dark material for the skirt is the wear advocated by Miss S.; jersey underwear, low shoes. Trim the skirt a little at the top if you prefer, or make a small overskirt that you can carry in a bag on the wheel when riding, and wear when off the wheel.

One lady writes me to use my influence to banish the corset. Gladly will I do so. I haven't worn the abomination for—excuse me, a great many years.

All who have written, unite for the low shoe in preference to the boot, and all who have tried them speak for the jersey underwear. In the matter of headgear there are as many minds as writers. Wear the hat that most becomes you is all that can be said in this regard, and if it be not too large to catch the wind, nor too devoid of rim to give you grateful shade, it will serve you well.

There are those who can wear white and keep it immaculate. I cannot. Let those who can do so, by all means adopt this color. It is cooler, and a lady looks never so well a-wheel as when so clad.

Can I not have some more hints. Believe me, this is missionary work that is effective, for our sisters in their novitiate are eagerly looking for good counsel.

From Salt Lake City comes this suggestion:

Helen Grey—Let me suggest for the Tandem Bicycle the name *Dicycle* or *Diacycle*. If that strikes you as being too near like *Bicycle*, say we make it *Duocycle*. Either of these give a proper root to the word and are certainly more euphonious than "tanbike" or "Tee Bee" or "Bicyclope." Let us be right before we go ahead."

And from Baltimore comes this: "Will you allow a male man to suggest a title for the 'Tan-Bike?' If you will, I would offer 'Ducycle,' 'Duoclet' or 'Tocycle.'"

The Misses Kirkwood, of Maplewood, have procured a safety wheel, and have already taken several runs on it. I expect to hear good reports of Miss Maggie, for, having seen how hard and how far she could ride with her sister on a two-hundred-pound tandem, I can believe that she can lead some of the gentlemen a good race on the light bicycle.

Thanks to "Pioneer" for her letter. I enjoyed the reading of it, but since she sent it in duplicate to another journal, and that journal has used it, she can hardly expect to see it here.

HELEN GREY.

SAFETY AND ORDINARY.

Editor Bicycling World: I wish to find out why safeties are barred out of open bicycle races. Are they not bicycles? I think a bicycle is a machine with two wheels, carrying one rider, and think it should have as much right to race against any other machines as the others have against each other. Why not bar a Star, or a Kangaroo or a Springfield Roadster?

I have heard that one reason of the safety being barred out of races with ordinaries, was because they could not be ridden as straight. I think myself that it is because the safety is a faster machine. I claim that a safety can be ridden fast; straighter and steadier than an ordinary or a Star. I am a Star rider myself but I can and will, if anyone takes me up, ride a safety, with my hands tied behind my back, a mile under three minutes. That should be a slight proof that the safety will run steady.

The safety rider will not take a header on the track from slipping a pedal, and endanger the necks of half a dozen racing men. Then again, if another rider goes down in front of a safety, the safety stands five times as good chance to go around the fallen man than he would on any other machine. The rules partly make up with the barred out safeties by having safety races, but when it comes to that, why not have "ordinary" races, "Star" races, "Springfield Roadster" races, "Kangaroo" races, etc., all exclusive. Some may think I write this because I race on a safety, but it is not so, for I race on a Star. But I believe in justice, and would like to see justice done every racing man, no matter what he rides. Hoping the above may do some good, I am

Yours truly, L. A. W. 17,291.

Newport, R. I.

THE TALE OF A SKULL.

A STORY OF THE QUATIER LATIN OF PARIS.

In Three Chapters.

BY JAS. PERVIS-BRUCE.

(*Concluded.*)

"Yesterday when this man, who was scuffling with men, when I caused myself to be shot with the weapon I had attempted to destroy him with, addressed and called me by name and mentioned the name of my murdered mistress, Marie Fouchette, I thought he was an officer of the law and had come to arrest me. I shot at him, missed him, and we clinched, with the result that I am here lying at the point of death. His finger was on the trigger of the pistol, when I suddenly tugged the barrel and by the action shot myself.

The knife with which I stabbed Marie is in my pocket. A small piece of the point is broken off.

The cat's-eye and pearl ring on my finger is one which Marie gave me. It was her mother's. I can say no more; I am faint and dying."

He was sworn by the priest, and as he called for a glass of water he fell back in the bed, with already glazing eyes, to rise no more. Thus ended Henry Lawson Bouverie, assasin of Marie Fouchette.

I was closely examined by the authorities as to how I came to know of the man or of his mistress, and though they never seemed quite satisfied with my story about the apparition, still the evidence of my friend (and we were both well known to the police in Paris as reputable characters) and the production of the small piece of knife blade, which fitted accurately the large blade found in Bouverie's pocket, together with the remarkable nature of the whole story, seemed to be sufficient to clear my name from any attempt to keep a crime from the knowledge of the proper authorities.

Under the circumstances I have given, what man would not have made such statements as I made to police authorities, learned by such miraculous means?

There was the testimony of my friend Vandyke-Brown, as to how I got the skull from him: and the skull upon being dug by the police from the garden back of the studio was found to have the mark I described behind the left ear. Vandyke-Brown's testimony was substantiated by his picture of "Wild Bees in a Human Skull," which was the property of a dealer in town, and the picture was produced as evidence. The skull was the counterpart in shape, though not now in color.

As it was the case was so marvellous that it created no end of attention.

Vandyke and I, not content to let the matter drop, found the auctioneer who had put the student's belongings (including the skull) under the hammer.

The student was with some difficulty traced to a small provincial town, where he had commenced a small medical practice. "Van" and I took a run down there one day, and this is the story of the medical student:

"In the spring of 1874 I attended a dissecting class in Paris, and had received from the class (for anatomical purposes) the head of a young woman (unknown), who had been found a few days previously in the Seine. The body had been sent from the police morgue to the "class," and I took home the head to study and articulate.

"When I went to London to finish my studies, I sold it, along with other medical properties, for which I no longer had any need. I got five or six francs for it, I think."

The story fitted nicely, and to crown all, a dentist who had been reading the accounts in the daily papers with great interest, called at "Vandyke Brown's" studio one day, and asked to see the skull. Experts had spoken in the paper of the curious filling of the teeth which was specified in technical dental terms. "My God!" he fairly shrieked, as he opened the jaws of the skull and looked at the molar with its gold filling. He rushed out of the studio, dropping the skull, which fell with a horrid rattle on the oak floor. "The devil!" said "Van," as he placed the skull on the mantel.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

In an hour the dentist rushed up the stair with a book under his arm. With his finger on an entry, he showed Van and I the words in French:

MARIE FOUCHETTE.

Dec. 10th, 1873—To filling two teeth:
First molar, under, - - - 6 fcs
Canine, right, - - - - 6 fcs
Twelve francs.

(Note) Charge to Henry Lawson Bouverie, 9 Rue du Commerce.

This, certainly, was a wonderful and unlooked-for piece of evidence, but it certainly helped to clear up the mystery.

The only thing I could never understand, was the appearance before me in my bed on that memorable night, of Marie Fouchette in the spirit as she must undoubtedly have appeared in the flesh: also how she got out of my leather hat box without unbuckling the strap, or how she got back and buckled it after her. I never knew which way it was. I have still my *penchant* for the design of a skull, but my hat box shall never receive a similar occupant.

THE MEET AT HAGERSTOWN.

Editor Bicycling World: From a cursory glance at some of the work of a few correspondents of wheel papers, who sign various nom de plumes, like "Jassax" and all that sort of thing, it is apparent that for some occult reason they are attempting to give the Hagerstown meet a black eye, or else their information is at fault. There is no use, the real wheelmen—the road riders—are coming to the tenth annual meet. They are the men who want a meet on a wheelman's basis, and not on that of a mischievous literary dude. The every-day entertainments of the stereotyped meet in a large city can be had at home, but the unique features to be enjoyed at the meet in the mountain city of Hagerstown "catches" them. The hypercritics call it a "hamlet." It is a city of about 20,000 population, with the enterprise and ambitions edifices of one of half a million; has about thirty miles of roller-made street surfaces, on which you can mount your wheel at the doors of the hotels and enjoy, and is of no insignificant commercial importance. They call it "hot" up there. It is not so hot in the first part of July as Boston, Chicago, New York, Philadelphia or Baltimore, in fact it is one of the resorts for people of larger cities to escape the heat in their own. The roads are superb, with a variety of choice in grade from dead level to hilly or mountainous, and with smooth coasts of from a few yards to several miles. These roads radiate in all directions, up and down valley, across the mountains, over level, hill and dale, and wherever you go, whether in the city, into the surrounding country or across the mountains, the road bed is that same hard, smooth, limestone surface, and leads you through scenes of entrancing beauty and battle-fields of world-wide fame. Do you want to follow the immortal "Sheridan's ride" to "Winchester twenty miles away?" Well, you can do it over the smoothest speed inspiring pike you ever saw, while the grand mountains towering above you as you ride in the valley, the odors from the blooming locust trees standing sentinel in picket line along the road, and the charming sights that greet the eye on every hand all combine in creating a variety of pleasant sensations that pen is powerless to faithfully describe. Do you want to ride to the battle-fields of Gettysburg, Antietam, South Mountain, Cedar Creek, and many of lesser note? The finest stretch of roads in the country for wheelmen leads you through them. Do you wish to visit the renowned city of Frederick, that inspired Whittier to write of grand old Barbara Fretchie, when she defied that great chieftain, Stonewall Jackson, and his following cohorts with:

"'Shoot, if you will, this old grey head—
But spare your country's flag,' she said."?

Well, you can do so over a sandpapered pike that crosses two mountains and two valleys and shows you such sights as will dwell in memory to your last days, and all a-wheel for a four hours' slow ride, although tourists usually take a day, owing to time lost in enjoying the fine views. But what is the use. The road books, the tales of tourists, the pens of contributors to magazines and wheel papers have all united in spreading the fame of the Shenandoah Valley riding district, and the real wheelman thirsts for a taste of its pleasures. The tenth annual meet is to be in this favored spot, and the riders are coming to it. The wisdom of President Luscomb and the Executive Committee in selecting it will be amply vindicated in a short time by all the lucky participants in the meet, and then perhaps the carping hypercritics and chronic kickers will crawl into their holes and die while reflecting on the fact that it would have been better to have had some knowledge of the subject they were writing about.

You will soon be furnished with an illustrated article on the Hagerstown meet that will give more elaborate information.

Respectfully and truly yours. ALBERT MOTT.
Chief Consul Maryland Division.

THE MEET OF 1889.

At this time when much is being said and written, pro and con, relative to the holding of the League meet of 1889, at Hagerstown, Md., the working members of the Maryland Division would respectfully state unofficially that the fiat has gone forth, the meet will be held and will be a thorough success. To our brethren of the wheel we extend a most cordial invitation. While we boast of no extravagant entertainment, we assure all who come a pleasant visit, most delightful riding, and such entertainment as our most earnest endeavors can provide under the circumstances.

If our good will and hospitable endeavor can make the memory of your visit a pleasant one, it shall be yours. To the croakers we would say: "You, too, are welcome, but don't imagine that your absence will be a national calamity, or that we will bring you here by legal process." We desire to delude no one with extravagant tales, but we place our reputation beside the statements that the region is magnificent for wheelmen, the people hospitable, the accommodations ample and the weather—what God will give us.

Hagerstown, Md. "ONE OF THE WORKERS."

LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

CORRESPONDENCE relating to matters connected with the League Meet should be conducted with the chairmen of the different committees, as given below:

General Committee—Albert Mott, 203 Lenox street, Baltimore, Md.
Finance—Frank S. Heard, Hagerstown, Md.
Reception—N. B. Scott, Jr., Hagerstown, Md.
Transportation (local)—Samuel C. Miller, Hagerstown, Md.
National Transportation Committee—W. M. Brewster, St. Louis, Mo.; Maryland Division, Jos. T. Chism, 10 East Lombard street, Baltimore, Md.
Entertainment—E. MacD. Baetzel, Hagerstown, Md.
Parade—George F. Updegraff, Hagerstown, Md.
Races—H. B. Irvin, 34 West Franklin street, Hagerstown, Md.
Tours and runs—E. B. Emmert, Hagerstown, Md.
Programme (official)—John S. Bridges, 15 South Charles street, Baltimore, Md.
Press—L. R. Mobley, Hagerstown, Md.
Hotel arrangements—N. B. Scott, Hagerstown, Md.
Invitation—V. M. Cushwa, Hagerstown, Md.

The following is a list of the four principal hotels which are on the American plan. The Female Seminary building is to be run as a hotel, which I think for any persons bringing their wives along, will be a pleasant place to hang out. Besides these hotels there are numerous private boarding houses, and the Hagerstown Club feel confident that they can accommodate all who come:

Name.	Accom'date.	Reduct'n rate.
Hamilton, - - -	250	$2.00 and 2.50
Baldwin, - - - -	250	2.00 " 2.50
City, - - - - -	150	1.50
Franklin, - - - -	200	1.50
Seminary, - - -	150	2.00

The other hotels which are on the American plan, are:

Name.	Accom'date.	Reduct'n rate.
American House, - - - -	30 to 50	$1.00
Central House, - - - -	75	1.00
Mansion House, - - - -	75	1.00
Valley House, - - - -	30	1.00
Becler House, - - - -	30	1.00
Alleghany House, - - - -	30	1.00
Hoover House, - - - -	30	1.00

Of course these figures can be enlarged in case of necessity, as all can get outside rooms.

The *Sunday Herald*, which deserves much credit for the lively interest taken lately in cycling matters, says: "During the continuance of the meet at Hagerstown, there will be several informal gatherings for the discussion of various subjects. These, with the committees appointed on them by President Luscomb, are: 'Rights and Privileges of Wheelmen,' Messrs. Berry of Boston, Potter of Brooklyn, and John D. Lord, Jr., and Dr. Charles E. Sadtler of Baltimore; 'Improvement of Highways and Condition of Roads,' Messrs. Butler of Buffalo, Share of Brooklyn, and James B. Reed and A. E. Mealy of Baltimore; 'Racing and its Rules,' Messrs. Davol of Rhode Island, Atwater of Washington, Hodgson of New Orleans, S. T. Clark of Baltimore, and H. B. Irwin of Hagerstown; 'Constitution and By-Laws, the Scope and Development of the L. A. W. and the Advantages of League Clubs,' Messrs. Emery of Boston, Shriver of New York, and E. F. Le Cato, J. Kemp Bartlett, Jr., and G. W. H. Carr of Baltimore; 'Railroads and Transportation,' Messrs. W. M. Brewster of St. Louis, Joseph T. Chism of Baltimore, and Scott Bomberger of Hagerstown; 'Wheels and Their Appurtenances from the Practical Rider's Standpoint,' Messrs. George R. Bidwell of New York, and C. L. Mitchell and Clymer Whyte of Baltimore.

"The staff is now complete, and is as follows: Charles H. Luscomb, Grand Marshal; Albert Mott, Adjutant and Chief of Staff; George S. Atwater, S. Wallace Merrihew, William M. Brewster, C. E. Lemon, M. L. Beidman, H. H. Hodgson, George R. Bidwell, William J. Gilfillan, Charles S. Davol, William H. Emery, Charles S. Butler, Sanford Lawton and James R. Dunn, Aids."

NORVAL.

THE CHICAGO TOURNAMENT.

THURSDAY.

Hundred-mile amateur race—F. E. Spooner (1), Phil Hammel (2), C. C. Peabody (3); time, 5.59.40.

First hour,	18 miles 3 laps	Fourth hour,	68 miles 5 laps
Second hour,	36 miles 1 lap	Fifth hour,	83 miles 3 laps
Third hour,	53 miles 1 lap	5.59.40 finish.	

One-mile, three-minute class, heat first—F. P. Neilson (1), H. E. Loveday (2); time, 3.15 3-5. Heat second—F. H. Tuttle (1), O. Wimmerstedt (2); time, 2.50 4-5. Final heat—F. H. Tuttle (1), H. E. Loveday (2); time, 2.51 4-5.

Two-mile handicap, heat first—Black, 250 yds. (1); Geo. Thorne, 80 yds. (2); time, 5.37 1-5. Heat second—H. A. Kohler, 200 yds. (1); B. Burroughs, 80 yds. (2); time, 5.44 3-5. Final heat—B. Burroughs (1), Geo. Thorne (2); time, 5.42 1-5.

One-mile safety handicap, final heat—O. D. Richardson, 160 yds. (1); E. L. Thornton, 100 yds. (2); time, 2.46.

Half-mile handicap, boys under 12 years—Sampson, 30 yds. (1); Thompson, scratch (2); time, 1.46.

FRIDAY.

Three-mile handicap, final heat—Bert Myers, 70 yds. (1); A. M. Luce, 130 yds. (2); time, 8.34 2-5.

Quarter-mile, heat first—Geo. B. Washburn (1), W. D. Sherriff (2); time, 40 3-5. Heat second—Frank Riggs, walk-over. Heat third—H. E. Loveday, walk-over. Final heat—G. B. Washburn (1), H. E. Loveday (2); time, 39 sec.

One-mile bicycle—B. Burroughs (1), A. M. Luce (2); time, 2.54.

One-mile ride and run—Bert Myers (1), Geo. K. Barrett (2); time, 4.29.

One-mile handicap, local, heat first—F. H. Tuttle, scratch (1); Geo. Thorne (2); time, 2.48 3-5. Heat second—F. Bodach (1), H. E. Loveday (2); time, 2.49.

Five-mile handicap, heat first—Bert Myer, 90 yds. (1); B. Burroughs, 90 yds. (2); time, 17.20. Heat second—F. Riggs, 350 yds. (1); F. H. Tuttle, 50 yds. (2); time, 15.26.

SATURDAY.

One-mile novice, final heat—F. H. Tuttle (1), H. E. Loveday (2); time, 3.11 4-5.

One-mile safety, road wheels, handicap—John Mason, 50 yds. (1); Bert Myers, 20 yds. (2); time, 2.53.

One-mile handicap, final, first series—F. H. Tuttle, 60 yds. (1); W. Maas, 70 yds. (2); time, 2.42 4-5.

One-mile, second series, final—F. Bodach, 90 yds. (1); A. Guthrie, 120 yds. (2); time, 2.47 4-5.

One-mile, third series, final—J. R. Black, 160 yds. (1); R. Richardson, 180 yds. (2); time, 2.42 4-5.

One-mile handicap, local—F. H. Tuttle, scratch (1); F. Bodach, 80 yds. (2); time, 2.50 2-5.

Two-mile handicap, L. A. W. members—H. A. Kohler, 225 yds. (1); B. Burroughs, 75 yds. (2); time, 5.39 3-5.

Three-mile team race—Illinois C. C., F. H. Tuttle (1), W. J. Maas (3), H. E. Loveday (4); Chicago C. C., N. H. Van Sicklen (2), H. R. Winship (5); time, 8.57 3-5.

Five-mile handicap, final heat—F. Riggs, 350 yds. (1); B. Burroughs, 90 yds. (2); no time taken. Burroughs slowed down at end of mile and one half.

Ten-mile open—B. Burroughs (1), F. E. Spooner (2); time, 31.48 3-5.

One-mile consolation—Otto Maas (1), C. J. Guthrie (2); time, 2.58 1-5.

PROFESSIONAL.

	4th Day	5th Day	6th Day
Reading, - - -	475. 6	585. 3	685. 4
Knapp, - - - -	475. 7	585. 4	685. 3
Prince, - - - -	475. 7	585. 4	685. 2
Morgan, - - - -	475. 6	585. 3	685. 2
Schock, - - -	469. 6	571. 6	678. 2

NOTES.

The last day's racing was very interesting and exciting. The professionals were started at 2.30 by S. B. Miles on their last 8 hour's work, and shortly after the start Reading's wheel slipped at the turn on the South-east corner of the track, the result being that the soldier and Prince were down together. Reading was first to remount, and the delay gave Morgan and Reading the chance, which was quickly seized, of recovering the lap they were in arrear of Prince. Encouraged by the presence and applause of the thousands of spectators, Reading, at about 9 o'clock, shot away to gain the lap which Knapp had previously stolen, and despite desperate efforts on the part of his opponents, he not only gained the lap but added another to it, thus placing him one lap ahead of Knapp and two of Morgan and Prince. This he accomplished in spite of a nasty fall he had before gaining the first lap. All this time Morgan was trying to get out and get on terms with Knapp, but Prince and Knapp appeared to have resolved that he should not get through, and he was effectually shut in and had to put up with the luck. The finish was a fine one, Knapp, Morgan and Prince coming into the stretch for home in a bunch, but Morgan's ill luck again attended him and he was shut out by Knapp, the result being that Prince secured third place by two inches.

The amateur events were even more exciting than the professional race, and partisanship ran high—friends, of both the sexes, yelled themselves black in the face cheering their favorites. The results are given elsewhere, and it will be seen the races were peculiarly close and fought out with something like desperation.

The tournament altogether has been a huge success, nothing in the shape of protesting has occurred to mar good feeling, and although there have been a few falls, as a matter of course, no one to-day is the worse for them.

Not the least pleasant part of the proceedings was a "little supper," which was given by Host Gahill of the Chicago Cafe, to a few gentlemen connected with the tournament, at the conclusion of the races. Messrs. Reading, Morgan, S. A. Miles, (manager of the tournament), Prince, Knapp, Harding, S. B. Miles, Ned Oliver and about a score others discussed a splendid meal, fluid in the form of champagne of the best brand washing down the solids. The healths of the winners, manager, the press, the host, etc., were drank, and the boys had a most refreshing and pleasant time.

Sam Miles is now known as the "Ducker of the West."

The bicycle exhibit attracted great attention. Every manufacturer and dealer was represented.

Considering the smallness of the track, very few falls were experienced, and none that produced serious results.

The attendance was immense each day, the thousands being represented by double figures.

There was ugly feeling between the pros. on the last day, and charges of foul play were thrown back and forth between the sympathisers of the different men *ad lib.* Excitement ran high at times, and groans, hisses and yells made a perfect Bedlam of the place.

Sam Miles is happy over the results of the six-days' racing. There is no doubt the enterprising manager is many dollars in pocket.

MASSACHUSETTS DIVISION SPRING MEET.

THE committee appointed to perfect arrangements for the annual spring meet of the Massachusetts Division, L. A. W., has decided to hold this year's meet on June 17, at Squantum, which estate has been placed at its disposal by its owners, President Hodges and Paul Butler of the Boston Bicycle Club. The wheelmen and clubs participating in this run will rendezvous in Copley square at 10 A. M., and 30 minutes later will begin the ride of seven miles to Squantum, where every facility for racing, boating, bathing, bowling and ball playing will be offered the wheelmen. The committee respectfully request that the captains of the different clubs in this state will call runs for the Seventeenth of June, in accordance with this programme. It is intended to have two races, one for ordinaries and the other for safeties, to the winners of which medals will be awarded.

LUMSDEN WINS RACE NO. 1.

CHICAGO is happy and Lumsden is dear in the hearts of all Chicago Cyclists, all because he has met and vanquished St. Louis champion in the first of the series. Still there are two more races and St. Louis is not entirely crushed.

Cheltenham Beach track had only about 350 spectators to witness the first of the series of three races between Percy Stone of St. Louis and A. E. Lumsden of Chicago. The match has created the greatest interest among the cyclists of both cities.

The first race was for a mile and was a loafing match for three laps but as the bell rang for the last lap the men got down to business and side by side they flew round until the turn home was reached, then Lumsden put in his effort and got home four yards ahead of Stone, in the slow time of 3.0. 4-5.

McDANIEL-KOLB.

Editor Bicycling World: In reference to Ariel's letter regarding the road race between Mr. McDaniel and L. J. Kolb I really think he is far from the point, as I am responsible for circulating the report of the race in the Philadelphia papers, Monday, May 13, and I had published what I thought was just as truthful as Ariel's report, as the challenge was sent by Mr. Kolb through J. A. Wells, editor of the *American Athlete*, and a copy of the challenge was read to me as follows, as near as I can remember:

Mr. Wells: Dear Sir—I hereby challenge Mr. McDaniel to a road race from 52d street to 50 yards this side of Railroad Bridge at foot of Devon Hill, on the Lancaster Pike. Race to take place Sunday, May 12.

As there is a little rivalry between the Pennsylvania Bicycle Club and the South End Wheelmen as regards road scorchers I have selected Mr. McDaniel as the best man, as I wish to uphold the South End. Now if there was any alterations made I was not aware of it and if any one that saw the report in the papers of the 13 inst. will see that there was not much untruthfulness in it, and as I cannot see what benefit Mr. Kolb had to race Mr. McDaniel outside of club rivalry between the clubs. Another thing Ariel did not like the report that Kolb won easily, well he did, if he was played out as they say he was. He does not profess to be a road rider like McDaniel, who is nearly always in all the road races going on and trying for them. Ariel says Merrihew beat Kolb, so he did. But Ariel does not mention who beat Merrihew and as Kolb was not racing Merrihew, I really think that it had nothing to do with the race. It is to be hoped after a while that the cycling public will know the true facts of the race as there was so much untruthfulness at first. Hoping that I have not taken up too much of your valuable space. I remain, yours truly, L. A. W. 16880.

THE TWENTY-FIVE-MILE HANDICAP RACE.

THE entries are in, forty-nine in all, for the great Milburn-Irvington handicap road race, on Decoration Day, and handicappers are busy verifying the records submitted and hustling for information about the "unknowns," of whom at first flush there appear to be about twenty. The utmost care will be taken that no "sleepers" shall run away with the race. In such handicapping of course there are great difficulties, as the variations in course and all the many conditions that effect time on bicycles so materially, must form very important factors in the calculation of allowances. Let the public and the donors of the prizes rest assured that the winners will have to ride well and all the way out to get there. A lot of nonsense is going the rounds to the purport that certain interests will be favored in the handicap. It would be an insult to the integrity of these old sportsmen, who are to do the handicapping. Assuming these men capable of carrying out any such piece of actual robbery, and supposing their fraudulent design to meet with success, that the alleged interest should lead all the others at the finish, what then? Does the winning of a handicap by reason of an allowance show anything? Is not the actual test, if it be the machines and not the men that make the records, the actual times made, which can be computed with a few strokes of the pencil? Are there not prizes for the fastest actual times as well as for the men that cross the line first? True wheelmen, sportsmen and gentlemen should frown down upon such unjust and unfounded talk.

Here are the entries, and what a gallant lot they are: Baggot, Bowman and Gubleman, from the N. J. A. C.; H. and T. Hall, Wilson, Beasley, King, Morehouse, Bensinger, C. and W. Murphy, Hesse and Steves, K. C. W.; W. I. Wilhelm, Wilkesbarre; W. and E. Van Wagoner, Newport; Merrihew, McDaniels, Dampman, Jeffries, Pyle, Ludwig, Lapland, C. and F. Elliott and Gregg, Wilmington B. C.; Schumacher and Wise, L. I. W.; W. Banker, Pittsburg; Wells and Taxis, Philadelphia; Coningsby, Waters, Class and Borland, Brooklyn B. C.; Miller and Battis, Prospect Harriers; Boegler and Brun, New York City; Robertson, H. C. W.; Kuhney, Talcotville, Conn.; Miller, Riverside Wheelmen; Julliffe, Brooklyn; Quathrop, Q. C. W.; Williams, Summit; and Lincoln, Flushing.

The race will start promptly at eleven o'clock and the late comers will be left as mere on-lookers. Many other athletic events are scheduled for the afternoon, and all hands are promised a finish in time to reach them.

RACING AT STATEN ISLAND, N. Y.

THE two mile handicap at the S. I. A. C. games on Saturday was a beauty. On the last lap F. G. Brown, 155 yards rushed things and won handily by five yards from S. B. Bowman, 160 yards, who came through gamely in the homestretch. D. Oakes, 225 yards, was third. Among the other starters were: R. W. Steves, 185 W. Schumacher, 150 yards, F. A. Clark, 100 yards, and A. F. Kountze and W. W. Weare, 100 yards each. The time was 5.46 2-5, very good for a cinder track and the roadsters ridden by the first and second men. JONAH.

ROAD RACING AT TACOMA, W. T.

ON May the 12th the twenty-mile road race took place at Tacoma, W. T., in the presence of over 3000 spectators. The weather was grand; the course was five miles out and back over the prairie road, thus making the start, the half way and the finish all at one spot.

At 3.47 the six men started out, and in the following order they reached the five-mile point: Keen, McCoy, Wilson, Kane, Thompson, Halsted; time, 18.10.

At the ten-mile point, McCoy had a lead of a quarter of a mile, and then bunched came in order, Thompson, Keen, Halsted. Wilson stopped after the five-mile turn, as his bearing tightened up and the wheel wouldn't "go wound." Time for ten miles, 42m.

McCoy had run himself out and during the last five miles Halsted overhauled him and went to the front on a spurt at the finish Thompson was also right up front, and finished second; McCoy third; Keen, fourth, 1.30 later. Time for twenty miles, 1h. 26m.

THE PROVIDENCE TOURNAMENT.

EVERYBODY interested in gentlemen sports is looking forward to the big athletic tournament at Narragansett Park Memorial Day, under the auspices of the Rhode Island Wheelmen. An afternoon of first-class sport is promised, with plenty of variety about it. The cycle events will be of prime interest, and all the cracks in New England will participate for the elegant medals and other trophies which the committee offers. For further particulars see advertisement on page 86

KANSAS DIVISION MEET.

THE Kansas Division Meet will take place at Ottawa, Kan., June 4 and 5. The race programme consists of twenty events, to be run on the 5th and 6th, and includes two state championships, and the half mile and ten mile national L. A. W. championships. Six hundred dollars will be given in prizes. The Ottawa wheelmen have secured the exclusive control of the park for the meet, and the track for the ten days previous.

USE A LANTERN.

Editor Bicycling World: Cannot something be done to prevent wheelmen from riding at night without a lantern? Last week I crossed Madison avenue at Twenty-seventh street, at about eight o'clock one evening, and had about reached the middle of the avenue, which is asphalt, when a wheelman shot past within a foot of me, at about a fifteen-mile gait. He, besides riding faster than the law allows, carried no lamp, neither did he use his bell or whistle (if he had one). A policeman remarked that if he could catch that fellow he would arrest him. I think it would have served him right if he had had a smashup, for the foolish acts of a few might cause laws to be made which would injure us all.

New York. Fraternally, L. A. W. 18,103.

HEAD GEAR.

Editor Bicycling World: I would like to hear from wheelmen through your columns regarding head wear for summer riding. Dealers offer us nothing but the sunstroke-inviting cap. Helmets are monopolized by minstrel and circus bill posters, so what shall we wear that will be comfortable and yet have about it an air of respectability? Fraternally, No. 1346.

[Why not a plain straw hat for summer riding?—ED.]

DON'T!!"

WHEELMEN who wish to retain peace of mind and rest for their souls, should never travel over the main road or pike (as it is called) between Allansville and Mill Creek, in Mifflin County, Pennsylvania. It was my misfortune to pass that way several days ago, and though I have toured in other states where there is supposed to be less intelligence and worse roads than in Pennsylvania, I cannot recall any leading thoroughfare so mean as the one referred to above. The most surprising feature of all is that for miles on either side are rich farms, and consequently rich farmers. Should it be the lot of this generation to see another war, I would be happy to have those Mifflin County farmers, whose will, were it exerted, could speedily effect improved highways, be placed in the front. I would hope further that the God of Love Beauty, Good Roads and Good Bridges would drop from the clouds men who would provide suitable road, not only for wheelmen but their horses and wagons. Wheelmen, should you ever travel south in Mifflin County as far as Allensville, don't go any further. Don't!

L. A. W. 6212.

HAGERSTOWN TO BOSTON.

IF any of the Massachusetts Division desire to return from the Annual Meet by wheel, starting from Hagerstown July 5, they may communicate with F. L. Olmstead, Jr., Brookline, Mass.

ST. GEORGE'S ENGINEERING CO

Editor Bicycling World: The only firm in the United States to whom we supply our "New Rapid" cycles is the Clark Cycle Co., of Baltimore, Md., who in their turn have appointed agents throughout the States. We believe it is their intention to adopt the same principle of appointing agents and certifying them as we have done, and which we have found so beneficial in preventing our customers being imposed upon.

It may not be generally known that we make two grades of cycles; this we do, but the Clark Cycle Co. do not buy—neither have they ever bought—any of our second grade machines.

Our cycles are all fitted with "True Tangent wheels," of which in their present perfect form we are—we do not claim to be, but actually are—the inventors. We received a gold medal for the invention of the wheels, at the Inventions Exhibition, London, 1885.

Mr. S. T. Clark, Vice-President of the Clark Cycle Co., has just been in this country to make arrangements for more extensive shipments of New Rapids. * * * Yours truly,

ST. GEORGE'S ENGINEERING CO.

HOWARD A. SMITH & CO., Newark, N. J., show almost an entire new list of second-hand machines this week. See their advertisement in this issue.

HOWARD A. SMITH & CO., Newark, N. J., devote Friday afternoons to the ladies, Oraton Hall being reserved exclusively for their use to learn to ride on that afternoon.

NEXT week we shall print the catalogue of the White Cycle Co., in its entirety. Mr. J. Purvis-Bruce, "Jack," has been busily compiling same, and so we judge it will be remarkable for the departure from the usual and beaten path of catalogue compilers.

W. S. DOANE climbed Corey Hill, the 19th inst., three times in succession without a dismount, on a "Singer" Safety, geared to 57 inches, regular stock machine, 6 1-2 inch cranks, thus beating his own performance of last week. W. W. Stall, G. M. Worden and Asa Wendell witnessed the feat. A strong head wind was blowing at the time of the ascent.

THE New Mail Safety made quite a sensation at the Chicago show, being ridden on the track and around the sharp curves, hands off.

H. M. SABIN, formerly manager of the Rudge Agency, and late head salesman for the Pope Mfg. Co., has gone into partnership with A. Sidwell, and will continue the business recently started by Mr. Sidwell, at 152 Congress street, under the firm name of Sidwell & Sabin. They will handle new and second-hand wheels of reliable makers, beside doing a general repair business. Mr. Sidwell sailed for England on Saturday, May 18, from New York. He will be gone about six weeks, on business for the firm.

READING, the winner of the great six days' race at Chicago, rode an American Champion Wheel, manufactured by Gormully & Jeffery, of Chicago.

THE New Mail exhibit at Chicago was fine, showing both safeties and ordinaries, together with the showy frame containing in detail all the parts used in construction, handsomely nickeled. A crowd was constantly about this, which was very instructive and the only one of its kind.

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

"The Coventry Machinists Co. report quite a little stir in the tricycle and tandem trade the last few weeks being quite a demand for their celebrated Marlboros."

FIXTURES.

MAY.

25—Stone Lumsden 3 mile Match Race, at St. Louis, Mo.
27—Stone Lumsden 25-mile Match Race, at Crawfordsville, Ind.
30—N. J. A. C. 1 1-2 mile and 3 mile handicaps. Entries close May 22, with A. M. Sweet, P. O. Box 292 Bergen Point, N. J.
30—Maine Division Meet, at Biddeford, Me.
30—Bicycle and Athletic Tournament and 2 mile L. A. W. Championship Race, at Narragansett Park.
30—Pullman Road Race, Chicago to Pullman.
30—Twenty five mile Handicap Road Race, Irvington—Milburn course. Entries close May 15, with A. B. Barkman, 241 Broadway, N. Y.
30—Rhode Island Wheelmen's Race Meet, at Narragansett Park, Providence, R. I. Entries close with C. E. Campbell, Providence, R. I. P. O. Box 260.
30—West End Bi. Club Race, Rochester, N. Y.
30 June 2—California Division Meet, at Los Angeles.
30—North Adams, Mass., Bi. Club Tournament.

JUNE.

4, 5, 6—Kansas Div. L. A. W. Meet, Ottawa, Kansas.
4, 5, 6—Kansas Division Meet, at Forest Park, Ottawa, Kansas.
8—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clark, 25 Broad street, New York.
9—Cyclist Union Meet at Clarksville, Mo.
10—Kentucky Div. L. A. W. Meet, Danville, Ky.
12—Huntington, L. I., Bicycle Club Rade Meet, S. C. Ebbett's Hunting ton, L. I.
15—L. I. W. Race Meet at Brooklyn Athletic Grounds. Entries close June 8, with L. N. Wise, 1,281 Bedford avenue, Brooklyn.
15—Two-mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.
17—Massachusetts Division Spring Meeting at Squantum, Mass.
28, 29—Kings County Wheelmen's Annual Meet, at Washington Park, Brooklyn. Address W. C. Nellis, 1,255 Bedford avenue.

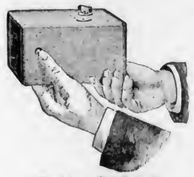
JULY.

1-2—C. W. A. Annual Meet at St. Catherines, Ont.
2, 3, 4—League Meet at Hagerstown, Md.
4—Race Meet at Brownsville, Pa.
4—Lancaster, Pa., Races.

OCTOBER.

23-29—Macon, Ga., Race Meet.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

A. Shuman & Co. Boston

CLOTHIERS.



Suits for Wheelmen

IN LARGE VARIETY,

—MANUFACTURED FROM—

Serges, Blue Flannels, Corduroys, Homespuns and Tweeds, in light and dark mixtures.

NORFOLK

AND

BICYCLE JACKETS,

$5, $6, $7 and $8.

BICYCLE PANTS,

(Single or double seat)

$4 and $5.

A. SHUMAN & CO.

Manufacturing Retailers,

Washington Street,

(CORNER SUMMER SRREET.)

BOSTON.

Howard A. Smith & Co's

Second - Hand List,

ORATON HALL,

NEWARK, N. J.

☞ Note the Reduction in Prices.

List No.	Size.	Make.	Bearings.	Finish.	New price.	Price now.	Condition.
325	54	Club,	Ball, Nick.	$180.00	$55	Good
402	50	Club,	Ball, Nick.	175.00	60	†
474	54	Am.Star,	* 2-3 Nick.	160.00	40	
479	52	British Chal.,	Ball, 2-3 Nick.	160.00	60	Good
486	48	Am. Star,	* Nick.	160.00	45	
489	54	Harvard,	Ball, Enam.	140.00	30	
503	54	British Cham.	Ball, Enam.	137.50	55	
508	51	Special Star,	* Enam.	140.00	05	†
519	50	Premier,	Ball, Enam.	120.00	10	
520	54	Royal,	Ball, Enam.	135.00	60	†
521	52	Royal,	Ball, Enam.	135.50	70	Good
522	50	Royal,	Ball, Enam.	130.00	60	†
523	54	Club,	Ball, 2-3 Nick.	160.00	35	Good
539	54	Col. Lt. R.,	Ball, 2-3 Nick.	137.50	60	†
544	48	Royal,	Ball, Enam.	120.00	00	Good
545	50	Expert,	Ball, Enam.	140.00	05	†
561	51	Special Star,	* Enam.	135.00	60	†
570	50	Expert,	Ball, Nick.	142.50	75	†
577	50	Am. Rudge,	Ball, Nick.	102.50	50	
579	54	Am.Club,	Ball, Enam.	160.00	35	
593	51	Special Star,	* Enam.	142.50	80	†
597	50	Volunteer,	Ball, Enam.	100.00	70	†
603	51	New Rapid,	Ball, Enam.	135.00	05	
606	54	Expert,	Ball, Nick.	140.00	55	Good
609	50	Ideal,	* 2-3 Nick.	90.00	40	
612	51	Am. Star,	* 2-3 Nick.	80.00	50	Good
614	51	Expert,	Ball, §	145.00	60	Good
617	52	Expert,	Ball, Nick.	142.00	90	†
631	50	Union,	* Enam.	02.50	25	Good
638	42	Ideal,	* Enam.	35.00	20	Good
641	54	Am. Club,	Ball, 2-3 Nick.	160.00	35	Good
642	50	New Rapid,	Ball, 2-3 Nick.	130.00	85	†
644	48	Special Star,	Ball, 2-3 Nick.	135.00	75	†
649	56	Expert,	Ball, 2-3 Nick.	145.00	05	†
650	52	Expert,	Ball, Enam.	125.00	50	Good
583	51	Special Star,	Ball, Enam.	125.00	50	Good
622	42	Ideal,	* Enam.	35.00	20	Good

Tricycles and Tandems.

511	48	Victor,	Ball, Enam.	$100.00	$50	†
534		Humber,	Ball, Enam.	185.00	75	Good
559		Humber,	Ball, Enam.	285.00	00	Good
500		Star,	* Enam.	100.00	80	Good
027		Victor,	Ball, Enam.	100.00	40	Good
051		Humber,	Ball, Enam.	280.00	75	Good
052		Col. 2-track,	Ball, Enam.	150.00	10	Good

† Plain. ‡ First-Class Condition. ¦ Shop Worn. § Full Nickel.

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address, C. O. D., with the privilege of examination, providing a remittance of $5.00 accompanies the order as a guarantee for express charges both ways in case machine is returned.

☞ In ordering, state second choice in case first one has been taken.

New Jersey Agents for the Stars, Columbias, Victors, American, Warwicks, Coventry Machinists, etc.

Store and Riding Hall Open evenings. Special hours for Ladies' Class learning to ride the Ladies Safety bicycle.

Largest Sundry House in the United States.

Send for Illustrated Catalog and Price List.

Agents wanted in unoccupied Territory.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

Members who desire a change of address must send their folio numbers, or else submit to the delay that their failure to do so necessarily involves.

Transportation Committee.

To the L. A. W.:

Mr. George R. Bidwell of New York is hereby appointed a member of the National Committee on transportation.

All League members having business with the Railroads upon wheeling matters are particularly requested to confer with the Transportation Committee before taking action. Yours fraternally,

C. H. LUSCOMB, President L. A. W.

League Meet Committees.

The following are the officers and chairmen of committees in connection with the 10th annual meet L. A. W. at Hagerstown, Md., July 2, 3 and 4, 1889. All communications relating to the meet should be addressed to the chairman of the committe, as indicated by their subjects.

Albert Mott, C. C., 203 Lennox street, Balto.; G. W. H. Carr, P. O. Box 675, Balto.

Transportation—W. M. Brewster, National, 300 Olive street, St. Louis; Jos. T. Chism, Maryland Division, 10 E. Lombard street, Balto; Samuel C. Miller, Local, Hagerstown, Md.

Reception and Hotels—N. B. Scott Jr., Hagerstown, Md.

Entertainment—E. B. MacD. Baechtel, Hagerstown, Md.

Parade—Geo. F. Updegraff (Vice Consul) Hagerstown, Md.

Tours and Runs—E. B. Emmert, Hagerstown, Md.

Invitation—V. M. Cushwa, Hagerstown, Md.

Races—H. B. Irvin, Hagerstown, Md.

Finance—Frank S. Heard, Hagerstown, Md.

Programme—John S. Bridges—15 S. Charles street, Baltimore.

Press—L. R. Mobley, Hagertown, Md.

Respectfully and truly yours, ALBERT MOTT,

Baltimore, May 18, 1889. C. C. Md. Division.

Rhode Island.

Mr. Geo. Lewis Cooke having accepted the appointment as Vice Consul of the R. I. Division, has tendered his resignation as Delegate to the National Assembly and also as Chairman of the Committee on Rights and Privileges. The resignation has been accepted.

Fraternally, CHAS. S. DAVOL,

R. I. Chief Consul.

Rhode Island Division.

The 5 mile bicycle and 1 mile safety State champion ships have been located with the Rhode Island Wheelmen, to be run at their meeting May 30th.

GEO. C. NEWELL, Chairman Racing Committee.

New League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 222—Canton Bicycle Club, Canton, Ill., J. Blackadore Sec.

No. 223—Flint Wheelmen, Flint, Michigan, Bruce J. McDonald, Sec.

No. 224—York Bicycle Club, York, Penn., Ellis S. Lewis, Sec.

No. 225—Greenville Wheelmen, Greenville, Miss., Geo. G. Clarke, Sec.

Illinois Representative.

This is to certify that Edgar S. Barnes has been elected by the Capital City Cycling Club of Springfield, Ill., as club Representative.

E. S. SHERWOOD, President.

W. E. HESKLE, Secretary.

Transmission of Funds.

Does it not come within the province of the League to devise some scheme by which tourists may safely arrange for the transmission of their necessary funds to points enroute? In common with other tourists, the writer has felt the need of some scheme that will obviate the necessity for carrying a comparatively large sum of money through a strange country and into many wild and deserted places. My tours are generally taken in company with my sister and we are compelled to have, easily accessible, from $50 to $100. Postoffice Money Orders are not reliable owing to the undue caution exercised by the provincial P. M. A request from a stranger for cash for a draft or check naturally causes him to be looked upon with suspicion. Cannot the League devise some scheme to overcome this difficulty?

Yours, 103 S. W. L. WELCH.

Championships.

The Racing Board have voted to establish the one mile, two mile and three mile tandem safety L. A. W. Championships. CHAS. S. DAVOL,

Chairman L. A. W. Racing Board.

The two mile safety and one mile tandem safety, L. A. W. championships, are awarded the New York Division L. A. W., to be contested at their September Meet. CHAS. S. DAVOL,

Chairman L. A. W. Racing Board.

Immediate Attention!!

To the Consuls, Bicycle Dealers, Clubs and Membership at large of the New York State Division.

I call your attention to the following rule which was adopted at a meeting of the Passenger Agents of the Trunk Lines held in New York City, 9th

"For the transportation of Bicycles twenty-five cents for each 100 miles or fractional part thereof."

This is a matter which calls for *immediate attention* on our part, and as the best means of reaching the heart of the trouble I would advise that letters from the officers of your local clubs and others be sent *at once* to the General Passenger Agents of the line you patronize.

Showing by facts and figures the loss of local traffic that will result if this rule is enforced. That by preventing runs, interfering with race meets, local excursions of wheelmen, etc.,—they are doing an injustice to a large body of men who travel frequently during the summer time and at the same time depriving the roads of a source of revenue. Yours respectfully,

W. S. BULL, Chief Consul.

Rhode Island Vice Consul.

Acting under Section 5, Article III, of the League Bylaws, and Article X of the Division By-laws, I hereby appoint Mr. Geo. Lewis Cooke of Providence Vice Consul of the Rhode Island Division, to fill the vacancy caused by the resignation of Mr. H. L. Perkins. Mr. Cooke becomes a member of the Finance Committee by virtue of his office. Fraternally,

CHAS. S. DAVOL, R. I. Chief Consul.

Illinois Division.

Mr. John C. Mohr is hereby appointed local consul for Mattoon.

League hotel for Decatur "New Deming Hotel" rate $2.50 per day, regular rate $3.00. Fraternally,

May 17th. W. A. DAVIS, C. C.

Spring Meet, Massachusetts Division.

To the members of the Massachusetts Division

The spring meet of the Division will be held on June 17, at Squantum.

Through the courtesy of President Hodges and Mr. Paul Butler of the Boston Bi. Club the "Old Squantum Estate" has been placed at our disposal.

The programme as now contemplated is as follows: Assemble in Copley Square at 10 A. M. leaving at 10.30 sharp, a run of seven miles to Squantum where racing, boating, bathing, bowling and ball playing can be indulged in. Two races will occur and two medals will be offered for prizes. Captains of clubs are requested to call runs for the day in accordance with this programme.

All wheelmen are invited.

Further details will be given prior to June 17th.

W. H. EVERS,
A. W. ROBINSON,
W. G. KENDALL,
C. S. HOWARD,
G. A. PERKINS,
Committee.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 109—Total 135.

BOSTON, MAY 24, 1889.

CALIFORNIA DIVISION—1.

Bay City Wheelmen.

23001 Varney, Thos. H. B., 42 Tremont st., San Francisco

CONNECTICUT DIVISION—3.

Unattached.

23048 Hatras, Chissy, D. F., Fairfield
23096 Hunter, Chas. A., 15 Washington st., Hartford
23047 Kelsey, Henry H., "

DISTRICT OF COLUMBIA DIVISION—6.

Y. M. C. A. B. C.

23070 Jackson, Wm. A. Jr., 1140 N. Y. ave., Washington

Unattached.

23027 Goodwin, Thomas L., 143 B st., S. E. "
23025 Sodell, H. C., 1015 G st., N. W., "
23050 Piggins, Frank B., 140 P st., N. W "
23051 Maschmeyer, A. M. P., Bur. Steam Eng. Navy Dept., Washington
23040 Marion, Alfred V., Asylum Hospital, "

ILLINOIS DIVISION—15.

Aurora C. C.

23088 Ely, J. W. Aurora

Aeolus C. C.

22085 Hisgen, Albert, 1182 Milwaukee ave., Chicago
22080 Erickson, John A., 72 Wabash ave., "
22087 Blanchard, W. F., 77 Seminary, "

Chicago C. C.

23098 Danziger, Louis, Borden Blk., "

Lincoln C. C.,

23026 Hartman, A. B., 57 Cass st., "

Winnetka B. C.

22089 McConnel, W. G., Winnetka

Unattached.

22088 Beezley, C. F., 488 Leavitt st., Chicago
22075 Hill, Dr. A. M., Genoa
22070 Dow, Prof. F. M. "
23097 Metzger, Geo., Springfield
23071 Kenaga, D. H., "
23072 Kling, E. Jo., Dixon
23073 Middlekauff, L. A., "
23074 Hunter, E. B., Bridgeport

INDIANA DIVISION—2.

Russiaville Rovers.

23052 Hollingsworth, L. M., Russiaville

Unattached.

22090 Sievers, John, Box 42, Crown Point

KANSAS DIVISION—1

Wichita Wheelmen,

23075 Millison, Bert R., 205 N. Main st., Wichita

KENTUCKY DIVISION—1.

Lou. C. C.

23010 Bauer, Jacob, 1127 13th st., Louisville

MAINE DIVISION—1.

Unattached.

22077 Dinsmore, Nathan C., 338 Turner, st., Auburn

MARYLAND DIVISION—4.

Chesapeake Wheelmen.

23103 Bullock, Findley H. B., 1127 W. Lombard st., Baltimore

Unattached.

23077 Thomas, Herbert, 311 Exchange Place, Baltimore
23079 Civish, John V., 235 S. Broadway, "
23078 Connell, Thomas A., Easton

MASSACHUSETTS DIVISION—24.

Columbia B. C.

22092 Jewett, Jesse G., No. Attleboro

Unattached.

23008 Robertson, Wm. Jr., 202 Devonshire, Boston
23087 Kneeland, E. S., 77 Franklin, "
23054 Woodward, F. E., 1 E. Brookline, "
23053 Bligh, John J., 95 Milk, "
22091 Guild, Edward P., 3 Park st., "
23079 Gaylord, Laurin Alfred, 12 Truro st., "
23084 Hampe, J. H., 117 West Canton st., "
23091 Ellis, Granville L., Ellis
23030 Durfee, John R., 208 So. Main st, Fall River
23094 Morrill, C. A., 5 Court st., Haverhill
23078 Hennessy, E. H., Lock Box 5. Newton Centre
22095 Sampson, Wm. W. Pine st., Malden
23012 Mills, Wm. J., 20 Purchase st., N. Bedford
23013 Palin, H. P., No. Attleboro
23028 Nelson, Frank L., care A. H. Sweet, Norton
23027 Cady, Winfield L., care A. H. Sweet, "
23029 Dorey, Silvard R., care A. H. Sweet, "
23041 Tenney, Chas F., Stoughton
23081 Shurwin, Geo. H., Box 2057, Boston
23082 McCallor, Geo. M., 305 North ave.,

No. Cambridge

23085 Jackson, Osceola L., 17 Pearce st., Fall River
23101 Peers, K. L., 10 Milk st., Boston
23011 Webb, Geo. L., Lake View, Worcester

MICHIGAN DIVISION—3.

Unattached.

23095 Cossitt, Harry A., 30 Water, Owosso
23089 Barbans, Lewis A., Box 82, "
23057 Hoyt, Don C., Box 620, "

MISSISSIPPI DIVISION—2.

Greenville Wheelmen.

23041 Clarke, Chas. A., Greenville
23035 Scott, Jacob, "

MISSOURI DIVISION—9.

United Wheelmen.

23058 Taylor, E. A., 1005 Main st., Kansas City

Missouri B. C.,

23085 Strain, H. A., 3227 Lucas ave., St. Louis

Unattached.

23081 Dueling, Henry C., 1133 Franklin ave., "

NEW JERSEY DIVISION—6.

22096 Shidel, L. T., 880 Broad st., Newark
22097 Van Liew, John J., Flemington
23080 Lockwood, Arthur J., P. O. Address 12 Platt st., N. Y. C., Bloomfield
23070 Simonds, T. C. H., 22 Arlington ave., E. Orange
22070 Gilbert, Geo. William W., "
23042 Freund, Fred C., Jr., 720 Newark ave., Jersey City

NEW YORK DIVISION—23.

Albany B. C.

23015 West, King, 7 No. Pearl st., Albany
23040 Kornbolver, Jas., care Globe Hotel, "
23047 Honig, Frank, 109 Myrtle ave., "

Auburn C. C.

23033 Townsend, Frank B., 91 Genesee st., Auburn

Dunkirk B. C.

23093 Saunders, Frank H., 48 E. Front, Dunkirk

Manhattan Bi. Club.

22082 Martinez, R. P., 332 Lenox ave., New York West End.

23032 Ivey, C. J., care Union and Advertiser, Rochester

Unattached.

23003 Thorne, Harry, Box 109, Alden
23042 Acker, Wm., "
23001 Pratt, Geo. D., 232 Clinton ave., Brooklyn
23014 Brooks, Gordon B., 118 Pulaski st., Brooklyn
22081 Gillot, A. J., 406 Michigan st., Buffalo
23090 Jamison, John A., Jr., 293 Broadway, New York
22098 Graef, C. Alfred, 58 East 57, "
22099 Gaynor, Walter, 36 West 125th st., "
23031 Oppenheimer, H. S., 49 East 23, "
23086 Hubbell, Geo. W., No. 1 East 130th st., "
23087 Hudson, L. A., 30 Lincoln ave., Cortland
23088 George, O. K., 16 W. Court st., "

23089	Mullen, Geo. M.,	East Aurora
23090	Hopkins, R. H. M., 69 Ashland ave.,	Buffalo
23091	Brown, J. W., 317 Fargo ave.,	"
23092	Bice, Charles C., 14 Court st.,	Utica

OHIO DIVISION—6.

Toledo C. C.

23002	Fisk, S. T., 311 Madison st.,	Toledo
23000	Bernhart, O. P., 629 Chestnut st.,	"

Unattached.

23018	Strickmaker, John,	Canal Dover
23034	Hill, Ralph W., 22 East ave.,	Elyria
23035	Reefy, R. T., 12 W. 3d,	"
23001	Greening, C. W.,	Toledo

PENNSYLVANIA DIVISION—25.

Apollo Wheelmen.

23019	Mosser, C. F., 419 Hamilton st.,	Allentown
23020	Krause, C. B., 420 Hamilton st.,	"
23021	Noyes, S. S., 606 Hamilton st.,	"

Harrisburg Wheel Club.

23094	Gerhardt, Harry B., 128 Shost	Harrisburg
23095	Oves, Geo. H., 110 Tuscarora,	"

Penn Wheelmen.

23096	James, Frank E., 135 Reed st.,	Reading
23083	Brown, Chas. A., 629 Penn st.,	"

York B. C.

23005	Wogan, Dr. W. W., 12 W. Market,	York
23094	McFall, Wayne G., 29 N. Beaver,	"

South End.

22984	Maull, J. Walker, 2532 No. 12th st.,	Philadelphia

Unattached.

23037	Fisher, John J., 47 So. 4th st.,	Allentown
23038	Murphins, Wm. H., 510 Front st.,	"
23039	Saeger, Charles M., 23 So. 5th,	"
23040	Westerman, Richard F., Box 131,	Barnhart's Mills
23097	Stevenson, John R.,	Oil City
23039	Yarnall, Albert E., Box 205,	Media
23095	Pyle, Jno. W. C.,	Glen Mills
23064	Schaaf, Wm. M.,	"
22983	Croft, H. W.,	Clearfield
23041	Stewart, W. B., Box 496,	Waynesboro
23022	Leibert, James,	Nazareth
23023	Kettring, D. F., Box 4,	Williamsburg
23024	Brown, G. W.,	"
23099	Kissenger, W. H.,	Wisconisco
23098	Brotherton, Samuel S., Box 105	Waynesboro

RHODE ISLAND DIVISION—3.

Unattached.

23042	Cady, C. A., 337 Westminster st.,	Providence
23096	Pearce, Wm. R., 108 Lester st.,	"
23100	Tyler, Arthur B., 22 Highland st.,	Pawtucket

TENNESSEE DIVISION—1.

Unattached.

23043	Weems, E. M., 34 Madison st.,	Memphis

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 37—Williamsport Wheel Club, Williamsport, Pa.
No. 155—The Springfield Wheelmen, Springfield, O.
No. 154—Young Men's Christian Association Wheelmen, New York City.
No. 179—Capital City Cycling Club, Springfield, Ill.

Renewal List.

BOSTON, May 24, 1889.

List No. 8			
California	5	Texas	
Colorado		Vermont	
Connecticut	3	Virginia	1
Delaware		W. Virginia	
Dist. of Col.	1	Wisconsin	4
Illinois	5	Alabama	
Indiana	3	Arizona	
Iowa	3	Dakota	
Kansas	1	Florida	
Kentucky	3	Georgia	
Louisiana		Mississippi	
Maine	1	Montana	
Maryland	3	New Mexico	
Massachusetts	11	No. Carolina	
Michigan	2	South Carolina	
Minnesota		Utah	
Missouri	4	Wyoming	1
Nebraska		Canada	
New Hampshire	1	England	
New Jersey	6	Bermuda	
New York	33		
Ohio	27		131
Pennsylvania	10	Previous	6207
Rhode Island	3		
Tennessee		Total	6338

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date*..... *1889.*

Enclosed find $1 in.....*for dues to April 30, 1890.*

1888 Number,..... *Name*.....

Original Number..... *Street and No*.....

Club,..... *City*..... *State*.....

Enclosed..... *for Holder.*

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above 10 cents will not be received.

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a 3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout--No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots { W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street, New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.



Psycho Light Roadster, Weight, 38 Pounds.



Ladies' and Gentlemen's Psycho. Three Weights, 30 lbs., 33 lbs. and 35 lbs.

Psycho Cycles

FOR 1889.

7 Forms of Safeties,

Varying in Weight, Size and Construction.

4 Weights for Ladies, ALL

Suitable for Men.

The Bicycle of the future will be a dropped frame machine suitable for BOTH SEXES.

Beautifully Illustrated

ART CALENDAR AND CATALOG

Free on Application.

CAPITAL CYCLE CO.

Washington, D. C.

A GREAT DEAL IS SAID ABOUT VIBRATION SPRINGS NOW-A-DAYS,

and if they are properly and scientifically constructed they are a boon to the safety rider without doubt.

When they are placed upon or are a part of the front fork however, they are not a success, as to absorb vibration they must needs be so exceedingly pliable as to render it difficult to keep the feet upon the pedals on rough roads. And too, in sharp turns the front wheel is liable to be forced against the forks, while the easy steering is perceptibly affected in both cases.

The Vibration Spring in the patented frame of the

AMERICAN RAMBLER

is where it belongs, under the seat, where is the greatest weight, and is one of the many original features which go to make this rear driver the only practical and thoroughly comfortable machine of its type on all sorts of American roads.

80-page Catalogue, on application.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

Largest American Manufacturers.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact, that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

Send for list to the

CLARK CYCLE COMPANY.

340 N. Charles St., - - Baltimore, Md.

Can fill orders at once, large consignments arriving each week.



SAFETY BICYCLES.



Made by Gormully & Jeffery, "RAMBLERS."
" Springfield Roadster Co., "Volants."
" Overman Wheel Co., "VICTORS."
" Indiana Bicycle Mfg. Co., "DANDIES."
Send for Bicycle Catalogue, FREE.

MERWIN, HULBERT & CO.,



26 W. 23d Street, New York.

OPPOSITE 5th AVE. HOTEL.



PRIZE MEDALS,

Badges, Emblems & Pins

Made to Order.

J. HARRIOTT,

3 Winter Street, Boston.

BARGAINS.

One 52-inch and one 54-inch Victor Light Roadsters, warranted good as new. $90. buys either. WRITE NOW.

CLINTON CYCLE CO.,

No. High St., - - Clinton, Mass

HARLEM BICYCLE CO.,

284 Lenox Avenue., near 125th Street,

Agents for

VICTOR CYCLES

And all the **Best American and English Wheels,** Boys' and Girls' Bicycles, Velocipedes and Tricycles

Renting, Storing, Lockers, etc.

REPAIRING A SPECIALTY.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty

Browning, King & Co.

406, 408, 410 & 412



Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W. UNIFORMS.**

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

E. C. BENNETT,

—AGENT FOR—

VICTOR, STAR & EAGLE.

We carry a fine list of second-hand wheels. Send for list. Repairing a specialty. We also carry a full line of sundries.

160 Orange St.,

NEW HAVEN, CONN.



THIS REPRESENTS

our corps of merciless inspectors testing the

Elliott Hickory Wheels,

which are WELL built by the

STERLING CYCLE CO.,

NEWTON, MASS.

P. S. Skeptics who are unfamiliar with the qualities of these wheels have regarded the accompanying cut as a joke, but we can't help that.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,
18 So. Broad Street, Philadelphia,

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

KIRK BROWN,
No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

LINCOLN HOLLAND & CO.,
Worcester, Mass.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

WANTED.

BICYCLE MACHINISTS

Must come well recommended. Address

HOWARD A. SMITH & CO.,
NEWARK, - - - N. J.

ELASTIC TIP CO.,

MANUFACTURERS OF



Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	.50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.25 per box
Electric Tape	.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

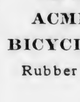
BUFFALO, N. Y., May 17th, 1889.

MR. FRANK FAIRBAIRN, Erie, Pa.:

Dear Sir—I have worn a pair of your knee breeches for two seasons, and they bid fair to last two seasons more.

They are the best and most comfortable breeches I have ever worn. Yours respectfully,

W. S. BULL, Chief Consul.



SAVE MONEY. Before YOU BUY

BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.**, for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

	Factory Price.	Our Price.
NEW	48 in. $50 00	$27 00
ACME	46 in. 45 00	25 00
BICYCLES.	44 in. 40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Schoverling, Daly & Cales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey span cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,
27 Kingston St., Boston

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliott W. Johnson
N. Malcom Beckwith *Committee.*
E. C. Bramer

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buck.....50
No. XX Worsted Solid, League color, Snake Buckle.....40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

FOR YOUR SAFETY.

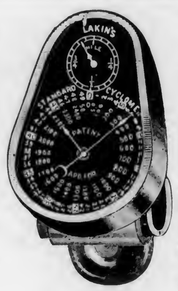
The **BUFFALO SAFETY BICYCLE STAND**

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.



GET THE BEST!
THE

Standard Cyclometer.

Greatly Improved for 1889.

No more **Rattle.**

Simplest and Best Instrument ever Invented.

Made for all **Safeties.**

Registers 2500 Miles.

J. A. Lakin & Co.,
WESTFIELD, MASS.
Send for Circular

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.



These Caps we send by mail on receipt of 25c.

The Colors are: MAROON and WHITE, BLUE and BLACK, ORANGE and BLACK, BLACK and RED, NAVY and WHITE,



These SILK Caps we send by mail on receipt of $1.00.

Colors: WHITE, with Black spots. WHITE, with Navy spots.

Ira Perego & Co.

128, 130, 132 Fulton St., New York.

Send 5c. stamp for Illustrated Catalogue.

H. W. HIGHAM,

905 G St., Northwest, WASHINGTON, D. C.

—DEALER IN—

American and English Cycles and Sundries.

First-Class Repairing ONLY.

Every attention given to repairs from the South.

Parts and Sundries Supplied for all Machines.

RIDING SCHOOL OPEN SHORTLY.

READ THIS

—LIST OF—

Second-Hand Bicycles And Tricycles.

ALL BARGAINS.

No.	Size.	Class.	Finish.	Condition.	Price.
5	48 inch	Expert	A	0	$65.00
33	54 inch	Standard	B	0	35.00
139	48 inch	Expert	B	0	65.00
267	48 inch	Rudge Light Roadster	B	0	85.00
315	56 inch	American Rudge	B	0	65.00
318	55 inch	Royal Mail	B	2	80.00
350	50 inch	American Rudge	B	6	65.00
370	56 inch	Rudge Light Roadster	C	3	50.00
373	54 inch	Rudg Light Roadster	C	2	80.00
503	52 inch	Volunteer	B	0	65.00
504	48 inch	Volunteer	B	0	65.00
510	54 inch	Expert	A	4	65.00
518	50 inch	Volunteer	B	0	65.00
519	50 inch	Volunteer	B	0	65.00
528	50 inch	Volunteer	B	0	65.00
548	54 inch	Volunteer	B	0	65.00
549	54 inch	Volunteer	B	6	65.00
550	52 inch	Volunteer	B	6	65.00
581	50 inch	Expert	B	4	60.00
599	52 inch	Rudge Light Roadster	B	7	65.00
612	53 inch	Rudge Light Roadster	B	0	65.00
688	50 inch	Expert Columbia, '89 pat.	A	2	85.00
690	40 inch	Columbia Light Roadster	A	2	55.00
734	50 inch	Expert	A	0	75.00
744	50 inch	Expert, '89 pattern	A	2	85.00
775	54 inch	Expert	A	6	70.00
776	54 inch	Expert	Painted	6	65.00
777	52 inch	Rudge Light Roadster	B	6	65.00
778	52 inch	Rudge Light Roadster	B	6	65.00
780	50 inch	Rapid	B	4	75.00
781	52 inch	Expert	B	4	60.00
782	51 inch	Columbia Light Roadster	B	0	90.00
783	52 inch	Columbia Light Roadster	B	2	115.00
472	54 inch	Columbia Light Roadster	B	2	115.00

TRICYCLES & TANDEMS.

67	Columbia Three Track	6	$35.00
71	Rudge Crescent Tricycle	6	55.00
74	Beeston Humber Tandem	6	70.00
452	Rudge Crescent	1	85.00
521	Rudge Crescent Tricycle	2	75.00
774	Ladies' Two-Track Columbia	6	90.00
	Columbia Tandem, '89 pattern	0	160.00
	Beeston Humber Tandem	6	75.00

CLASSIFICATION OF FINISH.

A. Full Nickeled.
B. Backbone, Forks and Wheel Enameled, Balance Nickeled.
C. Wheels Enameled, balance Nickeled.

BEARINGS.

All Machines quoted on this list have Ball Bearings.

CONDITION.

0. Newly Painted and Enameled.
1. Shopworn—never used.
2. Scarcely used, good as new.
3. Tires in very good condition; finish slightly worn.
4. Tires showing wear and finish marred.
5. Tires and finish considerably worn.
6. Tires and finish in good condition.
7. Tires showing wear, finish in good condition.

SPECIAL NOTICE.

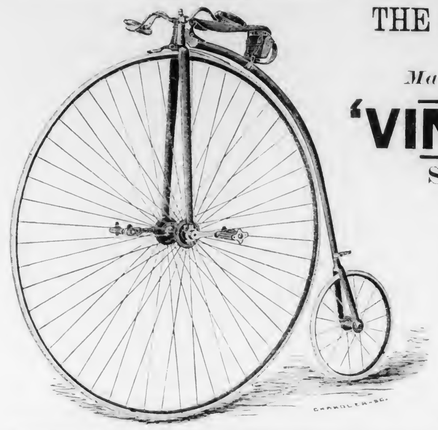
Any Machine on this list will be sent on approval if freight charges both ways are prepaid.

As I am receiving Second Hand Wheels daily, this list will be revised each week and issued Mondays, and will be mailed to any address on application.

GEO. R. BIDWELL,

313 W. 58th St.,

NEW YORK.



THE SAMUEL WINSLOW SKATE MFG. CO.,

WORCESTER, MASS.

Manufacturers of Ice and Roller Skates and THE

'VINEYARD' BICYCLE.

STRONG, DURABLE and CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.

Diameter Front Wheel.	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on.	Length of leg inside to sole of foot.	Price.
38 inch	3-4 inch	14 inch	5-8 inch	31 lbs.	27 inch	$35.00
44 inch	3-4 inch	14 inch	5-8 inch	33 lbs.	29 inch	40.00
42 inch	3-4 inch	16 inch	5-8 inch	35 1-2 lbs.	30 inch	45.00
46 inch	7-8 inch	16 inch	3-4 inch	38 lbs.	31 inch	50.00
48 inch	7-8 inch	16 inch	3-4 inch	39 1-2 lbs.	32 inch	55.00
50 inch	7-8 inch	16 inch	3-4 inch	41 lbs.	33 inch	60.00

Sold By all First-class Bicycle Houses in U. S.

orders solicited from dealers. Descriptive Catalogue and discounts sent on application.

Second-Hand Wheels and Typewriters



of all kinds bought, sold and taken in exchange on any new wheel in the market—Safeties included. We constantly carry go to 60 wheels, including many rare bargains in **Second-Hand and Shop Worn Cycles.** Send for latest List and Catalogue describing every American make and many novelties in Sundries. Liberal discounts to agents.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.

'CYCLES ON EASY PAYMENTS,

With no extra charge charge except 8 per cent. interest—Victors, Springfield Roadsters, Columbias, Champions, Rivals, Stars, Ramblers, Warwicks, Otios, and ALL other makes. Prices on all wheels guaranteed as low as the lowest. Low rates by fast freight and express—13 railroads. Best makes boys' wheels cheap. Send for applitius. Cata. with full particulars. Repairing and Nickeling.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*

Correspondence solicited.

HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,

585 Main Street, - - Buffalo, N. Y.

QUICK AS LIGHTNING Sodique destroys the pain, quickly cools the BURNED or SCALDED FLESH. Positively cures all INJURIES, CUTS, WOUNDS, LACERATIONS, SCRATCHES, SPRAINS, etc., etc. PRICE, 50 CENTS.

A burn or scald gives pain, agony, suffering beyond endurance; it is AWFUL. In the flash of an eye Phénol LIKE MAGIC

For descriptive circulars and testimonials address the PROPRIETORS, HANCE BROS. & WHITE, Philadelphia. *For sale by Druggists and General Merchandise dealers*

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

BARGAINS.

51-inch American Champion Light Roadster, enamel finish, nearly new, $70. One Crypto geared Pony Extraordinary Safety, nearly new, fine Tillinghast wheel, with lamp, cyclometer and bell. Others solicited. Columbia Tandem Tricycle, used one year, $175. One 54-inch American Champion, good as new, $70.

Eisenbrandt Bros.,

424 E. Baltimore St., BALTIMORE, MD.

WANTED.

Three two-lady tandems in exchange for Volants, New Rapid and Singer Safeties.

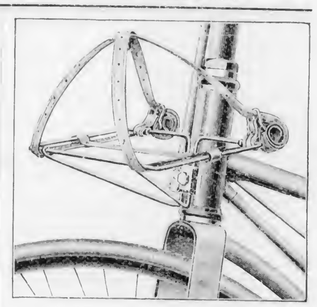
KIRK BROWN,

No. 18 SOUTH BROAD STREET,

PHILADELPHIA, . . Pa.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

Postage stamps not received in payment.



A New Carrier for the

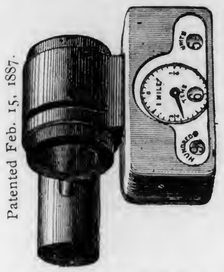
COLUMBIA SAFETY.

Mr. C. H. Lamson of Portland, Me.,

Has just brought out the Carrier shown above. This Carrier attaches to the head of the Safety in the place of the lantern bracket, and although very light, yet is so braced as to carry 25 pounds or more without sagging. It is neat, strong, and out of the way. Elwell's European Tourists who ride Columbias, say it is the best thing they have seen, and they will use this carrier on their journey.

PRICE, $1.50.

The common or detachable, Lamson Carrier can be used in addition to the Bracket Carrier, if desired.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

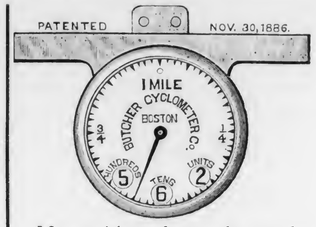
SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

338 Washington Street,

BOSTON, MASS.

Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



New York Bicycle Co.

No. 4 East 60th Street,

NEW YORK,

DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

PREPARE FOR THE

Bicycle Races,

By purchasing a pair of the S. & P. famous Shoe, Made Light, Medium or Heavy, as desired. Price per pair, **$6.00.**

Men's Bicycle, No. 1, Hand Sewed and Hand-Stitched	$5.00
Men's Bicycle, No. 2, Hand Sewed and Hand Stitched	3.50
Ladies' Tricycle, No. 1, Hand Sewed and Hand Stitched	1.50
Men's Base Ball, No. 1, Hand Sewed and Hand Stitched	7.00
Men's Sprinting, No. 1, Hand Sewed and Hand Stitched	5.00
Men's Tennis, No. 1, Hand Sewed and Hand Stitched	5.00
Men's Sparring, No. 1, Hand Sewed and Hand Stitched	5.00
Men's Gymnasium, No. 1, Hand Sewed	3.00
Men's Gymnasium, No. 2, Hand Sewed	2.50

Sent from Factory Post Paid.

Liberal discounts to the trade and clubs.

STRICKLAND & PIERCE,

Randolph, - - - - MASS,

☞ No. 1 shoe bears our label, "Strickland & Pierce."

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

REPAIRS

Of all kinds and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,

243 Columbus Ave., Boston, Mass.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

WHITTEN, GODDING & CO.,

PROVIDENCE, R. I.

SIEGRIST BROS.,

MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE

Price $4.75



OUR SPECIALTIES.

Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price $4.75

These Shoes are made from K. L. Kid or Russet calf, and are noted for their light weight and durability.

SIEGRIST BROS.,

257 Canal St., cor. Centre, New York.

REPAIRERS If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.

Write to **BROWN BROS. MFG. CO.,** CHICAGO, ILL.

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,

Dealers and Repairers.

33 Page St., Providence R. I.

S. L. HOUSE & CO.

BICYCLES

Psycho or Singer Safety	115
Tandem Bicycle	$200
Ladies' Psycho,	115
Gents' Psycho,	125
Ladies' Safety,	125
Singer Safety,	135
Ladies' Singer,	125
Apollo Safety,	90
Corner Safety,	65
Gypsy Safety,	75
Wanderer Safety,	55
Little Jewel,	$12 to 25

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

Sporting Goods of Every Description.



SMITH MFG. CO. P P.,

Nos. 121 and 123 Fulton St.

NEW YORK.

☞ Send for handsomely Illustrated Catalogue. Sent free.

Testimonials.

HAMILTON COLLEGE.

CLINTON, N. Y., March 26, 1889.

H. B. SMITH MACHINE CO.,

Gentlemen—I would like to add my good word in regard to the Star to that of thousands of others. I have been a wheelman for five years, and have ridden quite a good deal, but have neve seen a bicycle I preferred to yours. I rode it to Boston (from Richfield Springs, N. Y.), the next year to Asbury Park, N. J., and last summer to Atlantic City. Last June I wanted to get from here to Rochester, a distance of 125 miles, and left here at 12, arriving in Rochester at 1 the next day, and I couldn't have done it on any other wheel, I am positive. My Special Star has gone between 5000 and 6000 miles with me, and nothing ever broke except a spring in the pedal, and on that occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping that the Star will continue as popular in the future as in the past, I remain,

Yours sincerely,

JOS. D. THROTSON, JR.

Office of the
SCIENTIFIC AMERICAN,
Munn & Co., Editors and Proprietors,
36 BROADWAY, NEW YORK, N. Y.,
April 10, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Sirs—I ship you to-day the wheel of one of your Semi-Racers, which after running three seasons without loosening a spoke or tire, was unfortunately injured in a collision. Please put it in as good and true a shape as it was, as soon as possible. Yours truly,

S. D. MOTT, 361 Broadway, N. Y.

Office of
THE BLAIR IRON AND COAL CO.,
HOLLIDAYSBURG, Pa., April 9, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs except one spoke and a brake spring.

Yours respectfully, THOS. E. DIPNES.

Office of the Blair Iron and Coal Co.
HOLLIDAYSBURG, Pa., April 9th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs except one spoke and a brake spring.

Yours resp'y, THOS E. DIPNES.



THE NEW STAR, 39x24.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

LUMSDEN VS. STONE.

CHICAGO, May 18. First of Series of Three Races won by Lumsden on a Columbia.

BARGAINS IN CYCLES.

REVISED LIST.

These prices have been very much reduced, and we consider every machine a bargain.

Second-Hand Bicycles.

No.	Size.	Class.	Finish.	Bearings.	Condition.	Original Price.	Price now.
607	51	Columbia Light Roadster	M	Ball	†	$125.00	$115.00
574	53	Columbia Light Roadster	I	Ball	2	137.50	80.00
597	57	Columbia Light Roadster	K	Ball	2	132.50	80.00
611	57	Columbia Light Roadster	K	Ball	3	134.50	80.00
624	55	Columbia Light Roadster	K	Ball	3	130.00	80.00
611	48	Expert Columbia	D	Ball	†	117.50	107.50
612	50	Expert Columbia	A	Ball	†	130.00	115.00
551	52	Expert Columbia	D	Ball	†	122.50	100.00
625	52	Expert Columbia	D	Ball	3	122.50	75.00
626	50	Expert Columbia	C	Ball	†	137.50	75.00
627	50	Expert Columbia	C	Ball	2	137.00	95.00
573	52	Expert Columbia	A	Ball	†	132.50	110.00
613	52	Expert Columbia	D	Ball	†	122.50	112.50
600	51	Expert Columbia (hollow rim)	H	Ball	†	140.00	130.00
614	51	Exvert Columbia	A	Ball	†	140.00	125.00
610	50	Expert Columbia	D	Ball	†	127.50	117.50
237	60	Expert Columbia	Painted	Ball	3	132.50	60.00
617	42	Standard Columbia	Painted	Ball	†	80.00	50.00
618	44	Standard Columbia	Painted	Ball	†	82.50	50.00

No.	Size.	Class.	Finish.	Bearings.	Condition.	Original Price.	Price now.
609	44	Standard Columbia	Painted	Ball	2	$82.50	$45.00
619	50	Standard Columbi	Painted	Ball	†	97.00	70.00
620	52	Standard Columbia	Painted	Ball	†	62.50	72.50
621	52	Columbia Direct Spoke L. R.	Enameled	Ball	†	137.50	90.00
580	30	Otto	Painted	Plain	1	25.00	20.00
502	52	Spalding	D	Ball	2	130.00	75.00
475	51	Rudge Light Roadster	I	Ball	2	140.00	70.00
2	42	Standard Columbia	Painted	Ball	4	80.00	35.00
1	48	Expert Columbia	Enameled	Ball	2	117.50	75.00
5	50	Rudge Roadster	Enameled	Ball	3	117.50	70.00
10	50	British Challenge	Enameled	Ball	1	135.00	95.00
10	52	British Challenge	Enameled	Ball	2	137.50	70.00
15	52	Rudge Light Roadster	Enameled	Ball	2	127.50	80.00
21	53	Rudge Light Roadster	Enameled	Ball	1	128.75	85.00
32	51	Rudge Light Roadster	Enameled	Ball	2	130.00	85.00
33	55	Rudge Light Roadster	Enameled	Ball	3	131.25	80.00
34	55	Rudge Light Roadster	Enameled	Ball	1	131.25	85.00
20	50	Rudge Light Roadster	Enameled	Ball	2	132.50	75.00

Second-Hand Safeties.

No.	Size.	Class.	Finish.	Bearings.	Condition.	Original Price.	Price now.
599		Rudge Bicyclette (Light)	Enameled	Ball	2	$135.00	$ 95.00
615	38	Col. Front Driver	D	Ball	†	140.00	95.00
449		Keen Rear	Enameled	Ball	2	135.00	75.00
595	30	Veloce Columbia	Enameled	Ball	2	135.00	$110.00

No.	Size.	Class.	Finish.	Bearings.	Condition.	Original Price.	Price now.
605	30	Veloce Columbia	Enameled	Ball	†	135.00	115.00
616	30	Veloce Columbia (Light)	Enameled	Ball	1	0 135.00	110.00
604		Ivel	Enameled	Ball	3	135.00	90.00
		Ladies' Rover	Enameled	Ball	†	140.00	115.00

Second-Hand Tricycles.

No.	Class.	Condition.	Gear.	Original Price.	Price now.
304	Columbia Two-Track	3	48	$100.00	$ 90.00
303	Columbia Two-Track	2	48	100.00	100.00
293	Columbia Two-Track	1	51	100.00	95.00
288	Columbia Gentleman's Roadster	2	52	100.00	75.00
298	Columbia Gentleman's Roadster	2	52	100.00	75.00
292	Columbia Light Roadster	1	47	150.00	135.00
299	Columbia Light Roadster	2	47	150.00	115.00
294	Columbia Light Roadster	2	47	150.00	115.00
290	Columbia Surprise	4	48	150.00	115.00

No.	Class.	Condition.	Gear.	Original Price.	Price now.
305	Columbia Surprise	2	52	150.00	$115.00
300	Marlboro	1		175.00	125.00
299	Marlboro Tandem	2	46	250.00	140.00
3	Crescent Tandem	†	54	250.00	175.00
4	Humber Tandem	1	54	250.00	160.00
5	Humber Tandem	†	54	250.00	160.00
6	Cripper Tricycle	1	54	175.00	100.00
9	Crescent Tricycle	†	54	175.00	125.00

* Freshly painted. † Denotes shopworn only. No. 1 condition denotes scarcely used, and as good as new. No. 2, tires and bearings in very good condition finish slightly worn. No. 3, tires and bearings showing wear, and finish marred. No. 4, tires, bearings and finish considerably worn.

CLASSIFICATION OF FINISH.

A Every part nickeled. **B** Felloes painted, balance nickeled. **C** Felloes and spokes enameled, balance nickeled. **D** Perch, forks, felloes and spokes enameled, balance nickeled. **F** Perch, forks, steering-head, felloes and spokes enameled, balance nickeled. **G** Perch, forks and felloes painted, balance polished. **H** Felloes enameled, balance nickeled. **I** Wheels enameled, balance nickeled. **K** Perch, forks and wheels enameled, balance nickeled. **L** Felloes and spokes to outer crossing enameled, balance nickeled. **M** Perch, forks, felloes and spokes to outer crossing enameled, balance nickeled.

Any of the above machines will be sent on approval if freight charges both ways are prepaid.

Should the list not contain a desired machine, we will endeavor to procure one to suit, if informed particularly as to requirements.

POPE MFG. CO., 77 Franklin St, Boston, Mass.

We have in stock a few second-hand Racers not suitable for road use, description and prices of which we will furnish on application.

Our Entire Stock of Upright or Regular Rudge Bicycles sold to Rouse, Hazard & CO., Peoria, Ill

We still have for sale at bargains Rudge Bicyclettes, Tricycles and Tandems.

FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

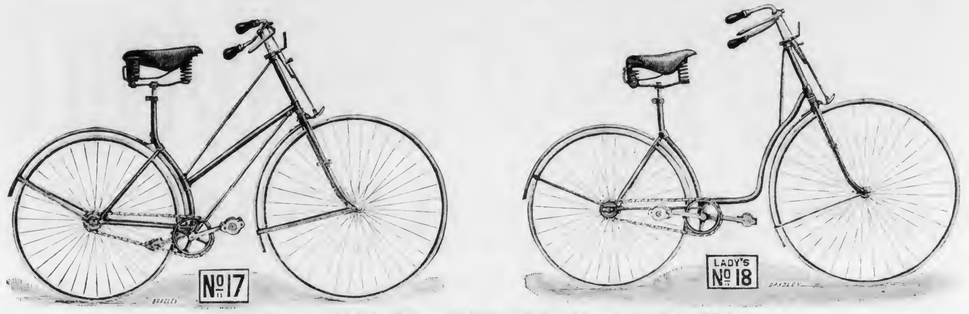
DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 31 MAY, 1889.

Volume XIX.
Number 5.





QUADRANTS.

The Strongest, most rigid and lightest Safeties ever built.

Actual Weight with 7-8 tire. 43 POUNDS.

These are the machines that will be used by nearly all the European Cycling Tourists this Summer.

AGENTS WANTED ALL OVER THE UNITED STATES.

Liberal Discounts will be given to reliable houses.

Send for descriptive Price Lists and Terms to Agents.

SOLE IMPORTERS, **THE STRONG & GREEN CYCLE CO.,**

707 Arch Street, Philadelphia, Pa.

Those Ordinary Light Champions!

They are not racers, but Easy goers, and are sure to get there. Vide the great

CHICAGO TOURNAMENT.

The Six-day, 8 hour per day professional race was won by Ned Reading of Omaha: total distance

685 MILES 4 LAPS.

J. S. Prince of Omaha took 3d place, and was but 2 laps behind.

THEIR LIGHT CHAMPIONS were from *8 to 10 pounds heavier* than the racing wheels they were competing against.

AS TO THE AMATEUR RACES,

the Light Champions took 13 out of a possible 51 firsts, and four seconds. In fact, they came over the tape first in nearly every race they were entered in.

HOW ABOUT THE G. & J. BEARINGS?

80-page Catalogue, on application.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

Largest American Manufacturers.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

BEHOLD—A $135.00 new Lever Star Safety Bicycle for sale; never been used on the road. The best offer over $100 takes it. A Bargain for a Star Agent. PARKER & VAN NORT, Agents Victor Cycles, 227 Wyoming ave., Scranton, Pa.

MY NICKEL PLATED SUSPENSION bicycle holder sent by mail, postpaid, for $1.00. Discount to dealers. W. E. NETTLETON, Meriden, Conn.

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE—A 50-inch Rudge Light Roadster; splendid condition; a bargain at $75. Best offer over $60 takes it. PARKER & VAN NORT, 227 Wyoming ave., Scranton, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 14th st., New York City.

ZOOK, Lititz, Pa.,

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rarest bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.

BARGAINS — Springfield Volant Safety; new, $100. 52-inch Royal Mail, full E. B. First-class condition, $55. Address H. D. SWEET, Agent, 124 Congress st., Troy, N. Y.

CHEAP BARGAINS—3 Victor Safeties, '88, $110; 2 Special Stars, 48 inch, balls, $80 and $85; one 52 nickelled Expert, fine condition, $70; one 50 Rudge Light Roadster, balls, only $55; 3 Springfield Roadsters, balls, $75, and 1 without, $60, fine condition. Other bargains in proportion. Send for list and prices. PHILADELPHIA BICYCLE CO., Lim. 831 Arch st., Philadelphia.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

FOR SALE—55-inch Light Roadster Champion; new last November. Ridden less than 200 miles; practically a new wheel. It goes for $100. P. C. DARROW, care Peck's Sun, Milwaukee, Wis.

FOR SALE—55-inch Rudge L. R., in good condition, very cheap. Also SPECIAL STAR, built to order; ball bearings to BOTH wheels and ratchet boxes, tangent spokes, hollow rims, turn back cow-horn bars, lamp and Butcher cyclometer. Cost $185; sell $100. Address E. L. KNOYES, 40 Congress st., Boston.

COLUMBIA RACER CHEAP—54-inch; almost new; not ridden 75 miles; in perfect condition; nickeled to outside tires; must sell immediately; will deliver. Address FRED T. MERRILL, "Cycle Castle," Portland, Oregon.

WANTED—A 48 or 50-inch Light Roadster (ordinary crank) of latest style and of high grade make. Must be in first-class condition. State full particulars and lowest price. FRANK R. TAYLOR, Box 401, Mount Vernon, N. Y.

A BARGAIN—55 inch Col. L. R., '88 pattern, balls all around; Lakin cyclometer; A1 condition. Must go. $104. Address I. A. S., 117 and 110 East Second st., Muscatine, Ia.

FOR SALE—50 inch Light Roadster Champion; good condition. A bargain at $65. P. C. DARROW, care Peck's Sun, Milwaukee, Wis.

WILL EXCHANGE Springfield Roadster, 50-inch, ball bearing, pattern '88, good as new, for a good Gold Watch, or will sell for $75. Address "S.," Bi. World office.

WANTED—Second-Hand Wheels in good running order. Must be cheap. Address H. D. L., Box 18, Denver, Pa.

FOR SALE—Rucker Tandem Connection, suitable for two ordinary bicycles; cheap, or in trade for 50 inch Hub Cyclometer. Address 2138 Uber place, Philadelphia.

FOR SALE—53-inch Star, with lamp and bell; A1 condition. Cost $100. No reasonable offer refused. N. DAVIS, 1837 Columbia av., Philadelphia.

51-INCH American Club, in good condition. Balls all around, including new Club ball pedals; spade handles; nickel except rims and spokes. Price $80. Address EDW. J. SHRIVER, 234 Pearl st., N. Y.

PSYCHO LADIES' TRICYCLE—In excellent condition; easy running. Suitable for a gentleman; very reasonable price. E. BRYANT, 947 Prospect Place, Brooklyn, N. Y.

FOR SALE—Sparkbrook Tandem, in perfect condition. $140. E. L. WAGNER, 737 Market st., Philadelphia, Pa.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

BICYCLE CHEAP—52 inch Standard Columbia, balls bearings, in good condition throughout. Price $40. Bicycle, Lock Box 50, Wappingers Falls, N. Y.

WILL EXCHANGE—A 54-inch Victor bicycle, in A1 order, as part payment for a S. B. '88 Victor safety. H. H. BROWN, Wappingers Falls, N. Y.



The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**

IF YOU WEAR PANTS

Buy no more Ready-made.

Send 6c. for Season-able Samples, make selection, take your measure by our simple rules, and order our

Celebrated $3 Custom-Made

Pants, or finer goods, $4 to $8, by mail or express.

Coats, $8, Vests, $2.25, to match Pants.

Full Suits, $13.25 to $30, Overcoats, $12 to $30.

Bicycle Uniforms a Specialty.

Send 6c. for Samples.

BAY STATE PANTS CO., Custom Clothiers

34 Hawley St., Boston, Mass.

New 'ACME' BICYCLES

Rubber Tires.

	Factory Price.	Our Price.
52 in....	$80 00.....	$36 00
50 in....	75 00.....	33 00
48 in....	70 00.....	30 00
46 in....	65 00.....	27 00
44 in....	60 00.....	24 00
42 in....	55 00.....	21 00

All Wheels Furnished Complete with Saddle and Tools.

SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 28 in. wheels, with parallel bearings... $16 00
Large Boys' 24 in., with brake and mud guards... 28 00
Ladies' or Men's 30 in., ball bearings to both wheels, 60 00
Ladies' or Men's 28 in., ball bearings, ALL OVER 75 00

ST. LOUIS, MO. E. C. McACHAM ARMS CO.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 1729 9th avenue, New York.

SIDWELL & SABIN,

New & Second-Hand Machines.

All Kinds Of

CYCLES REPAIRED AT REASONABLE RATES.

Workmanship Guaranteed.

Spade Handles for all Kinds of Machines, $2.50 Per Pair, fitting on 50cts. extra.

Note Address,

152 CONGRESS STREET

BOSTON, MASS.



INCER CYCLES

OVER 60,000 IN USE.

LARGEST MAKERS IN THE WORLD WITHOUT EXCEPTION.

Specification.—30 in. wheels speeded to 57 in. (or 54 in.), patent spring-wired tires (7-8 in. to back wheel, 3-4 in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals. Weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp holder, best combined saddle and spring, spanner, "Singer" ball pedals, &c., &c. Enameled, and with parts plated.

Price, $1.35.00.



W. S. DOANE climbed Corey Hill, the 19th inst., three times in succession without a dismount, on a "Singer" Safety, geared to 57 inches, regular stock machine, 6 1-2 inch cranks, thus beating his own performance of last week. W. W. Stall, G. M. Worden and Asa Wendell witnessed the feat. A strong head wind was blowing at the time of the ascent.—*Bi. World May 24, 1889.*

BUY THE BEST.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

NEW MAIL

WASHINGTON, D. C., April 18th, 1889.

MR. H. W. HIGHAM, Washington, D. C.:

Dear Sir—It affords me great pleasure to inform you that "The New Mail" Safety bicycle, which I recently purchased from you, as the representative of the Messrs. Wm. Read & Sons, Boston, is an unqualified success.

The amount of ground I have to cover, and the hills I have to climb, daily, demand a good, speedy, staunch and reliable machine. The "New Mail" has all these qualities in a marked degree: the brake action on the rear axle being especially commendable.

My brother wheelmen that I meet daily on the road, all express their admiration of my wheel, and I argue with all of them, "Why buy imported wheels, when Uncle Sam can turn out a steed like this?"

With all success to American industries, and especially to "The New Mail," I remain.

Yours truly,

C. W. SOMMERVILLE.

To our request to use the testimonial, we received the following:

WASHINGTON, D. C., April 20th, 1889.

MESSRS. READ & SONS, BOSTON:

Gentlemen—*By all means use my letter of recommendation.* Greater strength and force is added day by day the remarks therein.

I have not let up on my enthusiasm about your "New Mail Safety;" It *only* increases; *no let up whatever, none.*

Very truly yours,

C. W. SOMMERVILLE.

Address,

WM. READ & SONS, - - - - - BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 31 MAY, 1889.

OUR APOLOGIES.

AS one good day has been cut out of our press work we are of course late. We however, give the bare results of some of the most important racing events which took place Decoration Day.

IN another column we print two sides of the story of the foul between Davis and Clarke at Berkley oval last Saturday. Which ever side we read, it is to us another proof of the danger of mixing the ordinary and the safety in races. We have heard loud complaints as to the "high-handedness of the Racing Board" in making a rule separating the machines, but we imagine that a few such fouls as that described by Messrs. Davis and Jonah will cause the disgruntled to *think* better of the rule.

HOSPITABLE Maryland again opens wide her doors and bids welcome to the members of the League, and that she will fully meet the expectations of the most exacting none of those will doubt who have already experienced the generous hospitality of the Maryland wheelmen. In this issue we print an exhaustive descriptive article on Hagerstown and the good things that are in store for the lucky member who attends the national meet next July. Every line is worth careful perusal, and if there are any who read same and do not have an itching desire to be present he is not the kind of nature we can sympathize with.

THIS week we print the full catalogue of the White Cycle Co. of Westboro, Mass. It certainly is unique as a literary production and when we add that the affair is from the pen of "Jack" we think we establish the statement that it is "unique" and worth perusal.

INVENTIVE GENIUSES.

INVENTORS, like poets, "are born, not made," but it seems to me that poets have the best of it. We poor "ordinaries" who are minus the divine spark must take the poets' pills *nolens volens*, while the not less gifted inventive genius must himself experiment and find what is good in his work before we accept it.

Who has attended a cycle show and not been surprised, not to say amused, at the ingenuity of the artisans? How much there is that never sees the light of a second day—or year, at the longest! In the cycling press we find some novelty every week. Many of them are more beautiful (and useful) in repose than in use. Even I have had ideas about anti-header, labor-saving, speed-increasing, weight-reducing and other devices, but I had not the temerity to experiment with them myself, nor the good fortune to find some innocent who was willing to risk his life and fortune in that direction.

A case recently came to my notice that called forth these thoughts. A rider of the ordinary, after several headers, conceived that the liability to such provoking and disagreeable falls would be considerably lessened if the backbone of his wheel were heavier. No sooner had this idea possessed him than he proceeded to fill the perch with the finest of shot, on top of which he poured half a pint of molasses, "to prevent them from rattling." It made the machine heavier by several pounds, but safety in preference to comfort, said he. He courted a header when next he rode, and not in vain, for he got one that convinced him that the shot-filled backbone was a dismal failure. The full force of the extra load on the back of his head *a la* knapsack of Tourist Thayer) gave him another idea. After laboriously extracting the shot he had constructed a wheel and rod very much like the front of a Star, which was securely fastened to the head of his bicycle. It of course had nothing to do with the steering but was a sort of "precede-the-leader" arrangement designed to "prevent the machine from tipping over forward." The small wheel hung about four inches above the ground directly in front of the large wheel. Many of the boys didn't know but it had virtue. They were willing to let our hero do the experimenting, however. He rode along all right, until he came to a sudden depression in the road. It is hard to tell exactly what did take place then. The machine seemed to fall in so many different directions at the same time that those who witnessed the occurrence were uncertain as to whether a collision had not taken place with another wheelman. Our inventor soon crawled from beneath his three-wheeled monster more scared than harmed, and, having an appreciation of the ridiculous, after a few curses deep and earnest, joined in the laughter which surrounded him. He has made no further investigations in the world of anti-header appliances.

These are facts without any exaggeration and I think many of your readers could give more interesting accounts of similar happenings that have come to their notice. Can't we have them.

CHOP.

THE ELWELL TOURISTS.

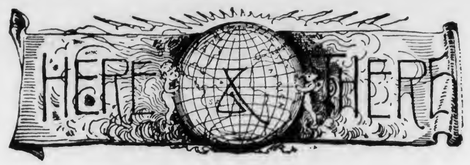
(Special Cable Despatch to the New York World.

QUEENSTOWN, May 27.—The American cyclists arrived at midday on the Cephalonia from Boston. Delegates from London, Dublin, Limerick, Dungarvan and Cork went out in a tender and gave the visitors a hearty reception. J. White, the champion Irish cyclist, presented Capt. Elwell with a one-cent currant bun amid much enthusiasm.

The cyclists proceeded immediately to Cork, where they will be banqueted. Thence they go to Youghal, where the Duke of Devonshire's private steam launch will take the party up to Blackwater. Mount Milleray will also be visited. They will ride to Dungarven, Waterford, Enniscorthy, Rathdrum, Glendalough, Roundwood, Enniskerry and Scalp, where the visitors will be photographed. The cyclists will arrive in Dublin Saturday, and be entertained there by a banquet at the Shelbourne Hotel. Sunday they will leave for England.

ALL cyclers and travellers in general will do well to avoid the towns of Norwood and Walpole, Mass., on account of the disgraceful condition of the highways. A delegation from the Massachusetts club rode to Walpole last Sunday week, returning across country *via* Milton, and found the roads unrideable for man or beast between Dedham and Walpole and between Walpole and Canton. The authorities have covered the roads with broken stone, sand and gravel, and left them unrolled.

THE Milwaukee Wheelmen's handicap road race will take place June 29 over the Mannatosa course. Besides the usual number of prizes a valuable medal will be awarded for the best time. This race is open to all. Entries close June 24.



NEW YORK.

"HAWKSHAW."

Among the many peculiar types that one always finds in club life, none is more amusing to the "old-timer" than the newly-elected member who feels he has a mission to reconstruct the entire management of the club's affairs. For a while he spouts at club meetings, till by a sufficient expenditure of wind he has arrived at a stage just right for plucking, and then the "old-timers" apply a never failing remedy for the disease, they just elect him to an office, and at once he ceases both kicking and his interest in club affairs at the same time, and his silence is forever secured.

Do you know it is quite an interesting study to examine the figures which represent the money New York expends for the honor of retaining the reputation of being the worst paved city in the world. Here are a few of them: For repairing old pavements for this year, $580,000; for new pavements, $500,000, with an extra special allowance of $1,000,000 a year for three years for repairing them. To all of this add $1,000,000 for street cleaning, $120,000 for sprinkling, and more than $1,150,000 lost by needless wear on horses and vehicles through the abominable surfaces they must travel, and we have a grand total of $4,350,000 per year for the next three years at least. For all of this stupendous expenditure we have nothing but the vilest of Belgian block pavement, unfit for even the heaviest kind of trucking, which is covered with a Sahara of dust when dry, or a quagmire of mud when wet. To such an extent are the powers that be, opposed to any system of better pavements that may be proposed, even when the property owners are themselves willing to pay for it. A case in point is shown by the recent procedure that the New York Club had to go through to allow them to expend $365 of their money for an asphalt pavement in front of their club house. The entire affair took over five months to arrange, permission having to be secured from the Board of Aldermen, the Mayor, the Department of Streets, and some forty other political bureaus and individuals, most all of whom had a watchful eye for that salve for an itching palm, which in the chemistry of political condition is expressed by the symbol $. It's a lamentable fact that the expenditure of all of this money tends only to make our streets worse, not better.

Now I don't think it is at all charitable for Editor Prial to hold me up to public scorn, in the columns of the *Wheel*. He says I have done more romancing in my time, in the columns of the wheel press than all of the other writers put together have done. That may be true too, but he neglects also to state that I was writing for the cycling papers long before either he or any other of the present correspondents in America were, and so my time handicap was a great factor in my getting the start on him and his brother romancers, but he must not despair, he is catching up with me in great shape, and the time is yet very short that I will have this advantage over him. While I am on this subject, really it should be remembered that the entire cause of the whole affair was mathematics. I simply called attention to the fact that ten per cent. of $35,000,000 was *not* $35,000, as one of his correspondents had claimed it to be, and now Brer. Prial, he says that's "menacing." May be it is, but to me it seems like shockingly poor arithmetic, and nothing else.

Somebody or other has formulated the Boulangerian proverb, that "a little yeast leaveneth much bread," and without any technical knowledge of the subject I am inclined to believe that it does, for on no other principal can I explain the wheel boom that has taken place in Tacoma. Irving Halstead went out there and settled only a few months since, and wheeling had up to that time heard nothing of Tacoma as a cycling point, but no sooner does the Harlem flyer locate there than race meets, race tracks, bicycle clubs and other evidences of a good-sized attack of cycling fever at once become prominent. When Halstead won the recent twenty-mile road race at Tacoma, it is said that some of the betting men wanted their money back because they claimed he wasn't an amateur. Now that's funny enough, but right on top of it they want Halstead to accept a challenge from Prince Wells, the professional trick rider, and that's funnier still. May be, though, Wells is no longer a professional, I can't tell who is any more. Since the Racing Board has been swinging the old reinstatement whitewash brush round with such a liberal hand it's awful hard to tell when you meet a man nowadays whether he is a spotless simon pure amateur, or only a whitewashed imitation of one, so if I am wrong in calling Mr. Wells a professional, when really he is a reinstatee, my most humble apologies are offered him, and the cause of my error is evident.

CHICAGO.

THE "STROLLER."

My friend "Linneus" is a little premature in his assertion that we had refused to let their representatives race in our great road race. In the first place St. Louis has tried to have entries in the former races, despite the fact that this was a Chicago affair and solely for Chicago wheelmen. This year it was determined to invite St. Louis to send up some of her fast flyers to start scratch with our scratch men. Ten entries were received, which, with our four scratch men and Andrae, of Milwaukee, would make fifteen. A letter was sent, saying that it would be better were they to send four, the same number as we would have, and it was replied to that it was ten or none, and acting on that the ten entries were accepted and it is to be hoped they will all start, for if not it will place "Linneus" in rather a bad light. I am pleased to see that Captain Sanders denies the language attributed to him by "Linneus," in a letter to Mr. Garden of recent date.

It is doubtful if Lumsden starts in the Pullman road race, his last race with Lumsden having been postponed until June 3d.

The Douglas Club gave one of their merry dances Friday evening, and a successful one of course.

Ottawa will have the State meet this year, for sure.

Thorne secured the Presidency of the Chicago, Randall being elected Vice President. Other changes were Sieg, Secretary, resigned, A. G. Wainwright elected to fill vacancy; Captain Roe resigned, Van Sicklen elected to vacancy.

The Illinois Club expect Tuttle to win the time medal, while the Lincolns expect the same thing of Spooner.

The Handicapping Committee made itself exceedingly scarce as soon as the handicaps were given out.

The Pullman prize list amounts to over fifteen hundred dollars this year.

The bicycle thief is making himself exceedingly numerous here at present, some seven or eight wheels having been stolen during the last fortnight. Hosford mourns the loss of his light roadster safety.

PORKOPOLIS NOTES.

"STAR."

An attempt is being made by one of our aldermen to have our streets sprinkled by the city instead of by private subscription. If he succeeds, *all* of our streets will then be sprinkled, which instead of being a benefit to wheelmen may only add to their miseries.

The race for the championship of the C. B. C. will probably be run from Chester Park to the first toll-gate outside of Hamilton, a distance of 17½ miles. A very exciting contest is expected as quite a number of the contestants are very evenly matched.

Wheelmen going to Hamilton should take their L. A. W. tickets with them, for unless they can produce them they will get no reduction at the League hotel.

With the exception of Washington, D. C., Porkopolis has better paved streets than any city in the United States.

The road bed of the C. W. and B. R. R. has been freshly ballasted in so many places and has so many ties scattered over it that wheelmen will do well to avoid it unless they wish to dismount about once in every fifty yards.

When the railroad was in its infancy and travel was restricted to the canalboat and stage coach, there flourished within twenty-five miles of Porkopolis a certain village which, as it now lies remote from the present highways of commerce, is in an advanced stage of senile decay. The population, never large, has gradually diminished and, like the rickety fences, seems in need of support. Here is a vacant house, the remnants of whose clapboard roof are covered with moss and lichens; there a small structure with the weatherboards gone in places revealing the hewn logs that no doubt not only sheltered the pioneer from the elements but from hungry beasts and bloodthirsty savages; across the way a solitary brick house with blinds minus many slats and innocent of paint; just beyond a more pretentious edifice, probably once the abode of the local croesus, but now its rotting veranda bears the weather-beaten shingle of that social oracle, the village doctor. As the wheelman,

after passing through this place, dashes down a grade and into another village with very modern buildings so freshly painted, with lawns so smoothly shaven and walks so painfully regular, he cannot help comparing it to the successful man who, in his struggle for wealth has pushed aside his more deserving competitor and left him to die in obscurity.

BALTIMORE.

"NORVAL."

About the only event of the week to break the weary monotony of the wheelmen was the opening of the Chesapeake Club's new club house, which is situated on the southwest corner of Fulton and Lafayette avenues. Mayor Latrobe and his Secretary, Col. W. H. Love, were present with many prominent citizens, also many visiting cyclers from all of the clubs. Ex-President Abbott and President Reed made neat speeches. The new club building is a neat, three-story structure, with basement. It fronts 23 feet 6 inches on Fulton avenue and has a depth of 140 feet on Lafayette avenue. In the basement is the locker and wheelroom and a capacious bathing room. The parlor and reading room are situated on the first floor. Both rooms are handsomely furnished. The second floor contains the executive and toilet rooms. The gymnasium and janitor's department are on the third floor. The buildings and improvements cost about $6000. The club now has sixty members and are at present in receipt of several others. The club organized one year ago.

President Luscomb will reach Hagerstown on Monday, July 1. On his arrival it is said he is to be given a big reception by the Hagerstown business men, which promises to be the most elaborate on record there. This is to be entirely apart from the meet itself, and is out of the hands of the cyclists, though of course they will attend in large numbers.

MINNEAPOLIS NOTES.

"PARSON."

I see by the World that my old chum, Jas. Purvis-Bruce, whose word may be taken as Gospel truth on all matters as well as those pertaining to cycling, has gone into the cycle business. Well, I think "Jack" has done just right. He is the man for the place. Everyone takes to Bruce when once they know and understand him. But he can be very sarcastic at times. Nevertheless, boys of the cycling world, "Jack" is "all right," and once your friend he can always be depended on to stand by you, no matter what comes. If in his travels he should come to the Flour City he can depend on a hearty welcome.

Members of the M. B. C. who were at club headquarters on last Thursday evening had quite a treat. Sig. Monteselli and his mandolin club unexpectedly came up and gave them two hours of most delightful music.

Tom Eck and "Senator" Morgan have made arrangements to give us a week of their female bicycle riders. I do not think they will make a fortune out of it, as Minneapolis has been "gulled" so often.

The several daily papers here deserve the thanks of all local wheelmen, as they devote a great deal of space to cycling, and nothing goes to boom wheeling so much as to get the daily papers to take it up.

ST. LOUIS.

"LINNEUS."

Wednesday of this week we were agreeably surprised by being visited by two Nashville, Tenn., wheelmen, W. H. Hartwell and C. B. Benedict, who had made the tour from their town to this a distance of about 320 miles, awheel. They report the roads of Tennessee good to the State line, but, to my great surprise, saw nothing of the fine Kentucky roads made famous by X. M. Miles. They were six days on the road, and their route lay as follows: Scottsville, Glasgow Junction, Louisville, Indianapolis, Terre Haute, Martinsville, Effingham. At the latter place they were caught in a rain, and finding the roads impassable, decided it best to train it to St. Louis, which they did, and arrived here last Monday night. They speak in glowing terms of the good time they had, the treatment they received at the hands of Mrs. Hubert Allison, of Louisville, and are lavish in their praises of the National road extending from Louisville to Indianapolis, which they found to be in superb condition.

Our new track is at last finished, and for a dirt track presents a fine appearance. The Gun Club have had the fences and buildings inside of the grounds whitewashed, and the contrast between them and the green grass makes the place look very attractive.

In my last letter I noted E. N. Staders as saying that the action of the Chicago people in refusing all but four St. Louis entries in the Pullman road race was a square back down, etc. At the time I certainly understood him to make this statement. He now advises me that I was mistaken, and in justice to him, cheerfully made a retraction.

A number of our cyclists spent last Saturday at Chicago to witness the Stone-Lumsden race, and to go sight seeing. On arriving at their destination the party split up, each going to different parts of the city, and your correspondent and A. D. Lawnin had the good fortune to fall into the hands of R. L. Garden and A. Taylor, two of nature's noblemen, and could not wish to be better entertained. Said one of the party: "Chicago has got a pretty good name for receiving strangers about as coldly as an iceberg, but we will try to make it different hereafter, at least to wheelmen."

NEW HAVEN.

"ELM CITY."

Lawyer John H. Whiting, the worthy President of our club here, was out on his tandem tricycle with his wife the other day, when some small boys fired stones at them. Mr. W. dismounted, gave chase and caught the principal offender, and was taking him down the street till he should see a policeman to hand him over to, when several men interfered and succeeded in getting the boy away. The policeman turned up afterwards (tardy, as usual). Whiting had one of the men who interfered arrested, and appeared against him next day in the city court, where he was fined ten dollars and costs.

The lady who conducts the cycling columns in the *Wheel* seems to take more of her time and space in criticizing "Helen Grey" than to giving anything new or interesting to readers. I read Miss Grey's column with great interest.

We have a new organization among cyclers here, called the New Haven Star Club. I am not able to find out much about them, as no one seems to know. They have no rooms, I believe, but have elected officers and perfected their organization.

The New Haven Club hold their annual five-mile handicap race at Hamilton Park Decoration Day, in connection with a mile safety race and a two-mile open race. The Park has just been fixed up and the track is in excellent condition, and some fast time will be made. There will be fifteen or twenty entries; all our fastest men, Weaver, Vezhoff, Backus, Pickett, Bartlett, Fields, Parkington and Loring, have entered, and are on the track every day training.

I see in the World lately J. F. L., of Meriden, does not like it that I took exception to Meriden being called the "wheeling centre of Connecticut." I did not claim anything for New Haven, but thought Hartford deserved that honor; but if J. F. L. still thinks it belongs to Meriden, the best way to settle it is to accept his challenge, which I would be glad to see done. He says Ives and Miller are waiting modestly, and Canary he also speaks of. If a race is to be run it is to be run by amateurs. Ives is a professional, as is also Canary. The Meriden boys are all right, but they do not want to run away with the idea that they are the "Hub" here in Connecticut, on cycling.

NEWS AND COMMENT.

Mr. John W. Arnold, of Providence, is 78 years of age and he claims to be the oldest wheelman in the United States. He commenced riding at the early age of 75. This ought to be an encouraging fact to some men who at the age of 50 aver that they are "too old to learn to ride a cycle."

Route Wanted.—Will some one please give the best route from New York City to Providence, R. I. We have inquiry as to which is the best and most direct.

Up to last accounts McDaniel was still waiting for an answer to his challenge to Kolb.

The Pennsylvania Club are desirous of issuing more bonds, and thus raise money to put up an addition to their wheel house.

The Los Angeles Wheelmen and the G. A. R. men are in conference, hoping to arrange the matter under protest which we editorially noticed last week.

The Sioux City (Ia.) Wheelmen are agitating the question of having the National Meeting at that place next year. What with Chicago, Sioux City and *perhaps* Boston, the League ought to have rich choice for 1890.

The reception of the Camden (N. J.) Wheelmen, which was to have been given by the club in their new quarters, lately occupied, on last Thursday evening, has been postponed to Friday, June 7th.

Mr. Clarance A. Leighton, of Detroit, Mich., writes us: "In the issue of the World dated Sept. 7, 1888, in a report of Mr B. B. Ayers, appeared a statement concerning damage to wheel of Mr. J. D. Lamont, of Chatham, Ont., while being carried by the Detroit, Grand Haven and Milwaukee Railroad Co. In justice to the D., G. H. and M. R. R. Co., I wish to state the result of the matter, and ask you to give to it the same publicity as the statement referred to received. The railroad company, after careful investigation, became satisfied that the injury was not wilfully inflicted. In fact the car was in charge of one of their oldest and most reliable employes. However, being assured that the wheel was injured while in their custody, they have paid Mr. Lamont what the injury cost him. Believing that the event has tended rather to create than to destroy good will toward bicyclists, on the part of the railroad company, I ask you to make mention of the matter."

The clubs all over the country are making preparations for racing and touring events on the 30th.

Last week Mr. Lionel J. Heneries of Deer Isle (Me.), died from a wound received by a fall from a bicycle two years ago. Since then he has been in the Massachusetts General Hospital, Boston, for treatment but no cure could be effected.

Mr. T. N. Clarke has been re-appointed chief consul for Nebraska.

Will Pixley, the 15-year-old boy from Omaha, made a good showing at Chicago, winning the boys' race and coming in first in the second heat in the handicap.

The Rambling Wheelmen of Bridgeport, Ct., held a fancy dress parade on the 24th.

Bicycle manufacturers had better take the tip and close out their business as soon as possible—"George Wade has applied for a patent on a new hobby horse, which he claims will eclipse the bicycle and other machines for travel. It consiste of an automatic horse so constructed that by rocking back and forward it moves in a regular lope as far as the rider desires to travel."

The Rovers of Springfield, Mass., is a new club. They will have no headquarters except "on the road." In the scheme, one good long tour is to be held every year.

The Stone Lumsden race drags. The postponement so that the result cannot be printed in this issue, is a disappointment to us and to our readers.

The editor our esteemed contemporary of New York was so busy counting the words of his issue of the 17th that he omitted to have one word about the Chicago tournament, while we had the results up to the very moment of going to press. But we are modest and don't count words or brag about a little scoop like that.

The Rhode Island wheelmen's annual tour to Boston was a great success. Starting from Providence, they came as far as Sharon by rail, and thence proceeded to Boston on their cycles. There were twenty-one in the party, including one lady, who rode a bicycle. In the afternoon, under the command of Capt. James A. Kinghorn, they took a run to Chestnut Hill reservoir.

Riders in Prospect Park, Brooklyn, are restricted to a pace of eight miles an hour. Whistles are prohibited, coasting also. Lamps after sunset are required.

The ten highest records to May 1 of the Long Island Wheelmen are as follows: L. A. Wise, 1,725; William Schimer, 1,261; W. J. Gilfillan, 1,160; A. P. Topping, 920; E. F. Beecher, 800; F. E. Bogert, 715; E. L. Blake, 690; G. G. Teller, 662; W. Schumacher, 644; and William Henshaw, 550 miles.

The constitution and by-laws of the Boston Press Club Cycling Club are one of the most dainty specimens of the printer's art we have ever seen. They are the gift to the club of Mr. N. C. Fowler, Jr., of the Pope Manufacturing Co. L. Barter & Co. did the printing, and we think they stand unexcelled as delicate and dainty pamphlets.

A party of wheelmen while quietly riding through Griffin, Ga., were deliberately fired upon by a party of loafers. Luckily none of the shots took effect. Criminal proceedings will be instituted.

Croakers read the following. "What is the L. A. W. good for?" Well, just this: H. S. Bridge, a cyclist of Cincinnati, was run down by a road hog. The local L. A. W. counsel at once brought suit in the sum of $3,000 damages. This prompt action on the part of the counsel brought the road hog to his senses, and he compromised by paying all expenses and a good sum for damages to Mr. Bridge.

The Massachusetts Division of the L. A. W. has taken up the case of J. A. Beauvis *v.* J. B. Bradford. The case is a peculiar one and involves the question of liability for damages to a cycler who takes a header and causes damage through scaring a horse and causing a runaway. The League will fight the case, and yet "the League is no good."

Great complaint is made by the citizens of Rockland, Me., as to the condition of the streets. Whether the fault is in the parsimony of the town or neglect of selectmen we know not, but we lean to the latter opinion.

The Connecticut Division meet will probably be held in Bridgeport some time in June.

The next union run of Massachusetts wheelmen will be to the Massapoag House, Sharon, June 30. Dinner at one o'clock. Price, $1. Captains are requested to call their run for the day in accordance and to notify the committee, care of Capt. A. W. Robinson, 33 Winter street, Boston.

An earnest effort will be made to have the railroad trunk lines reconsider the order to charge 25 cents per 100 miles or fraction for every bicycle carried on trains accompanied by riders.

Frank A. Shields of Albany is a man that will be heard from on the racing track this season. We saw him moving in practice last week and he showed excellent form.

THE EASTERN ROAD CLUB DISBANDS.

Last Monday evening representatives of the Massachusetts, Boston, Cambridgeport, Chelsea and Dorchestsr bicycle clubs, five of the original eight, gathered in answer to the call of the president of the Eastern Road Club, at the office of Dr. W. G. Kendall, 176 Tremont street, and the affairs and prospects of the club for the coming season were informally discussed. In the preamble to the motion Dr. Kendall said that the general public was prejudiced against road racing and that those who had striven for years to place the sport of cycling in its present position could not afford to ignore this prejudice, that the best interests of the sport required that no further road racing contests be held, and that, therefore, it was unanimously voted to disband the Eastern Road Club, which was organized in 1887 to promote interest in road racing hereabouts. It was further decided that the silver cup of the club, for which many a hard battle was fought, and which was twice won by the Dorchester Bicycle Club, be given to that organization, as it is the only club willing ts enter a team to defend it.

MR. GEORGE A. JESSUP IN TROUBLE.

We regret exceedingly to have to chronicle the fact that George A. Jessup, the Chief Consul of Pennsylvania, is placed in a most unfortunate position. From advices at hand and taken from the papers, it seems that the Scranton City Bank is short some $135,000. Mr. Jessup is Cashier of that bank, and it seems in an examination of the bank's books by the Directors it was found that the bank was out $135,000.

A hurried meeting of the Directors was held, and it was decided to place Mr. Jessup under arrest: this was done, but he was subsequently released on bail.

From the same sources at hand it seems to us that the charge of "lax financiering" is the most serious that can be placed at Mr. Jessup's door. We should judge that carelessness in demanding proper security for loans granted, is the cause of the shortage, and not any dishonest use of the funds by Mr. Jessup. We sincerely trust that this may prove to be so, and that no criminal action against Mr. Jessup will have to be taken.

The bank has temporarily suspended, and in the meantime Mr. Jessup issues a card in which he tacitly admits carelessness but not dishonesty. He says he has property enough to make the deficit good.

LATER.

We are pleased to be able to add the following particulars from a private but reliable source: "The Scranton Bank is a private bank. Mr. Jessup has held the office of Vice President, but for several years he has been the whole bank, Cashier, Board of Directors and all. Some trouble in the board resulted in the starting of the sensational stories that were printed, and the warrant to be issued. Mr. Jessup and the President hold most of the stock, and the President went on Mr. Jessup's bail. The President had a quarter of all the claimed deposits." Our correspondent says that he is satisfied that the examination of the books will show Jessup to be all right, and every depositor will get the full amount of his deposit. The sensational reports that have appeared in the papers are most outrageously overdrawn.

At Boston.—James P. S. Clark *v.* Joseph W. Brooks was an action to recover $100 damages to a bicycle which plaintiff was riding, against which, it was alleged defendant drove his team. Verdict of $85 for plaintiff. J. P. Leahy for plaintiff: W. S. Orcutt for defendant.



The above cut is taken from photograph of W. A. Clark, who rode the "Eagle" up Eagle Rock Hill at Orange, N. J., and shows the exact position taken by a good rider of the "Eagle" while riding leisurely over an ordinary road.

It will be seen that it is not necessary for a rider to bear his weight upon the handles, neither does he have to lean forward, or, pedal at all backward. He is directly over his work, and his weight is applied to the best possible advantage in propelling the wheel. The position is Erect, Easy and Natural, and the movements and appearance are very nearly the same as in walking.

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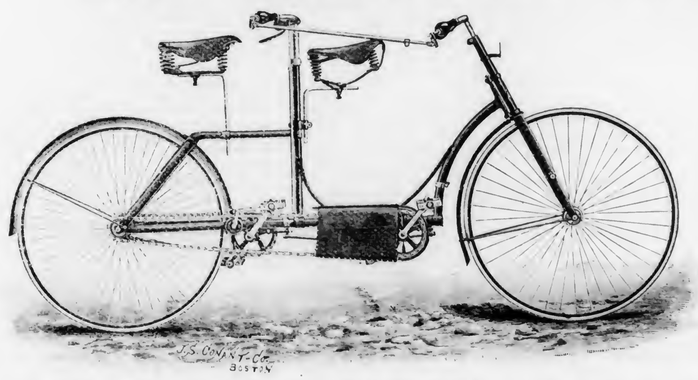
The Swift.

And they called it **SWIFT**!! and the name proved good, for lo, and behold, at whatsoever race of its type is held, there thou findest the **SWIFT** to the fore.

At Harvard Races, May 11th, the Swift was first and second in both Safety Races.

CATALOGUE FREE.

The Unanimous Verdict!



ROCHESTER, N. Y.,
April 19th, 1889

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Dear Sir—The Premier Tandem Safety has arrived in good condition and was promptly accepted.

It is a magnificent Tandem Safety; the other makes cannot hold a candle to it. Your driving from both sides of the rear wheel is a great advantage.

Yours truly,
C. J. CONOLLY.

Weekly Arrivals of the Latest Pattern Guarantee Prompt Delivery.

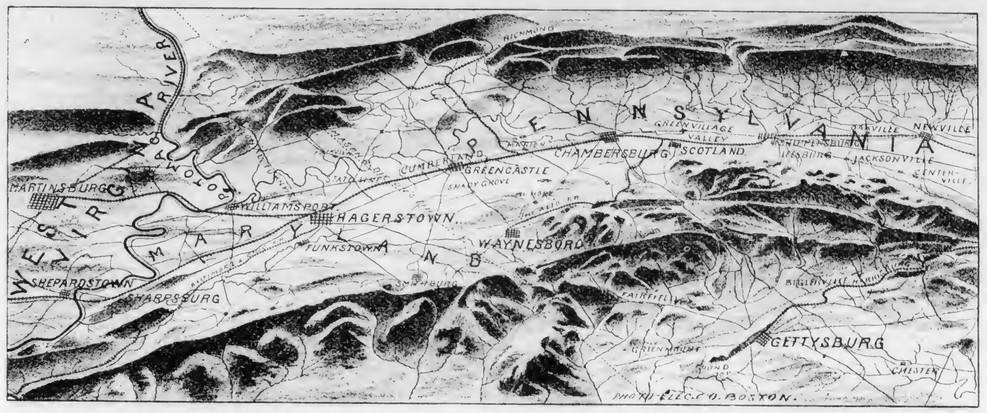
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TENTH ANNUAL MEET LEAGUE OF AMERICAN WHEELMEN.

HAGERSTOWN, MD., JULY 2, 3 AND 4, 1889.

Dear Everybody—I want to have a little confidential chat with you about the Tenth Annual Meet at Hagerstown, just as we would talk it over if we met upon the road and you asked for information.

That way is best for a clear understanding and there is no fear of misapprehensions when we take into consideration the free masonry existing between us when a-wheel. It might be put up in the highest style of dude literature and be as clear as Omaha mud in consequence, but it is certain you would not wish that.

To a Baltimore or Washington wheelman the mere mention of something going on at Hagerstown has always been enough to make a scramble to that city, for the people up there between the mountains—cyclers and citizens—make "a go" of anything they undertake in the curriculum of cycledom.

As seen in the above diagram, eight superb limestone pikes radiate from Hagerstown, which is the hub of the Shenandoah Valley, while intersecting pikes and cross roads form a net-work of thoroughfares for wheelmen that realizes the stereotyped phrase of cyclers' paradise. These pikes are of that smooth sand-papered kind that entrance the wheelman, while his surroundings of scenery and sweet odors from nature's garden make his runs veritable trips through fairy land.

A wheelman can do almost anything he chooses in Hagerstown, and his uniform is considered a sort of badge, a metaphorical key of the city, entitling him to the freedom of the town. "Oh, he's all right" is the verdict of the guardian of the peace as he leniently views the little fun scrapes of the cycler. At the hotels it is the same. The soiled traveler a-wheel is a thing of beauty to the affable host and the special pet of the head waiter, while he far outrivals the gigantic sparkling gem gracing the bosom of the clerk and flashing defiance to dignity. Oh! the wheelmen have great times in Hagerstown.

Hagerstown, a city of about 20,000 population, is situated in the midst of the great and fertile valley lying at the foot of the Alleghany mountains, and extending from the Susquehanna river at Harrisburg, Pa., to the northern limits of Alabama. This valley is known in Pennsylvania and Maryland as the Cumberland Valley, and in Virginia as the Valley of the Shenandoah. But it is one continuous and homogeneous valley, well watered by numerous and beautiful streams, fed by great springs which gush out of the limestone rocks.

But digression must be made to tell a little story of one of these large springs. A Maryland Club run again. Weary, thirsty "Ben" and mischievous Charlie Munder, poor fellow, who has since gone to a well-earned rest. Ben stoops down to quench the stereotyped parched throat, and Charlie dashes in the festive large stone. Of course Ben was splashed till he wasn't fit to be seen, and so he stood up solemnly and exclaimed in an awful awe-inspiring voice: "I stand here under this great blue celestial dome, and I raise my right hand in reverence to heaven and I swear by the Eternal Creator that I'll never again go on a club run with that man Charlie Munder."

BLE

The surface of the valley is beautifully undulating, presenting a varied scene of hill, dale and plain, with the Blue Mountains limiting the view to the east and the west. Of this great, fertile and beautiful valley, Hagerstown is the Queen City. Its location is 500 feet above tide water. The climate is pleasant, cool and healthful and every circumstance contributes to make it a most agreeable place for the meet. In fact from the Wheelman's standpoint, no fitter place in these whole United States could be found for a meeting of cyclers.

Hagerstown is built upon a solid foundation of blue limestone rock. In the centre is a square through which the two principal business streets of the city pass. One of the streets, Potomac, running to the north, after it passes through the business section widens out into a beautiful avenue, on the west side of which is an eminence or ridge from 100 to 200 feet back from the street. This ridge is crowned with villas which would do credit to the largest cities. Running down to the broad street are the well kept lawns, and from the front porches is a view of the mountain and the intervening valley, of striking beauty. Washington street, which passes through the square at right angles with Potomac, continues to the west along the National Pike and at the western suburbs reaches a high and beautiful elevation. At right angles with this street Prospect street extends to the south. It is on the summit of a high ridge, and the houses on this street are of great beauty and are surrounded by charming gardens.

The streets where not a natural bed of rock, are made of limestone, which is broken and laid down to a great depth and topped with stone crushed very fine, and then rolled with a heavy iron road roller weighing 30 tons, which packs the streets into a solid and smooth mass of stone, very durable and as smooth as asphaltum, making road beds of a very superior character, and for wheeling even surpassing those of Washington.

To illustrate its commercial importance it may be mentioned that fifty-three passenger trains arrive or depart from Hagerstown every day. The streets are almost perfectly illuminated by electricity, making night riding quite as safe and much more exhilarating than in the day.

A few miles from Hagerstown, situated high up on the slope of South Mountain, is the Blue Mountain House with its pretty station, one of the most attractive summer resorts and best kept hotels in the country. It is admirable in all its details, and commands from its piazzas and windows a magnificent view of the great valley at the foot of the mountain. But this view can be enjoyed to its utmost from the Pen-Mar Observatory (to which place a run will be made). But a mile from the hotel, and as far as natural scenery is concerned, there are few places in the Eastern States of America better worth seeing. There is spread at the feet of the spectator a magnificent panorama of valley and mountains, extending into four States and dotted with scenery, extensive farm houses of a teeming population, villages and, on the summit, there is a high tower, reached by a fine road, from which the extr... appr...

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.



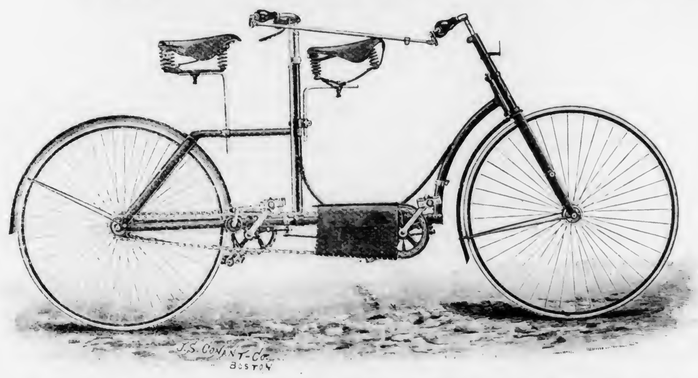
The Swift.

And they called it SWIFT!! and the name proved good, for lo, and behold, at whatsoever race of its type is held, there thou findest the SWIFT to the fore.

At Harvard Races, May 11th, the Swift was first and second in both Safety Races.

CATALOGUE FREE.

The Unanimous Verdict!



ROCHESTER, N. Y.,
April 19th, 1889.

L. H. JOHNSON:

Dear Sir—The Premier Tandem Safety has arrived in good condition and was prompty accepted.

It is a magnificent Tandem Safety; the other makes cannot hold a candle to it. Your driving from both sides of the rear wheel is a great advantage.

Yours truly,
C. J. CONOLLY.

Weekly Arrivals of the Latest Pattern Guarantee Prompt Delivery.

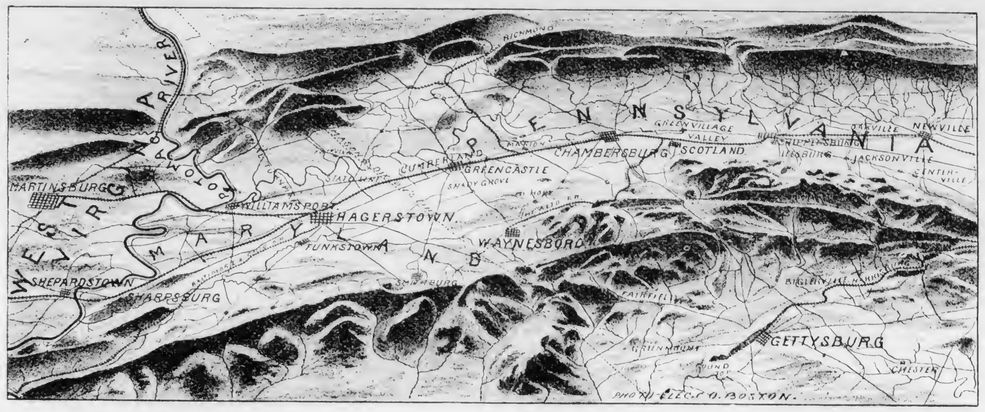
Two Brakes.

NOTE.—The Premier Frame is Warranted Not to Sag under the Heaviest Lady Rider.

L. H. JOHNSON, Manufacturing Importer,

401 and 403 Main Street, - - - - ORANGE, N. J.

Send for Catalogue.



BIRDSEYE VIEW OF HAGERSTOWN AND SURROUNDING COUNTRY.

TENTH ANNUAL MEET LEAGUE OF AMERICAN WHEELMEN.

HAGERSTOWN, MD., JULY 2, 3 AND 4, 1889.

Dear Everybody—I want to have a little confidential chat with you about the Tenth Annual Meet at Hagerstown, just as we would talk it over if we met upon the road and you asked for information. That way is best for a clear understanding and there is no fear of misapprehensions when we take into consideration the free masonry existing between us when a-wheel. It might be put up in the highest style of dude literature and be as clear as Omaha mud in consequence, but it is certain you would not wish that.

To a Baltimore or Washington wheelman the mere mention of something going on at Hagerstown has always been enough to make a scramble to that city, for the people up there between the mountains—cyclers and citizens—make "a go" of anything they undertake in the curriculum of cycledom.

As seen in the above diagram, eight superb limestone pikes radiate from Hagerstown, which is the hub of the Shenandoah Valley, while intersecting pikes and cross roads form a net-work of thoroughfares for wheelmen that realizes the stereotyped phrase of cyclers' paradise. These pikes are of that smooth sand-papered kind that entrance the wheelman, while his surroundings of scenery and sweet odors from nature's garden make his runs veritable trips through fairy land.

A wheelman can do almost anything he chooses in Hagerstown, and his uniform is considered a sort of badge, a metaphorical key of the city, entitling him to the freedom of the town. "Oh, he's all right" is the verdict of the guardian of the peace as he leniently views the little fun scrapes of the cycler. At the hotels it is the same. The soiled traveler a-wheel is a thing of beauty to the affable host and the special pet of the head waiter, while he far outrivals the gigantic sparkling gem gracing the bosom of the clerk and flashing defiance to dignity. Oh! the wheelmen have great times in Hagerstown.

Hagerstown, a city of about 20,000 population, is situated in the midst of the great and fertile valley lying at the foot of the Alleghany mountains, and extending from the Susquehanna river at Harrisburg, Pa., to the northern limits of Alabama. This valley is known in Pennsylvania and Maryland as the Cumberland Valley, and in Virginia as the Valley of the Shenandoah. But it is one continuous and homogeneous valley, well watered by numerous and beautiful streams, fed by great springs which gush out of the limestone rocks.

But digression must be made to tell a little story of one of these large springs. A Maryland Club run again. Weary, thirsty "Ben" and mischievous Charlie Munder, poor fellow, who has since gone to a well-earned rest. Ben stoops down to quench the stereotyped parched throat, and Charlie dashes in the festive large stone. Of course Ben was splashed till he wasn't fit to be seen, and so he stood up solemnly and exclaimed in an awful awe-inspiring voice: "I stand here under this great blue celestial dome, and I raise my right hand in reverence to heaven and I swear by the Eternal Creator that I'll never again go on a club run with that man Charlie Munder."

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other side of the mountain, and from which can be seen Westminster, Emmittsburg, Hanover, Gettysburg and numerous other towns and villages, together with a great expanse of rich and picturesque country, from beyond the Potomac River on the south to beyond the Susquehanna on the north, and to Parr's Ridge on the east.

Near Monterey a most surprising freak of nature appears hid away in the midst of the woods, "The Devil's Race Course." It is a rugged expanse of broken mountain rock spreading over a mile in length and believed to be the result of the tremendous forces of the glacial period. Across the line dividing Pennsylvania and Maryland to the north and south, lies Pen-Mar, mentioned above, with this name derived from its location between the two States. On the rocky spur, 2000 feet above the sea, towers High Rock Observatory, from which magnificent views are obtained over the Cumberland and Shenandoah Valleys. As far as the eye can reach from the Susquehanna river southward to the Massanutton Mountains, miles beyond the Potomac, stretches the valley, studded with towns, villages, hamlets and farmhouses. The towns of Chambersburg, Hagerstown, Greencastle, Smithsburg, Leitersburg, Waynesboro' and interspersing settlements are taken in by almost one sweep of the eye. The road continues from High Rock upwards to the picturesque points of Brinkwood and Ragged Edge, and to the summit of Mount Quirauk, with the iron observatory affording one of the grandest of views.

If all the points about Hagerstown interesting to cyclers were described it would fill a volume. They follow each other in quick succession. The wheelman going south, sees on his right a few miles after leaving Hagerstown, the College of St. James and the old Ringgold manorial seat. A few miles further he enters upon the historic field of Antietam (to which place a run will be made) and gets a glimpse of the splendid statue or monument in the National Cemetery at Sharpsburg, keeping sentinel over the "bivouac of the dead." Crossing the historic Potomac at the very spot where James Ramsey launched his little steamer in 1787, he lands in West Virginia upon the high rocky precipice over which 3000 Federal troops were driven by Stonewall Jackson.

On the roads from Hagerstown is the wonderful Luray Cave and the Natural Bridge of Virginia. All along are points of historic interest such as the estates of Lord Fairfax and his residence, the old Greenaway Court, while innumerable summer resorts with their fine hotels dot the valley and mountains.

For many years it has been the habit of people of seaside cities to spend some of the summer months in the mountain city of Hagerstown. As a summer resort it possesses many attractions. Its hotels and boarding houses are well kept and moderate in their charges. The climate is cool and as agreable as that of many of the more widely known fashionable resorts. As has been intimated before, Hagerstown is peculiarly situated as regards points of scenic and historic interest. Next to the old battlefield of Antietam, with the old Tanker Church and the bloody pane, both so famous in history, come Lee's headquarters in Sharpsburg, which looks to-day precisely as it did in September, 1862.

The ruins of old Fort Frederick is an interesting relic of pre-Revolutionary times. It was erected by the Colonial Legislature of Maryland, about 1755, during the panic which ensued upon the defeat of General Braddock on his Fort Duquesne expedition.

In the city there are five large and well equipped hotels that would do credit to Baltimore, and numerous smaller ones, besides excellent boarding houses. Many families receive private boarders, so there is ample accommodation for all who come. The prices are, of course, very much less than the same accommodations would cost in the larger cities.

Owing to the beauty of the surroundings of the city, some clubs acquainted with the locality propose to form a wheelman's camp, and have already engaged tents and the proper paraphernalia. This will be a delightful feature, and one barely possible for a wheelman's meet in New York, Boston, Baltimore or other larger cities.

What wheelman has not heard of the Shenandoah Valley riding district, a region superior for cyclers in many respects to the Oranges or Boston. Certainly the members in Pennsylvania, New Jersey, Maryland and the District of Columbia are familiar with it, for their annual tours are nearly always turned in that direction. To quote from the Road Book of the above divisions: "From Reading westward, the delightful Lebanon Valley offers fair grades to Harrisburg, beyond which point the Cumberland, leads past Carlisle and Chambersburg to Hagerstown, and thence as the Shenandoah Valley—that wheelman's paradise—to Staunton, Va. No finer straightaway exists in the Eastern States than that from Reading to the last named town, a distance of 264 miles." Wheelmen coming to the meet from the West via the Baltimore and Ohio Railroad can experience a delightful variety by leaving the train at Martinsburg, W. Va., and riding awheel down the valley to Hagerstown, a distance which cyclometers twenty and one half miles. Leave the pike and cross the Potomac on the ferry at Falling Waters, and take the smooth piked towpath to Williamsport, when you will have entrancing scenery and the novelty of riding with the clear waters of the river and canal on either side, while the hills and mountains tower above. It is more than grand—it is awe inspiring.

As to the season of the year for holding the meet, July 2, 3 and 4, it is a comparatively cool pleasant time in those mountainous regions. My touring has consisted of two weeks in each year spent in the valley, and preferably a little later in July. The contrast in getting away from a hot city to the cool mountains and springs of that country is not the least of its merits.

There has been a great deal of cant and misrepresentation concerning League meets, and no doubt the impression has gone forth to some that the Maryland Division is inviting members of the League to "pay their own way" and that hospitality ceases with the Baltimore meet. Perhaps there is no better way to counteract such a false impression than to publish the following letter to President Luscomb, which is frank enough to explain itself. It was written from one business man to another and not intended for publication, but perhaps it will enlighten some divisions without experience who fear the "burden and expense":

Men of the L. A. W. you will honor us by accepting our hospitality. We know how to entertain you without assuming any unjust burden or expense. We are not aiming to make money, but shall keep inside our income, and if a surplus is left as in the case of the Baltimore and St. Louis meets, why so much the better. The whole thing in a nutshell is simply this: When preparing for a League meet, *provision* is necessarily made to entertain the greatest number that could by any possibility be expected. Naturally the number attending the meet falls short of this extreme limit and expenses are just so much less and leave a surplus.

BALTIMORE, April 24, 1889.

My Dear Mr. Luscomb—It is exceedingly gratifying that the Executive Committee has accepted the invitation to hold the League Meet at Hagerstown, as announced in yours of yesterday.

I have, my dear Mr. Luscomb, considered most carefully "the departure from the line of previous meetings intimated in your letter of inquiry, upon the matters of expense and costly entertainment," and "the judgment of the present administration that it is a mistaken principle that the National Meeting should be a financial burden and drain upon resident members" will be joined in by every practical wheelmen of right spirit. Mark well the words: "Expense and costly entertainment" and "financial burden and drain." Do not judge me too harshly if you should learn of any action of mine that *appear* to you as inconsistent with your kind advice and of my thankful acceptance of it, for I do assure you I am loyal to you, to your administration and to the League *and shall be governed by your advice*.

To speak in good, common, ordinary, every-day Anglo-Saxon, it makes me awfully weary to read some of the literary effusions emanating from a few—thank God, very, very few—members of this Division. It does some harm, to be sure, for it all appears reasonable and sensible, and thus has its effect upon members of the division at large. But to the very few who know the full details of arranging for the Baltimore League Meet, the sickly sentimentalism of "taxes on members," "financial strains," and all that literary ipecac acts as a truly severe mental emitic. You will bear me out in this, my dear Mr. Luscomb, when you become possessed of the facts, and those cold persuaders I propose to give to the wheeling public, if it is found necessary to do so.

Maryland is a loyal, noble, generous, hospitable division, and I love her. She is my pride, and none the less, because with all her generous chivalry she is at the same time a good, practical business division. She generously entertains guests, but at the same time she does not lose sight of a good business investment. Before the Baltimore meet, this division was in debt, but a practical mind in the person of then Chief Consul J. Kemp Bartlett, Jr., saw the opportunity of increasing interest in cycling in the State, increasing membership and thus enhancing revenues, and a good business scheme of a League meet upon which a fair margin would be left. Accordingly, the invitation was given and the meet held, and the Division came out of it with a legitimate profit of some twelve hundred dollars after entertaining the guests generously. My dear sir, there was no tax on anybody, nobody suffered and everybody was pleased. Baltimoreans are usually generous, but they are practical too. Business men seldom give money without an equivalent. The money gotten for the entertainment of the League was mostly from a business investment of business men who received and expected to receive *quid pro quo*. The money was derived from hotels which made a profit from the guests even while

giving them reduced rates, from cycling firms who made a profit on the sale of machines to the increased membership induced by the increased interest, from merchants who derived a profit from increased sales to an increased floating population, from profits on the official programme, from profits on a sort of church fair affair, a raffle, whatever one chooses to call it, whereby wheelmen all over the country purchased chances in a lot of cycles and which netted something like fifteen hundred dollars, from profits on the races, from the sale of tickets to the entertainments, from *taxes on the pockets of local cyclers* (oh, ye gods) to the extent in my own case of five dollars, and I will risk my reputation for veracity by affirming that the whole amount raised from taxes on the pockets of local cyclers, outside of those engaged in the cycling business, would not average twenty-five cents for each wheelman of the State. I farther affirm, that I, myself, without assistance, could, with the exception of the official programme, duplicate the preliminaries and arrangements of the Baltimore Meet, by two weeks personal attention to the matter, and without seriously affecting my private business. We had a committee of fifteen to arrange for that one, and the personal expenses of the committee were paid so far as known, certainly mine were, and I know others were and should be. There is, of course, some little personal time and attention to the reception and care of the visitors," but so there is, my dear Mr. Luscomb, in social every-day life and it is considered a pleasure and a privilege by every refined or generous nature.

But enough of that. I simply want to assure you that the privilege of entertaining the League is not a burden but a pleasure. Let each division decide for itself what the word entertainment shall imply. As for Maryland, we would be glad to "point a moral" for other divisions, but we cannot do it at the cost of our reputation for hospitality, especially when that reputation is so cheaply acquired. I can assure you, however, that we are plain business men and will not involve the division financially, or sacrifice the pleasure of any local cyclist. We hope to depart from the usual rut of entertainment, and produce unique features at less cost that will be enjoyed much more. Trust us and you will not regret it. We have the success of the administration of the League at heart, whoever sways the gentle sceptre.

Will you kindly put me in the circumlocution to have several L. A. W. championship events assigned to us for the races?

I shall be glad to have free communication with you, and if it can with propriety be done, without the official starch that pertains to our positions, and which sometimes hampers ideas. Please talk to me frankly, as I am sure your advice will be valuable, and I do not want to embarrass you by any deeds of mine or my division's.

Sincerely yours,

ALBERT MOTT.

MR. CHARLES H. LUSCOMB,
President L. A. W., 289 Broadway, N. Y.

So, no one need hesitate about coming on account of the burden and expense to the Maryland Division. From the indications in my correspondence, and reports brought by members on their travels, the meet at Hagerstown promises to be the largest in attendance of any yet, and it can be safely promised that the enjoyment will be the greatest, for if a place for a wheelman's meet were to be made to order it could not much surpass Hagerstown, and therefore the entertainment part is quite simple.

Respectfully and truly yours,

ALBERT MOTT,
C. C. MD. Division.

MISSOURI DIVISION MEET.

THE coming Division Meeting at Sedalia, on July 3d and 4th, is the chief topic of conversation at the clubs, and if the interest taken is any criterion, it will be better attended than any yet given in Missouri. Consul Kelly, as chief director, is hard at work getting up his committees, and the able men he has placed at the head of them will surely help to make the meet a big success. The full programme has not been announced as yet, but will be about as follows: First day, July 3—Reception of wheelmen, and escort to hotels; 9 A. M., ran to McAllister Springs, a beautiful summer resort, situated about 20 miles northwest of Sedalia, which contains a fine hotel, where dinner will be had; 6.30 P. M., return by special train to Sedalia; evening, smoker at one of the hotels. Second day, July 4—Parade at 9 A. M.; Missouri Division meeting at 11 A. M.; dinner; races at 2.30 P. M. at Sicker's Park. The races will number ten, among which will be one for safeties. L. S. C. Ludish has been asked to take charge of this part of the programme, and his acceptance of the position will insure good sport. Our best men as well as Kansas City's will enter, and the long talked of races between Haynes, Gordon and Hodgen will no doubt be contested there. Valuable prizes will be offered for each event, a full list of which will be published later. LINNEUS.

"JIM."

BY "JACK."

HERE'S the little coat—but oh!
Where is he we've censured so?
Don't you here us calling near?
Back! Come back and never fear.
You may wander where you will,
Over orchard, field and hill.
You may kill the birds or do
Anything that pleases you!
Ah! This empty coat of his!
Every tatter worth a kiss;
Every stain as pure instead
As the white stars overhead;
And the pockets—homes were they
Of the little hands that play
Now no more—but absent, thus
Beckon us.

"Ah yes, boys," said old Pete, "poor Jim! Jim with the blue eyes and the tangle of golden hair—well do I remember Jim.

When he died, he seemed to carry off a part of me with him, but that's nigh on twenty years ago.

"Who was Jim?" you say; well, I'll tell you. Jim was my only child, all that his flower-like mother left to remind me of herself. But 'scuse me if I drop a tear once in a while, when I think of the lass that sleeps 'neath the cedar trees in the rough burying ground in Crocket's Gulch.

When Jim's mother died Jim was only two years old, and did not understand what ailed me arter my gal was tuk. But I felt so lonesome that Jim sorter nestled hisself into my heart 'and comforted me. I was drivin' steers for a cattle-man in Wind River arter my gal was tuk, and had fotched Jim 'long to be sort of company for us both, and part because I did not feel like trustin' him with wimmin-folks as was not his mother. Jim used to sit in the big ox-wagon and say 'Dim is dood, dood, and will dwive dem steers some day.' Then I'd pat Jim's cheek over the side of the rocking ox-wagon and would feel companionable like.

At the cabin I used to feed Jim and wash Jim and mend his clothes, too, purty nigh as good as most of the wimmin-folks kin.

It seemed unchful arter a while for me to sot about fixing Jim, tho' he seemed too soft and pretty for my coarse hands to touch at first. One day when I was out gettin' some things at the 'grocery' I happened to look back and I saw a blaze from the cabin roof. I threw my groceries down and rushed headlong down the road to the house to find it all in flames, an' Jim lying on the floor with his little shirt burnt off him.

Jim was unconscious an' lay mourin'—the little angel. The kerosene lamp had sploded, and Jim had tuk afire. I pulled Jim out an' I laid him on the prairie. Jim opened his eyes.

'Jim is dood, dood,' he moaned, 'Jim is dood.' Then I knelt down and said the first prayer I'd said sence his mother died. 'Oh God spar my boy—tak' me but spar Jim,' I prayed, and then I thought of going for assistance.

I couldn't leave Jim there; no, he might die before I came back. I tuk him up as tenderly as I could and wrapped him in my coat. 'Jim is dood, dood,' he wailed; 'dood bye, Jim is dood.'

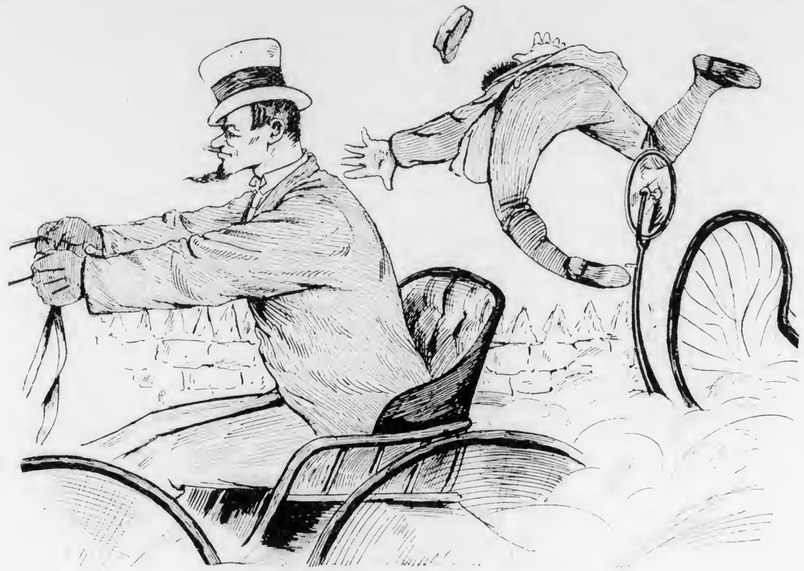
Yes, Jim was good, but he never opened his eyes again.

* * * * * * * * *

Hunk and Josh and I buried him 'side his mother. Now boys you ask why I am a quiet, old man. Guess that would quieten most any man. It quietened me, sure 'nough. My poor Jim. 'Jim is dood.'

No thanks, boys, no drink to-night, thank 'e just as much, but when I gets to thinkin' of Jim and Martha, it sort of makes me feel 'ligious, and I don' think drinkin' is 'ligious and would not be showin' my respects to Jim," said the old plains man huskily, as he left the shanty, and we, through the cracks on the side of the old clay chimney, saw him take out his red handkerchief and wipe his eyes, and kneel down among the old bricks and cans, which lay littered around the edge of the cabin. There was more than one of the crowd whom the story of Jim had influenced, and no one took a drink that night. And that was savin' a good deal for a crowd like us ones. "Jim was dood," we heard the old man mutter in his sleep that night, and we knew that he had climbed to the stars and was in the spirit with his wife and little Jim, and when "old Pete" got killed by a bullet out of Ned Rice's Winchester in O'Leary's saloon in '74, 'cause Ned happened to be in his cups, and shootin' wild had missed the man he intended to hit, we knew that old Pete died like a Christain and had more 'ligion than some of your "loud professors." Now he is with Martha and "Jim," for we had Pete frozen stiff by the best undertaker in Clifford, and sent out to Crocket's Gulch, where the crowd personally conducted the fun'ral.

If there's a land beyond the stars, then you can reckon on finding "old Pete," and if Pete's thar so is "Jim."



The "Road Hog" as We Have Met Him.



The "Road Hog" as We Hope to Meet Him.

McDANIEL-KOLB.

Editor Bicycling World: I should have thought that L. A. W. No. 16,880's recent feat in ground and lofty tumbling would have given him sufficient publicity for a while, but I see that he has taken up the cudgels in a thankless cause, and one that had much better have been dropped. Since I have learned that he is the one who inserted the account of the McDaniel-Kolb race, I willingly acquit him of any *intentional* misrepresentation, but I would suggest that hereafter he be careful to inform himself as to the facts of a case before publication, as in the matter referred to the slightest inquiry would have shown conclusively that the race was *not* a club affair, and its publication as such, together with the public retraction which such a charge rendered an absolute necessity, (for 16,880 is too well posted to suppose for an instant that such a mis-statement would be allowed to go uncorrected when it reflected upon an entire club), is calculated to cause a feeling that is to be deplored. A club race must be, necessarily, one which is arranged between and by the clubs themselves, and cannot be the result of a personal arrangement between two members, as 16,880 well knows. He states that I did not say who beat Merrihew. Very true: Mr. Merrihew was the first single rider to cross the line, and I never knew of any attempt being made to claim that an ordinary was equal in speed to a tandem bicycle. A little friendly emulation does cycling and club life no harm—rather the contrary; but I do not, if you please, gentlemen, allow an occasion of this sort to be magnified into such undue prominence as to create any dissension whatever. Better, a thousand times, to let racing of any kind drop into the deep, deep sea of oblivion. Surely there can be a generous spirit of rivalry on the road and path, between various clubs, without the necessity arising for mis-statements which are likely to create trouble. I feel sure that no one will more cordially unite in thissentiment than 16,880. "ARIEL."

Philadelphia, May 27, 1889.

THE CLARK-DAVIS FOUL.

Editor Bicycling World:—In reply to your letter of inquiry I will give you what I believe to be the right side of the affair. On the third lap in the final heat of the Intercollegiate championship two-mile bicycle race Greenleaf was leading with Davis just overlapping, and Clark overlapping Davis by half a wheel. Clark rode the three laps previous to the accident as I never saw anyone ride on a track before. His front wheel was constantly inside Davis' pedal, only two or three inches from the rear wheel. Davis spoke to him on the second lap, saying "Look out or you will foul me," but Clark paid no attention. The pace was pretty hot for the third lap, about 2.50, and as the men swung into the curve Clark's wheel came into collision with Davis' rising pedal. Clark lost five spokes and dismounted, he and his trainer at once claiming a foul.

Davis rode on after Greenleaf—one of the officers calling to them to go on—and Mr. Lathrop, Havard's trainer, calling to Davis to claim a foul on Clark. Davis won, with Greenleaf second, by five yards. He at once went to the referee to claim the foul, but Mr. Curtis answered that he did not want to hear any more on the matter as he had already heard the whole story [Clark's] and had made up his mind. His decision was: Davis disqualified, the race called off, Gubleman given third place, and Clark and Greenleaf to ride for first and second place—altogether a most remarkable decision. The referee heard but one side of the story and took it for granted that it must be Davis' fault since Clark's wheel had got the worst of it. The accident was simply the fault of Clark's reckless and extremely unfair riding.

In conclusion, I would like to say that trainer Corcoran behaved about as badly as possible during the whole meet. He continually made use of offensive language on the track and in the dressing-rooms. In connection with this a rather amusing incident happened. Mr. Eliot Norton was walking Davis' wheel up to the scratch when Corcoran came up behind and sneered, "Have you got your coffins for your men yet?" Mr. Norton asked Corcoran whether he or any other Yale man would like to bet on the result of the race. Corcoran's very amusing crawl was, "I thought you was a gentleman, Mr. Norton, not a gambler.

Yours sincerely. R. H. DAVIS.

ANOTHER VERSION.

THE wisdom of the League's rule barring safeties from ordinary races was most forcibly demonstrated by its violation in the two-mile inter-collegiate race at Berkeley oval last Saturday. When I saw the two safeties come up to the scratch I called Referee Curtis' attention to it on behalf of the man I was to push off, assuming, naturally, that the college men had been wise enough to incorparate the League rule in their regulations. The referee showed me the rules under which he was directed to act, stating that any form of bicycle was eligible, and said he could do nothing else but let the rear drivers start. I contented myself with expressing the fear that there was danger of trouble, pushed my man off, and went to my seat on the bank near the west curve to await results. No trouble came until the final heat, though there were several close shaves in the trial. Greenleaf was leading near the pole, with Davis (safety) following, and Clark close behind him. As they rounded the curve where I was sitting Clark lapped Davis on the outside. Davis gave a sudden wobble toward the outside and the feared collision came, knocking several spokes out of the wheel of the Yale man, who stopped and claimed his foul. It was allowed by the referee and the judges. Davis was disqualified, and the decision met with the almost universal approval of the spectators; not that is was Davis's intentional fault, few believe that. It was due to his wheel and the disregard of reasonable regulations made by those who have learned the wisdom of them by experience. JONAH.

ANNUAL MEET KENTUCKY DIVISION, L. A. W.

The Annual Meet of the Kentucky Division, L. A. W., will be held at Danville on Monday, June 10.

The Louisville Cycle Club has selected the following route: Leave Louisville on Saturday morning; to Bardstown, via Mt. Washington. On Sunday to Danville, via Springfield and Perryville. The Kenton Wheel Club will leave Covington on Friday, 7th, at 5 P. M., on steamer to Maysville; on Saturday to Lexington, via Blue Lick Springs and Paris. On Sunday to Danville, via Richmond and Lancaster.

A combined run to Crab Orchard Springs will be a feature of the meet. Business meeting convenes in the evening at the League Hotel. Perkins House—League Hotel—rates, $1.25. All are invited, unattached as well as L. A. W. members.

ED. H. CRONINGER, Chief Consul.

INTER-CLUB RUN AT PHILADELPHIA, ON DECORATION DAY.

AN important step was taken by the Associated Cycling Clubs, at their regular meeting, at the Pennsylvania club house, on Tuesday last, when the delegates voted to hold an inter-club race and dinner on Decoration Day. The Pennsylvania Bicycle Club house will be headquarters, and the various clubs will assemble there at 9.30 A. M., starting at 10 o'clock for the Lancaster Pike, with Devon as the objective point. Dinner will be had at the famous hostelrie known as Devon Inn, where arrangements have been made by the Committee for dinner at 2 o'clock, at the rate of $1.00 per head, a reduction of 50 cents.

It is hoped and expected that a full turnout will be in attendance from all the clubs, and a large demonstration cannot fail to impress itself upon the public at large. This action upon the part of the A. C. C. marks a new era in its history, and the good work thus inaugurated may, it is hoped, be continued in the future.

THE 25-MILE HANDICAP ROAD RACE.

BELOW we give result of the great 25-mile handicap race over the Milburn-Irvington course on Decoration Day. Thirty-five men faced starter and twenty-two finished as given below:

The fourth man, J. Bensinger, made the best time of the race, 1h. 31m. 49s.

1. W. F. Murphy, Kings Co. Wheelmen, 8m. start—1.32.05.
2. F. R. Miller, Riverside Wheelmen, 13m. start—1.37.15.
3. W. G. Class, Brooklyn Bi. Club, 9m. start—1.33.38.
4. John Bensinger, Kings Co. Wheelmen, 9m. start—1.31.49.
5. C. M. Murphy, Kings Co. Wheelmen, 7m. start—1.39.43.
6. Fred Conningsby, Brooklyn Bi. Club, 9m. start—1.29.57.
7. J. F. Borland, Brooklyn Bi. Club, 9m. start—1.40.51.
8. C. Elliot, Wilmington, Del., 10m. start—1.41.17.
9. F. B. Kesse, Kings Co. Wheelmen, 6m. start—1.41.47.
10. W. H. Putney, Manhattan Bi. Club, 13m. start—1.42.04.
11. T. J. Hall, Kings Co. Wheelmen, 4m. start, 1.44.04.
12. R. W. Steves, Kings Co. Wheelmen, 7m. start—1.44.44.
13. B. F. McDaniels, Wilmington, Del., 4m. start—1.47.04.
14. N. F. Waters, Brooklyn Bi. Club, 9m. start—1.47.39.
15. F. M. Dampman, Honeybrook, Pa., 2m. start—1.47.40.
16. F. Elliot, Wilmington, Del., 10m. start—1.48.19.
17. H. J. Hall, Jr., Kings Co. Wheelmen, scratch—1.48.53.
18. E. P. Baggot, Hudson Co. Wheelmen, scratch—1.48.56.
19. S. W. Merrihew, Wilmington, Del., 1m. start—1.51.54.
20. E. Von Wagoner, Newport, R. I., 10m. start—1.52.52.
21. Z. Lofland, Wilmington, Del., 10m. start—1.53.3.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

22. J. L. Robertson, Hudson Co. Wheelmen. 10m. start—1.53.9. W. I. Welhelm, Reading, scratch, did not finish; George M. Nisbett, New York Bicycle Club, 4 m. start, did not finish.

PROVIDENCE, R. I.

(Special to the World.)

ONE-MILE novice—G. B. Armstrong, first; L. L. Clark, second. Time, 3.36 1-2.

Two-mile L. A. W. championship—J. P. Clark, first; M. Scott, second. Time, 6.58 3-5.

Two-mile safety—Awarded to G. A. Pickett without contest, as E. A. Bailey and R. H. Davis were disqualified until Augvst 1 for competing in a race in which ordinaries and safeties were started.

State championship, three-mile—M. Scott, first; C. H. Weld, second. Time, 11.24.

One-mile open—L. Forster, first; J. W. Schoeffer, second. Time, 3.31 1-5.

One-mile safety handicap—W. S. Doane, 125 yds., first; G. A. Pickett, 125 yards, second. Time, 3.23.

One-mile safety, State championship—M. Scott, first; B. F. Bruce, second. Time, 3.53.

One-mile handicap—G. A. Armstrong, 200 yds., first; L. L. Clark, 175 yds., second; G. M. Worden, 150 yds., third. Time, 3.35.

One-mile tandem safety—E. W. Bailey and W. S. Doane, first; A. C. Banker and J. W. Schoeffer, second. Time, 3.34.

One-mile team race—Dorchester, Mass., Bi. Club, first; Hartford Bi. Club, second.

One-mile tandem safety handicap.—Clark and Benson, 125 yds. first; E. W. Bailey and W. S. Doane, second. Time, 3.18 1-4.

CHICAGO-PULLMAN HANDICAP ROAD RACE.

(Special to the World.)

F. BODACH, 11 m. first, time 1 h. 0 m. 13 s.; F. L. Dale, 19 m. 30 s., second, time, 1 h. 1 m. 58 s.; G. H. Pratt, 11 m., third, time, 1 h. 3 m. 17 s.; H. W. Harland, 12 m., fourth, time, 1 h. 4 m. 28 s.; W. B. Hassard, 11 m. 45 s., fifth, time, 1 h. 5 m. 58 s.; A. Guthrie, 8 m. sixth, time, 1 h. 2 m. 33 s. A. E. Lumsden wins the time medal, riding the distance in 56 m. 45 s. Roads in a horribly heavy condition. "STROLLER."

RACING.

AT ALBANY—Track (Two mile bicycle race).—First prize, cigar case, $20; second, silver cup, $10. Kittinger, Hamilton won; Hills, Union, second. Time, 7.37 1-2.

AT PHILADELPHIA—Road.—The five-mile road race of the Camden Wheelmen was run off on Saturday before a large attendance from both sides of the Delaware. The race was from the five-mile stone on the Haddonfield pike to Camden, and was an interesting one from start to finish, the handicapping giving the new men a chance which they were not slow to improve. Samuel Buzby, with a handicap of 55 seconds, finished first, crossing the line in 19.13, with A. B. Eyre, 70 seconds, second in 20.10, and L. Browning, 90 seconds, third; time, 20.35. Jessup, Green and Weaver finished fourth, fifth and sixth respectively, although Fithian would have crossed either fourth or fifth had he not taken a header while closing in to the finish in company with Jessup, thus throwing him out of the race. The affair was a very successful one, and the club will repeat it in the Fall by holding a 20 mile road race. ARIEL.

AT DENVER—Road.—The road race at Denver, Col., over a 32 1-2 mile course resulted in victory for Robert Gerwing in 2h. 2 1-2m.

MEMPHIS, Tenn.—Road.—The two-mile road race between C. J. Scherer and W. A. Whitmore took place May 19 over a course commencing at a point in front of the L. and N. depot, thence straight down Main street to ehe north side of South street, a diitance which is a fraction over two miles. The run was made in 11 1-2 minutes, which is very good for a road such as the one taken. Mr. Scherer won the race on a spurt. It was a hard fight at the finish. Mr. Whitmore fell in his desperate effort to pass his rival.

As to the long-distance medal fiends, the score on Saturday night, May 18, stood: Julius Seelig, 1,375 miles; Phillips, 1,230; Alberts, 870; William Wood, 672; Whitmore, 440; J. Wood, 438; Haylie, 275 miles. ANCHOR.

AT ST. LOUIS.—A telegram received states that "the Stone-Lumsden race is again postponed to June 5th on account of the muddy condition of the track. This morning the contractor and the sun got the mud off it by three o'clock, leaving the track in fair condition. The race could have been run but for the hasty postponement. The balance of the programme was run off, however, creditable time being made." LINNEUS.

AT NEW YOSK—Track.—In the run.off of the inter-collegiate race at Berkeley Oval, Clarke of Yale won over Greenleaf of Harvard in 6.48 and by a distance of some 15 feet.

AT CINCINNATI—Road—The muddy condition of the road necessitated a one week postponement of the race which was to have been held on the 26th.

MR. COREY AND THE SPRINGFIELD ROADSTER.

As hinted by us some few weeks back, we can now announce authoritively that Mr. H. D. Corey has gone back into the cycle business, and has accepted the important post of Secretary of the Springfield Manufacturing Co.

Mr. Corey was for five years connected with Messrs. Stoddard, Lovering & Co. in the capacity of manager of their Rudge department, but has been out of the business for about six months. Later he was with Pope Co. until his private affairs demanded his attention, but having the position offered him, and believing in the future of the Springfield Roadster Machines, he has returned to a business in which he has made such an excellent record. The company had their machines made in Worcester for the first two years, but with their increasing business they decided to become their own manufacturers, and accordingly have now at Highlaneville, Mass., a large factory, equipped with fine machinery. Some little difficulty has been experienced so far this year in filling orders incident to the erection of new machinery and getting matters into shape, but now, with a factory of large capacity which employs on an average 125 men, they feel that the company is in as good a position to manufacture bicycles as any company in this country. They are catching up with orders and will soon be in good shape.

They have a fine line of agencies and a good established business, and Mr. Corey will occupy about the same position as he did with Messrs. Stoddard, Lovering & Co.

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

ORATON HALL corner of Broad and Bridge street, Newark, N. J., is now devoted almost exclusively to bicycle riding. Beginners can have a lesson during the day and every evening up to 10 P. M. Howard A. Smith, proprietor.

F. E. SPOONER, who won the 100 mile race at Chicago in the "indoor record in competition," time of 5.54.40, rode a Victor Light Roadster against others who rode full racing machines. Mr. Scherer, who won the match race at Memphis last week, rode a Victor Safety. Also Mr. Gerwing, who won the Denver road race, rode a Victor Light Roadster.

IRA PEREGO, of New York, whose advertisement appears in this issue, is one of the the largest "sporting sundry" dealers in the country. They are now advertising caps in these columns, and those who are sensible and like light head gear for hot weather, will do well to send Perego an order, as the goods he are bargains.

HOWARD A. SMITH & CO., Newark, N. J., have added to their stock of supplies a lot of "Rush" helmets which intending tourists should examine.

A STRIKING illustration of the ease with which ladies learn to ride the safety bicycle, is that of a young lady of East Orange, N. J., without previous experience on any form of cycle, obtained control of her machine after three-quarters of an hour, and succeeded in mastering the mount on the first attempt. She rides a Special Premier Safety. Mr. Johnson says that of the large number that learned this season, he has yet to find one who has not shown greater aptitude for it than the average man. Lady safety riders are now seen in every direction on the Orange macadams, and the spectacle excites no more comment than does a lady on foot or in a carriage. There is already considerable talk among the ladies of a separate organization in the Oranges, and there is little doubt that a club will soon be formed, composed entirely of lady safety riders.

ONE of the most richly colored advertising hangers we have ever seen is the one issued by the Overman Wheel Co. It represents a martial figure with winged helmet riding a winged wheel. The rich purples, reds, yellows and blues of the lithograph make up a very rich effect. It is handsomely framed in oak and gold, and will prove an ornament to any office or room.

FIXTURES.

JUNE.

4, 5, 6—Kansas Div. L. A. W. Meet, Ottawa, Kansas.
4, 5, 6—Kansas Division Meet, at Forest Park, Ottawa, Kansas.
5—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clark, 25 Broad street, New York.
6—Cyclist Union Meet at Clarksville, Mo.
10—Kentucky Div. L. A. W. Meet, Danville, Ky.
12—Huntington, L. I., Bicycle Club Rade Meet, S. C. Ebbett's Huntington, L. I.
15—L. A. W. Race Meet at Brooklyn Athletic Grounds. Entries close June 8, with L. N. Wise, 1,281 Bedford avenue, Brooklyn.
18—Two-mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.
17—Massachusetts Division Spring Meeting at Squantum, Mass.
28, 29—Kings County Wheelmen's Annual Meet, at Washington Park, Brooklyn. Address W. C. Nellis, 1,255 Bedford avenue.
3.—Massachusetts Union run to Massapoag House, Sharon. Address Capt. A. W. Robinson, 33 Winter street.

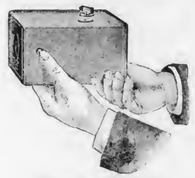
JULY.

1-2—C. W. A. Annual Meet at St. Catherines, Ont.
2, 3, 4—League Meet at Hagerstown, Md. Address all inquiries and applications for entry blanks to Harry B. Irvin, 34 West Franklin St., Hagerstown, Md.
3, 4—Missouri Division Meet, Sedalia, Mo.
4—Race Meet at Brownsville, Pa.
4—Lancaster, Pa., Races.

OCTOBER.

23-26—Macon, Ga., Race Meet.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of releasing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
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Psycho Light Roadster, Weight, 38 Pounds.



Ladies' and Gentlemen's Psycho. Three Weights, 39 lbs., 44 lbs. and 50 lbs.

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FOR 1889.
7 Forms of Safeties,

Varying in Weight, Size and Construction.

4 Weights for Ladies, ALL

Suitable for Men.

The Bicycle of the future will be a dropped frame machine suitable for BOTH SEXES.

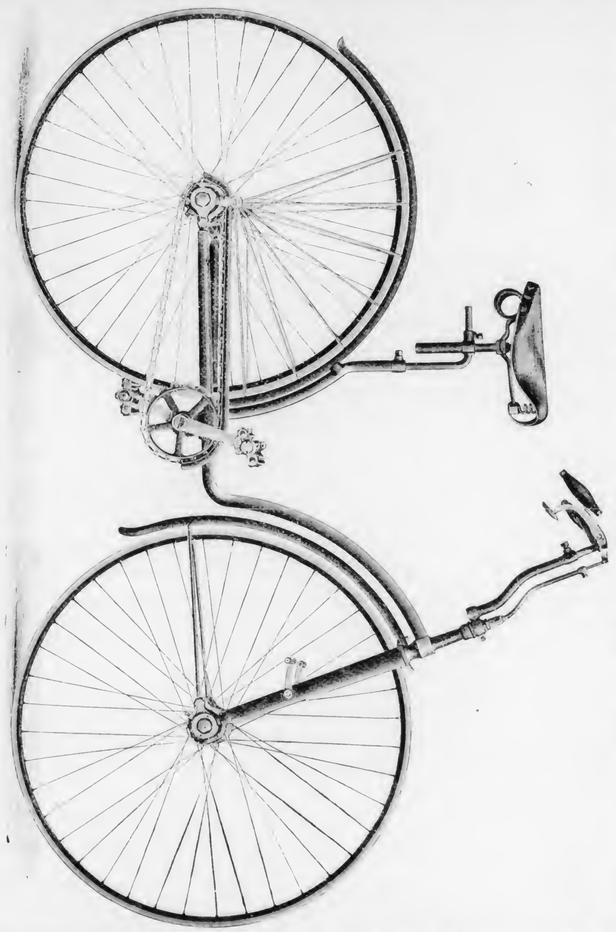
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W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street. New York, for New York State,
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.

Howard A. Smith & Co's

Second - Hand List,

ORATON HALL,

NEWARK, N. J.

Note the Reduction in Prices.

List No.	Size.	Make.	Bearings.	Finish.	New price.	Price now.	Condition.
425	54	Club,	Ball, Nick.	$180.00	$55	Good
402	50	Club,	Ball, Nick.	175.00	60	"
171	54	Am.Star,	" 2-3 Nick.	100.00	40	"
470	52	British Chal.,	Ball, 2-3 Nick.	100.00	60	Good
486	48	Am. Star,	" Nick.	100.00	35	"
480	54	Harvard,	Ball, Enam.	140.00	55	"
503	54	British Cham.	Ball, Enam.	137.50	55	"
508	51	Special Star,	" Enam.	140.00	55	"
510	50	Premier,	Ball, Enam.	120.00	35	"
520	54	Royal,	Ball, Enam.	135.00	90	"
521	52	Royal,	Ball, Enam.	135.50	70	Good
522	50	Royal,	Ball, Enam.	130.00	90	"
523	51	Club,	Ball, 2-3 Nick.	100.00	35	Good
530	53	Col. Lt. R.,	Ball, 2-3 Nick.	137.50	75	"
544	48	Royal,	Ball, Enam.	120.00	60	Good
545	50	Expert,	Ball, Enam.	140.00	65	"
561	51	Special Star,	" Enam.	135.00	60	"
570	50	Expert,	Ball, Nick.	142.50	75	"
577	50	Am. Rudge,	Ball, Nick.	102.50	50	"
576	54	Am. Club,	Ball, Enam.	160.00	35	"
583	51	Special Star,	Ball, Enam.	125.00	50	Good
593	51	Special Star,	" Enam.	142.50	80	"
597	50	Volunteer,	Ball, Enam.	160.00	70	"
053	50	Am. Club,	Ball, Nick.	140.00	60	Good
051	48	Ideal,	" Enam.	45.00	35	Good
601	52	Expert,	Ball, Nick.	140.00	55	Good
600	50	Ideal,	" 2-3 Nick.	60.00	40	"
612	53	Am. Star,	" 2-3 Nick.	80.00	50	Good
614	54	Expert,	Ball, "	145.00	60	Good
617	52	Expert,	Ball, Nick.	142.00	60	"
634	50	Union,	" Enam.	62.50	25	Good
638	42	Ideal,	" Enam.	55.00	20	Good
641	54	Am. Club,	Ball, 2-3 Nick.	160.00	35	Good
642	50	New Rapid,	Ball, 2-3 Nick.	130.00	85	"
644	48	Special Star,	Ball, 2-3 Nick.	135.00	75	"
646	56	Expert,	Ball, 2-3 Nick.	115.00	65	"
650	52	Expert,	Ball, Enam.	125.00	50	Good

Tricycles and Tandems.

511	48	Victor,	Ball, Enam.	$160.00	$55	"
534		Humber,	Ball, Enam.	185.00	75	Good
559		Humber,	Ball, Enam.	285.00	90	Good
576		Star,	" Enam.	160.00	80	Good
627		Victor,	" Enam.	160.00	90	Good
651		Humbe		180.00	75	Good
652		Col.				"
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Safety bicycle.

Largest Sundry House in the United States.

Send for Illustrated Catalog and Price List.

Agents wanted in unoccupied Territory.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

Connecticut.

A meeting of the Board of Officers of this Division will be held Monday, June 10th, at 3 o'clock in the rooms of the Columbia Cycle Club, Hartford. The advisibility of holding a Division Meet will be discussed and the presence of every member of the Board is desired. Fraternally, E. A. De Blois.

Missouri.

I have appointed Mr. Harry Waterman, Local Consul for Lockwood, Mo. Yours truly,
W. M. Brewster, C. C.

Century Run.

J. R. Lincoln Edwards, Secretary of the Associated Cycling Clubs, writes that the hotel arrangements in Philadelphia are as follows and not as published in previous issue:

Continental, per day.....$2.50
Lodging, supper and breakfast.....2.00
Colonnade.....2.50
Lodging, supper and breakfast.....2.25

Geo. A. Jessup, Chief Consul.

New York Nominations.

Geo. M. Nisbett, Secretary-Treasurer New York State Division L. A. W.:

Dear Sir—At the meeting of the Nominating Committee held May 22d, at 17 and 19 West 14th St., the following gentlemen were present.

Geo. Dakin of Buffalo, N. Y., by proxy H. E. Raymond of Brooklyn, N. Y., and W. H. De Graaf of New York City.

The meeting was called to order at 10:30 A. M. and the following gentlemen were unanimously nominated for the offices of the New York State Division L. A. W., for the ensuing year:

W. S. Bull of Buffalo for Chief Consul, M. L. Bridgman of Brooklyn for Vice Consul, Geo. M. Nisbett of New York for Secretary-Treasurer.

Yours fraternally,
signed W. H. De Graaf,
Chairman Nominating Committee.

New York.

To the members of the New York State Division:

In accordance with Article 5—Sect. 1—New York State Division By-laws, I hereby appoint the following committees:

1st District—J. M. Warwick, No. 30 Broad street, New York City; E. L. Shriver, Metal Exchange, New York City; Jos. L. Miller, No. 158 West 125th street, New York City.

2d District—G. W. Mabie, No. 50 Putnam avenue, N. Y.; James Fax, Temple Court, New M. L. Bridgman, No. 1255 Bedford avenue, N. Y.

3rd—Joshua Reynolds, Columbiaville, N. Y.; 38, No. 11 Wall[illegible] Blk, Troy, N. Y.; Jos. C. ad, No. 455 Madison avenue, Albany, N. Y.

4th District—L. S. Wilson, care "Journal" Office, e. N. Y.; A. B. Gardner, No. 11 Broad street, N. Y.; Jas. L. Hickok, National Bank, Auburn.

5th District—H. W. Ballard, No. 374 Main street, kkeepsie, N. Y.; E. H. Towle, Binghamton, N. ockstrader, No. 118 Lake street, Elmira, N. Y.

6th District—R. C. Chapin, White Bldg., Buffalo, N. Branch, No. 82 East Tupper street, Buffalo, obt. Thomson, No. 90 South St. Paul street, , N. Y.

The boundaries of the committees and the boundaries of districts are defined in Article 5, Sections 1, 2, and 4 as follows:

Sect. 1. For the purpose of electing general Representatives, the Division shall be divided into districts as follows:

1st District—New York, Richmond and Westchester Counties.

2d District—King, Queens and Suffolk Counties.

3rd District—Columbia, Greene, Rensselaer, Albany, Saratoga, Washington, Warren, Hamilton, Essex, Franklin, Clinton, Schenectady, Montgomery, Schoharie and Fulton Counties.

4th District—Wayne, Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herkimer, Oneida, Madison, Onondaga, Seneca, Yates, Ontario, Steuben and Schuyler Counties.

5th District—Chemung, Broome, Chenango, Otsego, Delaware, Sullivan, Ulster, Dutchess, Orange, Putnam, Rockland, Cortland, Tompkins and Tioga Counties.

6th District—Niagara, Orleans, Genesee, Wyoming, Erie, Livingston, Cattaraugus, Chatauqua, Monroe and Allegany Counties.

Sect. 2. Each district shall be entitled to one Representative for each one hundred members of the Division residing therein, on the first day of July in each year.

Sect. 3. On or before the first day of June, in each year the Chief Consul shall appoint a committee of three in each district, whose duty shall be to recommend suitable nominations for general Representatives from their respective districts; such nominations to be sent to the Secretary-Treasurer of the Division on or before the first day of July. In event of the failure on the part of these committees to perform this duty, the Chief Consul and Secretary-Treasurer shall nominate. All nominations to be published in the Official Organ, on or before July 1st.

W. S. Bull, Chief Consul.
Buffalo, N. Y., May 23rd, 1889.

New York.

To the members of the New York State Division:

I hereby appoint Mr. H. E. Raymond a member of the Division Nominating Committee, vice Mr. H. C. Spaulding Jr. deceased.
W. S. Bull,
Buffalo, May 10th, 1889. Chief Consul.

To the members of the New York State Division:

There should be a consul in every place where there is a League member; and, as there should be no place in New York where there is not a League member, I want a consul and League Hotel in every city, town and hamlet in the Empire State. The following vacancies must be filled at once as the touring season is at hand:

Town.	Consul.	Hotel.
Albany,		Hotel Kenmore
Alden,		Martin's Hotel
Alfred Centre,		Burdick House
Amsterdam,	Seba Conover,	Hotel Warner
Angelica,	I. W. Warner,	Charles Hotel
Angola,		Union House
Arcana,	Frank H. McLean,	Arena Hotel
Arkville,		Commercial
Attica,	Hugh Miller,	Wyoming
Auburn,	Edward Leonard,	
Bainbridge,	A. M. Welch,	Central
Baldwinsville,	H. P. Bigelow,	
Batavia,	Lewis D. Collins,	
Bellmore,	Edward Self,	
Binghamton,	C. E. Tichenor,	
Blauvelt ville,	C. I. Bogart,	
Blue Stores,		Orangeburgh Road House
	R. M. Washburn, Blue Stores	Hotel
Brooklyn,	W. C. Marion Jr. K. C. W.	
	Geo. G. Teller, L. L. W.	
	W. H. Mecteer, B. Bi. C.	
Brinkerhoffville,	A. S. Ambler,	
	Prof. A. C. Richardson, B. Bi. C.	The Stafford
	John S. Kellner, R. Bi. C.	
	Geo. J. Hearne, Z. Bi. C.	
	Henry E. Ducker, R. Bi. C.	
Buffalo,		Tifft House
		Central Hotel
		Hotel Wagner
Campbell	Chas. H. Wolf,	Lewis House
Canajoharie,	E. H. Peck,	Curston House
Canastota,	E. H. Jones,	
Canisteo,	Dr. G. C. Gulick,	Windsor
Castile,	R. S. Stanley,	Hotel Finch
Catskill,		Central Hotel
Cazenovia,	Chas. W. Drane,	Central
Cherry Creek,	John P. Bird,	Howland House
Cherry Valley,	John W. Osgood,	
Chester,	A. E. McLean,	
Cincinnatus,	H. K. Carpenter,	
Clarks Factory,	G. A. S. Weiners,	
Clifton Springs,	A. C. Bates,	
College Point,	S. G. Putnam,	
Collins Centre,	I. B. Knickerbocker,	
Corona,		Messenger House
Cortland,	George Walton Abrams,	
Croton Falls,		Croton House
Cuba,	C. O. Osborne,	Kinney House
Dansville,	J. A. Jackson,	The Sanatorium
Deposit,		Oyanga House
Dunkirk,	H. M. Dickinson,	Hurlbert House
Dundee,		Harpending House
Downsville	Geo. W. Holmes,	
Dryden,	J. G. Ford,	
East Aurora,	B. S. Buzzette,	Globe Hotel
East New York,	Jos. C. Van Urff,	John Gunther's
East Norwich,		Hurrell House
East Springfield,	C. T. Gray,	Platner House
Ellenville,	E. W. Terwilliger,	Terwilliger House
		Mt. Meenagha

Ellington,	Geo. E. Haman,	Ellington Hotel
Elmira,	Chas. F. Stevens,	Ratburn House
Flushing,	L. A. Clark.	
Fort Edward,	W. C. Spicer,	Eldridge House
Frankfort,	L. B. Haynes,	Central
Franklinville,	Chas. A. Perley.	
Fredonia,	Dr. C. W. Dods,	Park House
Friendship,	E. G. Latta,	American
Gainsville,	E. W. Tiffany.	
Garrisons,	J. W. Garrison,	Highland House
Geneva,	John W. Mellen.	
Glen Cove,	R. Frank Bowne,	Allen House
Glen Falls,	H. W. Knight,	Rockwell House
Glen Head	Townsend Scudder.	
Gloversville,	H. A. Baird.	
Greene,	A. W. Davidson,	Chenango House
Green Haven,	J. B. German.	
Groton,	W. G. Rhodes.	
Havana,	Frank G. Hills,	Montour House
Herkimer,	W. L. Faber,	Mansion House
Holly,	C. C. Hayden.	
Homer,	Fred B. Corey.	
Hoosick Falls,	John C. Haswell,	Hotel Fitchburg
Hudson,	R. W. Evans,	Worth House
Huntington,	Chas. B. Scudder,	Huntington House
Ithica,	G. W. Slocum,	Clinton House
Jamaica,	M. F. Waters,	Pattils Hotel
Johnstown	Wm. H. Young, Sir Wm. Johnson	Hotel
Kingston,	Jas. V. Bruyn,	Eagle Hotel
Lake George,	Herbert Morris.	
Little Falls,	Geo. L. Smith.	
Little Genesee,	C. L. E. Lewis.	
Livingston,	F. H. Clarey.	
Lockport,	E. E. Pool,	The Grand
		The Niagara
Long Island City,	J. H. Jacobs.	
Lowville,	Chas. E. Pelton,	Hotel Windsor
Margaretville,		Ackerly House
Mechanicville,		Mechanicville House
Medina,	A. B. Eddy,	Hart House
Middlefield,		Phœnix Mills Hothl
Middletown,	Harry C. Ogden.	
Milton,	Arthur E. Bell.	
Minnetto,	E. T. Seymour,	Riverside Hotel
Newark,	A. J. Perkins.	
New Berlin,	H. J. Halstead,	Central Hotel
Newbugh,	A. L. Barton.	
New Rochelle,	H. F. Fuller,	Hugenot Hotel
New York City,	Chas. A. Steehan (M. Bl. C.)	Grand Union Hotel
	L. A. Newcome, H. W.	Hamblen House
		Mt. St. Vincent Hotel
Niagara Falls,	Neil Campbell.	
Olean,	P. D. Spaulding.	
Oneida,	J. F. Aldrich,	Hotel Brunswick
Oswego,		Lake Shore Hotel
Painted Post,	C. B. Schuyler,	Bronson House
Patchogue,		Roe's Hotel
Pawling,	Fred C. Taber,	Dutchess House
Pavilion	G. o. R. Henry.	
Peekskill,	D. C. Hasbrouk,	Eagle Hotel
Penn Yan		Benham House
Perry,		Walker House
Phœnix Mills,	C. A. Ayres.	
Pike,	W. C. Smith,	Powers Hotel
Port Jarvis,	E. T. Laidley,	Delaware House
Poughkeepsie,	Chas. F. Cossum,	Morgan House
Princes Bay, S. I.,	Robt. Bishop.	
Purdy Station,	L. G. Sloat.	
Ramapo,	M. Prineveau.	
Randolph,		Palace Cafe
Richfield Springs,	E. A. Hinds,	Barrow House
Richmond Hill,	H. T. Quintrup.	
Richmondville,	W. H. Reightmyer,	Westover House
Rochester,	M. F. Shafer,	Powers Hotel
		New Osburn House
		Arlington Hotel
Rome,		Mansion House
Roslyn,		
Round Island,	F. H. Taylor,	The Frontenac
Roxbury,		Delaware Valley House
Sag Harbor,	F. B. Glover,	Nassau House
Schaghticoke,		American Hotel
Schuylerville,		Schuylerville House
Scherburne,	E. W. Smith,	Daniels House
Sidney,		Hotel Sidney
Skaneateles,		The Packwood
Sloatsburg,	A. B. Taylor,	Taylor House
Silver Lake,		Walker House
Silver Springs,		Walker House
Springfield Centre,	E. A. Mixer,	Central
Stamfordville,	Rev. A. H. Morrill.	
Stockport,	Joshua Reynolds.	
Suffern,	Dr. D. B. Van Wagener,	Eureka House
Supension Bridge,	O. Philips, Atwoods	Western Hotel
Syracuse,	H. W. Chapin,	Vanderbuilt House
Tannersville,	B. Howard,	Roggen's Mt. Hotel
Tarrytown,	A. L. Embree,	Franklin House
Tonawanda,	Frank E. Drullard.	
Tottenville,		West End
Tremont,	D. Hamilton.	
Troy,	E. S. Homer.	
Tuxedo Park,	W. D. Phillips, Tuxedo	Boarding House
Unadilla,	E. S. Brewster,	Unadilla House
Utica,	E. H. Crosby,	S. James Hotel
Van Beuren Point,		Van Beuren Point
Van Ettenville,	Harry Barfield.	
Van Weis Point,	F. T. Snyder.	
Verplank,	Henry Tate.	
Walden,	C. W. Sadlier.	
Wallkill,	J. A. Jansen,	Wallkill House
Wappingers Falls,	H. H. Brown,	Warren House
Watertown,	Geo. B. Calder,	Woodruff House
Watkins,	J. M. Thompson,	Jefferson House
Waverly,	Thomas W. Haworth,	Tioga Hotel
Weedsport,	H. E. Rhenbottom.	
West Chester,	H. M. Randell.	
Westfield,	Chas. W. Allen,	Minton House
Westhampton Centre,		Atlantic House
Westmoreland,	W. D. Lee,	Talbot's Hotel
Whitehall,	J. D. Culver.	
Whitneys Point,	L. G. Collins,	Beach House
Wilson,	W. B. Metzger,	American
Wyoming,		R. R. Hotel
Yonkers,	H. W. Pagan.	

Yours fraternally, W. S. BULL,
751 Main St., Buffalo, N. Y. Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League up on payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 191—Total 115.

BOSTON, May 31, 1889.

CALIFORNIA DIVISION—2.

Unattached.

23130 Prince, P. O., Box 2120, Pasadena
23131 Miller, C. L., Box 2120, "

CONNECTICUT DIVISION—2.

Bridgeport W. C.

23181 Cogswell, Richard W., 5 Courtland Pl., Bridgeport

Rambling Wheelmen.

23182 Hopkins, Will P., 320 Washington ave., "

DELAWARE DIVISION—2.

Wilmington Wheel Club.

23102 Pyle, Howard L., 922 Jefferson, Wilmington
23101 Sheward, Wm. H., 823 West 9th, "

DISTRICT OF COLUMBIA DIVISION—1.

Unattached.

23147 Balch, W. A., 1020 9th st., N. W. Washington

ILLINOIS DIVISION—10.

Illinois C. C.

23183 Arthur, W. H., Room K Rookery Bldg., Chicago

23184 Wisdom, H. E., 683 1-2 Wash. Bd., "
23185 Fowler, C. M., Wash. B'd., "
23187 Henriques, J. E., 110 W. Wash. st., "

Unattached.

23148 Barr, D. S., Braidwood
23103 Baonett, Will H., 1578 Lill ave., Chicago
23116 Tilton, Geo. L., Marshall, Field & Co., "
23104 Hegeierl, Herman, La Salle
23180 Nichols, Mrs. W. J., 235 Winchester ave., "
23218 Barron, Frank, 818 Fulton st., Chicago

INDIANA DIVISION—3.

Unattached.

23117 Wyman, Louis H., 951 Eagle st., Terre Haute
23118 Frank, Theo., 17 So. 5th st., "
23119 Bernheimer, Jacob, 4th and Wabash av. "

IOWA DIVISION—1.

Davenport Bi. Club.

23188 Brady, Edwin P., 1101 East Front st., Davenport

KANSAS DIVISION—1.

Unattached.

23189 Pohl, August, Horton

KENTUCKY DIVISION—1.

Rud Wheelmen.

23132 Rice, Z. T., Richmond

MAINE DIVISION—4.

Portland Wheel Club.

23120 Breen, Howard M., 190 Franklin st., Portland
23121 Dean, John F., 453 Congress st., "
23122 Patten, Henry J., 630 Congress st., "

Unattached.

23190 Kirschner, Lewis, Lisbon Falls

MARYLAND DIVISION—4.

Crescent C. C.

23140 Coleman, John T., 1511 Barclay st., Baltimore

Potomac Wheelmen.

23102 Walker, Harry C., 165 Bedford st., Cumberland

Unattached.

23123 Platt, W. D. care Platt & Co., Baltimore
22191 Brooks, John T., 229 So. Patterson Park ave., Baltimore

MASSACHUSETTS DIVISION—28.

Dudley Ass'n W. C.

23109 Seaver, Joshua, 129 Zeigler st., Boston

Roxbury Bi. Club.

23180 Sullivan, Edward B., 33 Harrison ave., Ext'n., Boston

Whitinsville Bi. Club.

23133 Aldrich, Wm. O., Box 121, Whitinsville
23131 Houghton, Percy C., Box 55, "
23135 Barnes, Herbert W., Box 592, "
23139 Dale, J. W., Box 87, "

Unattached.

23105 Squires, Harry N., 24 Holyoke st., Boston
23150 McGreenery, Jos. F., 214 Hanover st., "
23151 Breivogel, Daniel Jr., 102 Salem st., "
23152 Herbert, W. C., U. S. Navy, 12 St. James ave., Boston
23115 Blaney, Herbert C., Hotel Garfield, "
23138 Darlington, Philip J., Great Barrington
23137 Kehnan, John H., "
23170 Dorne, G. E., 38 Suffolk st., Holyoke
23112 Armstead, Harry C., 104 Beach st., Lynn
23111 Randall, Martin H., 2 Nichols st., "
23113 Anderson, Henry, Norwood
23153 Pierce, Harry M., 87 Maxfield st., N. Bedford
23111 Herne, Robert, Rockport
23110 Dolbeare, Harry E., 427 E. 6th st., So. Boston
23150 Moore, J. Lowell, West Newton
23210 Mason, Ezra A., Box 135, No. Dighton
23103 Ordway, N. W., Box 324, Chicopee Falls
23101 Comeau, A. P., Box 465, "
23100 Hiiel, O. L., "
23105 Adler, F. L., Box 92, "
23217 Callahan, John F., Box 127, No. Easton
23210 John Kellar, Westville st., Dorchester

MICHIGAN DIVISION—1.

Unattached.

23107 Carr, Orson, 142 Second ave., Grand Rapids

MINNESOTA DIVISION—2.

Minneapolis B. C.

23100 Spear, E. B., 2425 13 Laurel ave., Minneapolis
23107 Berwin, [illegible] "

MISSOURI DIVISION—[illegible]

Unattached.

23109 Cak[illegible]e, F. C., [illegible]nibal
23108 Lun[illegible]e, Arthur H., Pope Theatre,
23154 Th[illegible]mpson, Ed., Pope's Theatre,

NEW JERSEY DIVISION—3.

Flemin[illegible]ton B. C.

23108 Fu[illegible]ipes, H. S.,

Unatta[illegible]hed.

23124 Ge[illegible]ise, D. Hitner, 536 Penn st., [illegible]den
23130 Pe[illegible]rter, Wm. S., Box 122, ummit

NEW YORK DIVISION—15.

Medin[illegible]a Bi. Club.

23203 B[illegible]rank, Knowlesville
23204 Poson, Neil F., Medina

Genesee Bi. Club.

23156 Freatman, Ellis B., Saratoga ave., Rochester
23157 Weidman, E. W., 120 State st., "

Unattached.

23170 Ford, Walter A., Dryden
23100 Marsh, A. W., Box 139, E. Syracuse
23155 Bickford, Hiram H., 118 Lake st., Elmira
23125 Laskaris, Pedro, 144 E. Water st., "
23126 Peters, Chas. E., D. L. & W. Frt office, "
23144 Hinchman, James B., Tuxedo Park
23109 Rathbone, Lawrence B., 2042 Madison ave., New York

Davenport Bi. Club.

23188 Brady, Edwin P., 1101 East Front st., Davenport

KANSAS DIVISION—1.

Unattached.

23189 Pohl, August, Horton

KENTUCKY DIVISION—1.

Rud Wheelmen.

23132 Rice, Z. T., Richmond

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Portland Wheel Club.

23120 Breen, Howard M., 190 Franklin st., Portland
23121 Dean, John F., 453 Congress st., "
23122 Patten, Henry J., 630 Congress st., "

Unattached.

23190 Kirschner, Lewis, Lisbon Falls

MARYLAND DIVISION—4.

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Potomac Wheelmen.

23102 Walker, Harry C., 165 Bedford st., Cumberland

Unattached.

23123 Platt, W. D. care Platt & Co., Baltimore
22191 Brooks, John T., 229 So. Patterson Park ave., Baltimore

MASSACHUSETTS DIVISION—28.

Dudley Ass'n W. C.

23109 Seaver, Joshua, 129 Zeigler st., Boston

Roxbury Bi. Club.

23180 Sullivan, Edward B., 33 Harrison ave., Ext'n., Boston

Whitinsville Bi. Club.

23133 Aldrich, Wm. O., Box 121, Whitinsville
23131 Houghton, Percy C., Box 55, "
23135 Barnes, Herbert W., Box 592, "
23139 Dale, J. W., Box 87, "

Unattached.

23105 Squires, Harry N., 24 Holyoke st., Boston
23150 McGreenery, Jos. F., 214 Hanover st., "
23151 Breivogel, Daniel Jr., 102 Salem st., "
23152 Herbert, W. C., U. S. Navy, 12 St. James ave., Boston
23115 Blaney, Herbert C., Hotel Garfield, "
23138 Darlington, Philip J., Great Barrington
23137 Kehnan, John H., "
23170 Dorne, G. E., 38 Suffolk st., Holyoke
23112 Armstead, Harry C., 104 Beach st., Lynn
23111 Randall, Martin H., 2 Nichols st., "
23113 Anderson, Henry, Norwood
23153 Pierce, Harry M., 87 Maxfield st., N. Bedford
23111 Herne, Robert, Rockport
23110 Dolbeare, Harry E., 427 E. 6th st., So. Boston
23150 Moore, J. Lowell, West Newton
23210 Mason, Ezra A., Box 135, No. Dighton
23103 Ordway, N. W., Box 324, Chicopee Falls
23101 Comeau, A. P., Box 465, "
23100 Hiiel, O. L., "
23105 Adler, F. L., Box 92, "
23217 Callahan, John F., Box 127, No. Easton
23210 John Kellar, Westville st., Dorchester

MICHIGAN DIVISION—1.

Unattached.

23107 Carr, Orson, 142 Second ave., Grand Rapids

MINNESOTA DIVISION—2.

Minneapolis B. C.

23100 Spear, E. B., 2425 13 Laurel ave., Minneapolis
23107 Berwin, [illegible] "

MISSOURI DIVISION—[illegible]

Unattached.

23109 Cak[illegible]e, F. C., [illegible]nibal
23108 Lun[illegible]e, Arthur H., Pope Theatre,
23154 Th[illegible]mpson, Ed., Pope's Theatre,

NEW JERSEY DIVISION—3.

Flemin[illegible]ton B. C.

23108 Fu[illegible]ipes, H. S.,

Unatta[illegible]hed.

23124 Ge[illegible]ise, D. Hitner, 536 Penn st., [illegible]den
23130 Pe[illegible]rter, Wm. S., Box 122, ummit

NEW YORK DIVISION—15.

Medin[illegible]a Bi. Club.

23203 B[illegible]rank, Knowlesville
23204 Poson, Neil F., Medina

Genesee Bi. Club.

23156 Freatman, Ellis B., Saratoga ave., Rochester
23157 Weidman, E. W., 120 State st., "

Unattached.

23170 Ford, Walter A., Dryden
23100 Marsh, A. W., Box 139, E. Syracuse
23155 Bickford, Hiram H., 118 Lake st., Elmira
23125 Laskaris, Pedro, 144 E. Water st., "
23126 Peters, Chas. E., D. L. & W. Frt office, "
23144 Hinchman, James B., Tuxedo Park
23109 Rathbone, Lawrence B., 2042 Madison ave., New York

23200 Wilgus, Leonard W., 143 Soldiers Pl., Buffalo
23201 Mickle, Wm. A., 382 West ave., "
23202 Dutton, E. Wentworth, L. Box 650, Cazenovia

West End Bi. Club.

23215 Van'Ingen, John A., 91 Smith st., Rochester

OHIO DIVISION—9.

Oberlin Coll. W. C.

23140 Nyce, Benjamin M., Box 1315, Oberlin

Jefferson Co. Wheelmen.

23210 Orr, John F., care John Orr & Son, Steubenville
23211 Francy, E. E., Toronto
23212 Francy, W. B., "

Unattached.

23171 Kuhns, Maurice S., 142 Walnut st., Cincinnati
23145 Webb, H. S., Eden ave., Mt. Auburn, "
23146 Rieger Arthur Leon, 28 Henry st., Dayton
23173 Pratt, C. W., Medina
23172 Breck, Wm. M., Box 1109, Oberlin

PENNSYLVANIA DIVISION—15.

Alert Bi. Club.

23100 Engle, Calvin P., Hazelton

Bradford Wheelmen.

23142 Wilson, Sam'l J., 58 Pleasant st., Bradford

Brownsville C. C.

23209 Spears, Froman, Bellverton
23208 Hubbard, L., 21 Kennedy st., Bradford

Chester Co. Wheelmen.

23141 Paiste, H. T., W. Chester

Century Wheelmen.

23205 Weed, A. H., 730 Market st., Philadelphia

Harrisburg W. Club.

23148 Shannio, C. A., 368 Market st., Harrisburg

McKeesport Cyclers.

23174 McCracken, H. J., Walnut st., McKeesport

Mt. Vernon Wheelmen.

23127 King, Robert W., 2320 Brown st., Philadelphia

Unattached.

23107 Henderson, W. M. jr., 5 N. Hanover st., Carlisle
23143 Orndorff, Milton E., Mt. Carmel
23105 Edson, Alfred H., 2223 N. College ave., Philadelphia
23185 Rearick, C. L., Box 129, Waynesboro
23207 Randolph, Wm., "Charter House," Media
23206 Nichols, A. D., Clermont

RHODE ISLAND DIVISION—4.

Unattached.

23177 Crabtree, Geo. H., Howard
23170 Lythgoe, W. E., 10 Ruggles st., Providence
23175 Bliven, Geo. E., Box 1570, "
23128 Aldrich, Richard, Providence Journal, "

TENNESSEE DIVISION—1.

Unattached.

23213 Childress, Geo. C., 811 Broad st., Nashville

VIRGINIA DIVISION—1.

Winchester Wheelmen.

23120 Savage, Joseph Hamilton, Kernstown

WISCONSIN DIVISION—2.

Unattached.

23178 Sowle, Charles J., Tomah
23214 Tyler, S. L., 255 20th st., Milwaukee

Renewal List.

BOSTON, May 31, 1889.

List No. 9			
California	4	Texas	
Colorado		Vermont	
Connecticut	9	Virginia	10
Delaware	2	W. Virginia	
Dist. of Col.	3	Wisconsin	5
Illinois	8	Alabama	
Indiana	27	Arizona	
Iowa	1	Dakota	
Kansas		Florida	
Kentucky		Georgia	
Louisana		Mississippi	
Maine	1	Montana	
Maryland	5	New Mexico	
Massachusetts	16	No. Carolina	
Michigan	14	South Carolina	
Minnesota	2	Utah	
Missouri	2	Wyoming	
Nebraska	1	Canada	2
New Hampshire	2	England	
New Jersey	3	Nova Scotia	1
New York	23		
Ohio	5		102
Pennsylvania	16	Previous	0338
Rhode Island	3		
Tennessee	2	Total	0500

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name.....

Club..... *St. and Number, or Box*.....

References:..... *City*.....

State.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date*..... *1889.*

Enclosed find $1 in..... *for dues to April 30, 1890.*

1888 Number..... *Name*.....

Original Number..... *Street and No*.....

Club..... *City*..... *State*.....

Enclosed..... *for Holder.*

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above 10 cents will not be received.

1888
Plain and Cone Bearings.
$75.

SPRINGFIELD ROADSTERS

1888
Ball Bearings.
$100.

ARE

SPEEDY, GOOD HILL-CLIMBERS, AND ABSOLUTELY SAFE.

CATALOGUE FREE.

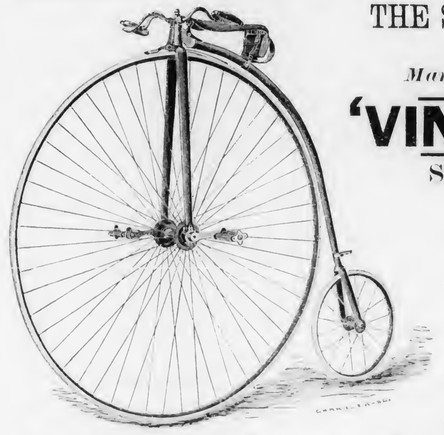
BRANCH HOUSES:

H. A. LOZIER, 340 Superior Street, - - - - - Cleveland, O.
C. F. STOKES, 293 Wabash Avenue, - - - - - - Chicago, Ill.
D. SNITJER, 1012 Olive Street, - - - - - - St. Louis, Mo.
KIRK BROWN, 18 South Broad Street, - - - - Philadelphia, Pa.
E. T. ALLEN, 416 Market Street, - - - - San Francisco, Cal.

1889
Tangent Spokes, &c.,
$110.

SPRINGFIELD BICYCLE MFG. CO.,
178 Columbus Ave., Boston, Mass.

1889
S. R. Volant.
$115.



THE SAMUEL WINSLOW SKATE MFG. CO.,
WORCESTER, MASS.
Manufacturers of Ice and Roller Skates and THE

'VINEYARD' BICYCLE.

STRONG, DURABLE and CHEAP.
As good as the best for road and business purposes.
FOR BOYS AND MEN.

Diameter Front Wheel.	Front Tire.	Diameter Rear Wheel.	Rear Tire.	Weight all on.	Length of leg inside to sole of foot.	Price.
38 inch	3-4 inch	14 inch	5-8 inch	31 lbs.	27 inch	$35.00
41 inch	3-4 inch	14 inch	5-8 inch	33 lbs.	29 inch	40.00
42 inch	3-4 inch	16 inch	5-8 inch	35 1-2 lbs.	30 inch	45.00
46 inch	7-8 inch	16 inch	3-4 inch	38 lbs.	31 inch	50.00
48 inch	7-8 inch	16 inch	3-4 inch	39 1-2 lbs.	32 inch	55.00
50 inch	7-8 inch	16 inch	3-4 inch	41 lbs.	33 inch	60.00

Sold By all First-class Bicycle Houses in U. S.
Orders solicited from dealers. Descriptive Catalogue and discounts sent on application.

BARGAINS.

51-inch American Champion Light Roadster, enamel finish, nearly new, $70. One Crypto geared Pony Extraordinary Safety, nearly new, fine hill-climbing wheel, with lamp, cyclometer and bell. Offers solicited. Columbia Tandem Tricycle, used one year, $175. One 51-inch American Champion, good as new, $70.

Eisenbrandt Bros.,
424 E. Baltimore St., BALTIMORE, MD.

WANTED.

Three two-lady tandems in exchange for Volants, New Rapid and Singer Safeties.

KIRK BROWN,
No. 18 SOUTH BROAD STREET,
PHILADELPHIA, . . Pa.

WANTED.
SPRINGFIELD ROADSTERS.
In exchange for other makes.
Agents for Columbias, Swift, Springfield Roadster, and other leading makes.
If you want a wheel, write us. Send for Catalogue.
WHITE CYCLE CO.,
118 North Greene St., TRENTON, N. J

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.
We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*
Correspondence solicited.

HARRIS & HABERER,
Successors to
E. N. Bowen's Bicycle Repair Business,
585 Main Street, - - Buffalo, N. Y.

The Billings & Spencer Co., Hartford, Conn., U. S. A.
Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

PEDAL LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents Wanted.
Enamel, $5.50. Nickel, $6.00.
Write to
W. T. BOWERS, - Saco, Me.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact. that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

Send for list to the

CLARK CYCLE COMPANY.

340 N. Charles St., - - Baltimore, Md.

Can fill orders at once, large consignments arriving each week.

SAFETY BICYCLES.

Made by Gormully & Jeffery, "RAMBLERS."
" Springfield Roadster Co., "Volants."
" Overman Wheel Co., "VICTORS."
" Indiana Bicycle Mfg. Co., "DANDIES."
Send for Bicycle Catalogue, FREE.

MERWIN, HULBERT & CO.,



26 W. 23d Street, New York.
OPPOSITE 5th AVE. HOTEL.



PRIZE MEDALS,

Badges, Emblems & Pins
Made to Order.
J. HARRIOTT,
3 Winter Street, Boston.

BARGAINS.

One 52-inch and one 54-inch Victor Light Roadsters, warranted good as new. $90 buys either. WRITE NOW.
CLINTON CYCLE CO.,
No. High St., - - Clinton, Mass

HARLEM BICYCLE CO.,

284 Lenox Avenue., near 125th Street,
Agents for
VICTOR CYCLES
And all the Best American and English Wheels, Boys' and Girls' Bicycles, Velocipedes and Tricycles
Renting, Storing, Lockers, etc.
REPAIRING A SPECIALTY.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty

Browning, King & Co.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST L. A. W. UNIFORMS.
COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

24x39 STAR,

latest improved, ball and roller bearings, almost new. Cost $125, for only $95.
L. P. THAYER,
West Randolph, Vt.

PATENTS

procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,836.)



A Queer Criticism

Was recently made as follows:

"Your HICKORY BICYCLE throws a good deal of DUST."

N. B. The man who discovered this was riding a machine made of "all steel."

STERLING CYCLE CO.,

NEWTON, MASS.



THE BEST SAFETY STAND EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,
18 So. Broad Street. Philadelphia,

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

KIRK BROWN,
No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for $10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

LINCOLN HOLLAND & CO.,
Worcester, Mass.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

H. W. HIGHAM,
905 G St., Northwest, WASHINGTON. D. C.
—DEALER IN—
American and English Cycles and Sundries.
First-Class Repairing ONLY.
Every attention given to repairs from the South.
Parts and Sundries Supplied for all Machines.
RIDING SCHOOL OPEN SHORTLY.

ELASTIC TIP CO.,



MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	$.50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	$.25 per box
Electric Tape	$.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

BUFFALO, N. Y., May 17th, 1889.

MR. FRANK FAIRBAIRN, Erie, Pa.:

Dear Sir—I have worn a pair of your knee breeches for wo seasons, and they bid fair to last two seasons more. They are the best and most comfortable breeches I have ever worn. Yours respectfully,

W. S. BULL, Chief Consul.



SAVE MONEY. Before YOU BUY

BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.**, for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

	Factory Price.	Our Price.
NEW	48 in. $50 00	$27 00
ACME	46 in. 45 00	25 00
BICYCLES.	44 in. 40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

Schoverling, Daly & Cales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

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BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.



GET THE BEST!
THE
Standard
Cyclometer.

Greatly Improved for 1889.

No more **Rattle.**

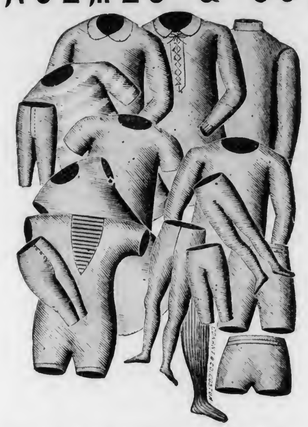
Simplest and Best Instrument ever Invented.

Made for all **Safeties.**

Registers 2500 Miles.

J. A. Lakin & Co.,
WESTFIELD, MASS.
Send for Circular

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

JerseyFitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.



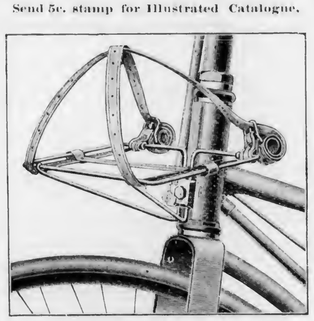
These Caps we send by mail on receipt of 25c.

The Colors are: MAROON and WHITE, BLUE and BLACK, ORANGE ane BLACK, BLACK and RED, NAVY and WHITE,

Ira Perego & Co.

128, 130, 132 Fulton St., New York.

Send 5c. stamp for Illustrated Catalogue.



A New Carrier for the

COLUMBIA SAFETY.

Mr. C. H. Lamson of Portland, Me.,

Has just brought out the Carrier shown above. This Carrier attaches to the head of the Safety in the place of the lantern bracket, and although very light, yet is so braced as to carry 25 pounds or more without sagging. It is neat, strong, and out of the way. Elwell's European Tourists who ride Columbias, say it is the best thing they have seen, and they will use this carrier on their journey.

PRICE, $1.50.

The common or detachable, Lamson Carrier can be used in addition to the Bracket Carrier, if desired.

READ THIS

—LIST OF—

Second-Hand Bicycles And Tricycles.

ALL BARGAINS.

No.	Size.	Class.	Finish.	Condition.	Price.
5	48 inch	Expert	A	0	$65.00
33	54 inch	Standard	B	0	35.00
139	48 inch	Expert	B	0	65.00
207	48 inch	Rudge Light Roadster	B	0	85.00
315	50 inch	American Rudge	B	0	65.00
318	55 inch	Royal Mail	B	2	80.00
356	50 inch	American Rudge	B	0	65.00
370	56 inch	Rudge Light Roadster	C	3	50.00
373	54 inch	Rudge Light Roadster	C	2	80.00
503	52 inch	Volunteer	B	0	65.00
504	48 inch	Volunteer	B	0	65.00
510	54 inch	Expert	A	4	65.00
518	50 inch	Volunteer	B	0	65.00
519	50 inch	Volunteer	B	0	65.00
526	50 inch	Volunteer	B	6	65.00
548	54 inch	Volunteer	B	0	65.00
549	54 inch	Volunteer	B	6	65.00
550	52 inch	Volunteer	B	0	65.00
581	50 inch	Expert	B	4	65.00
599	52 inch	Rudge Light Roadster	B	7	65.00
632	53 inch	Rudge Light Roadster	B	6	65.00
688	50 inch	Expert Columbia, '89 pat.	A	2	85.00
690	40 inch	Columbia Light Roadster	A	2	55.00
714	50 inch	Expert	A	0	75.00
744	50 inch	Expert, '89 pattern	A	2	85.00
775	54 inch	Expert	A	6	70.00
776	54 inch	Expert, Painted	B	6	65.00
777	52 inch	Rudge Light Roadster	B	0	65.00
778	52 inch	Rudge Light Roadster	B	6	65.00
780	56 inch	Rapid	B	4	75.00
781	52 inch	Expert	B	4	60.00
782	51 inch	Columbia Light Roadster	B	0	90.00
783	52 inch	Columbia Light Roadster	B	2	115.00
472	54 inch	Columbia Light Roadster	B	2	115.00

TRICYCLES & TANDEMS.

67	Columbia Three Track	6	$35.00
71	Rudge Crescent Tricycle	0	55.00
74	Beeston Humber Tandem	0	70.00
252	Rudge Crescent	1	85.00
321	Rudge Crescent Tricycle	2	75.00
771	Ladies' Two-Track Columbia	6	60.00
	Columbia Tandem, '89 pattern	0	190.00
	Beeston Humber Tandem	0	75.00

CLASSIFICATION OF FINISH.

A. Full Nickeled.
B. Back-bone, Forks and Wheel Enameled, Balance Nickeled.
C. Wheels Enameled, balance Nickeled.

BEARINGS.

All Machines quoted on this list have Ball Bearings.

CONDITION.

0. Newly Painted and Enameled.
1. Shopworn—never used.
2. Scarcely used, good as new.
3. Tires in very good condition; finish slightly worn.
4. Tires showing wear and finish marred.
5. Tires and finish considerably worn.
6. Tires and finish in good condition.
7. Tires showing wear, finish in good condition.

SPECIAL NOTICE.

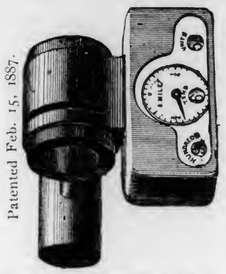
Any Machine on this list will be sent on approval if freight charges both ways are prepaid.

As I am receiving Second Hand Wheels daily, this list will be revised each week and issued Mondays, and will be mailed to any address on application.

GEO. R. BIDWELL,

313 W. 58th St.,

NEW YORK.



Ordinary Bicycle, $10.00
Safety Bicycle, $11.00

All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

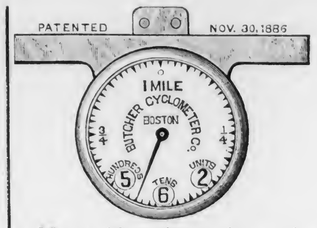
BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

338 Washington Street,

BOSTON, MASS.



Many riders demand a spoke cyclometer. We furnish same tree by mail on receipt of

PRICE, - - - - $5.00



New York Bicycle Co.

No. 4 East 60th Street.

NEW YORK,

DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING! NICKELING! ENAMELING!

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe,

without the Patent Mark, Aug. 1, 1882, Stamped on the bottom, put him down as a fraud.



STRICKLAND & PIERCE,

High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Boston Agents:

John P. Lovell Arms Co., Horace Partridge & Co., Wright & Ditson, Thayer, McNeal & Hodgkins, W. W. Stall, Wm. Read & Sons.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched, $5.00
No. 2, " " " $3.50

STRICKLAND & PIERCE,

RANDOLPH, MASS.

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,

243 Columbus Ave., Boston, Mass.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps

WHITTEN, GODDING & CO.,

PROVIDENCE, R. I.

SIEGRIST BROS.,

MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE.

Price $4.75



OUR SPECIALTIES.

Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price $4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

SIEGRIST BROS.,

237 Canal St., cor. Centre, New York.

REPAIRERS

If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.

Write to **BROWN BROS. MFG. CO., CHICAGO, ILL**

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,

Dealers and Repairers,

33 Page St., Providence R. I.

S. L. HOUSE & CO.

BICYCLES

Psycho or Singer Safety	$100
Tandem Bicycle, $200	
Ladies' Psycho,	145
Gents' Psycho,	145
Royal Singer,	140
Star Singer,	135
Ladies' Singer,	135
Apollo Safety,	125
Courier Safety,	90
Courier Safety,	65
Wanderer Safety,	35
Little Jewel, $12 to $25	

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

Sporting Goods of Every Description.



SMITH MFG. CO, P P.,

Nos. 121 and 123 Fulton St.

NEW YORK.

☞ Send for handsomely Illustrated Catalogue. Sent free.

Testimonials.

HAMILTON COLLEGE.

CLINTON, N. Y., March 26, 1889.

H. B. SMITH MACHINE CO.,

Gentlemen—I would like to add my good word in regard to the Star to that of thousands of others. I have been a wheelman for five years, and have ridden quite a good deal, but have neve seen a bicycle I preferred to yours. I rode it to Boston (from Richfield Springs, N. Y.), the next year to Asbury Park, N. J., and last summer to Atlantic City. Last June I wanted to get from here to Rochester, a distance of 125 miles, and left here at 12, arriving in Rochester at 1 the next day, and I couldn't have done it on any other wheel. I am positive. My Special Star has gone between 5000 and 6000 miles with me, and nothing ever broke except a spring in the pedal, and on that occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping that the Star will continue as popular in the future as in the past, I remain,

Yours sincerely,

JOS. D. IBBOTSON, JR.

Office of the
SCIENTIFIC AMERICAN,
Munn & Co., Editors and Proprietors.
36 BROADWAY, NEW YORK, N. Y.,
April 16, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Sirs—I ship you to-day the wheel of one of your Semi-Racers, which after running three seasons without loosening a spoke or tire, was unfortunately injured in a collision. Please put it in as good and true a shape as it was, as soon as possible. Yours truly,

S. D. MOTT, 361 Broadway, N. Y.

Office of
THE BLAIR IRON AND COAL CO.,
HOLLIDAYSBURG, Pa., April 9, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs except one spoke and a brake spring.

Yours respectfully, THOS. E. DIPNES.

Office of the Blair Iron and Coal Co.
HOLLIDAYSBURG, Pa., April 9th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs except one spoke and a brake spring.

Yours resp'y. THOS. E. DIPNES.



THE NEW STAR, 39×24

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

DIRECTIONS

TO BUYERS AND AGENTS.

Terms, net cash with order. With EVERY ORDER give full shipping instructions. Freight or express charges always to be paid by the purchaser.

Correspondence must be sent plainly addressed to The White Cycle Company of Westboro, and not to individuals.

Our responsibility in the matter of delivery of goods ceases when the goods have been delivered at post-office, express offices, or freight depots. C. O. D. orders from outside of New England must be accompanied by money enough to pay express charges both ways, in case the goods are not accepted. Our stock in our Boston store is for local trade only. Orders from Agents will be shipped direct from our factory at Westboro, Mass., on the Boston & Albany Railroad, – thirty-two miles from Boston.

Our prices are invariable, and no discounts are allowed except to regular agents.

We warrant the White Cycles to be free from imperfections in material or manufacture, and agree to make good, at store or factory, at any time within a year, any *defects* in them not caused by use, misuse, or neglect. If such defects are found, all defective parts must be sent to us for examination before any claim is allowed. This warrant does not apply to nickel-plating, though no care or expense is spared to make it the best.

No goods should be shipped to us without first obtaining instructions from our office at Westboro, Mass.

CYPHER CABLEGRAM AND TELEGRAM ADDRESS:

"CYCLE" - WESTBORO, MASS.

THE WHITE FLYER CYCLES.

The OUTSIDE of a BICYCLE is the best thing for the INSIDE of a MAN. (Do not take this statement for granted, but prove it for yourself.)

COMPILED BY "JACK."

If you are too well posted or to ignorant to learn, hand this catalogue (with our compliments) to some wide-awake fellow who knows a thing or two. He may profit by the perusal. Blessed is he who knows nothing, for he has nothing to learn.

"Time is money."

Do not waste time in trying to solve "Pigs in Clover Puzzles."

You will spend fifteen minutes more profitably by reading this catalogue. Then hand it to your cycling friends.

THE WHITE CYCLE CO.,

OF WESTBORO, MASSACHUSETTS,

U. S. A.



The "White Flyer" Safety Bicycle.

Crated free on board the train at Westboro, Mass., with **TOOL-BAG, WRENCH, SPRING-TOP OILER** and **SCREW-DRIVER.** Weight, 50 pounds. Put it on the scales and test it.

$135.00.

AGENTS WANTED. WRITE FOR TERMS.

TO THE CYCLING PUBLIC. GREETING:

The White Cycle Company, of Westboro, Mass., in making their initial bow to the practical wheeling public, do so with the comfortable consciousness that they have something which will amply reward the investigation of all in search of health upon wheels.

In presenting their catalogue of White Cycles to the public, it gives them great pleasure to say that the "White Flyer" Safety Bicycle is something *new*, and unlike many novelties in the cycling line (now either, or fast becoming, obselete). The White Cycle Company, of Westboro, have received the endorsement of some of the most noted wheel mechanics and practical cycling authorities, when they say that they have got something *good*. That is what the practical road-riding American cycler has been crying for all along, and the White Cycle Company are now prepared to give it to him.

The White Cycle Company have noted the rise and fall of many poorly-made and unmechanical absurdities, and when they decided to embark in the cycle business, they did so in a calm spirit, assured of the superior nature of the machine which they intended to place upon the market. They did not go into the cycle business of high-grade cycle construction for "a year, or a day," but to "*stay*," and appreciated the necessity of doing so handicapped in no way, but fully equipped with the finest plant, the best material, and no lack of financial backing or skillful workmen. Everything is the best that mechanical experts, supplied with the necessary funds, could purchase in the market. They realized from the bitter experience of other manufacturers, that cheap rattle-trap machinery and poor material could result in but one thing,— cheap (?) rattle-trap cycles which would cost much money (in the long run), and would give abominable results, disastrous alike to manufacturer and purchaser.

They appreciated the fact that they had a class of gentlemen-sportsmen to deal with, who by reason of their "press," are constantly educated as to what is what. Knowing that they have

men of intelligence to deal with, they have started out to make the highest grade bicycle in any market, both as regards fit and finish of interiors and bearing surfaces, as well as an exterior of the *highest possible* finish, results which can only be accomplished by using the best of machinery, the best of material, and the most intelligent mechanical assistance on the part of the employés of the Company.

A visit to the model factory of the White Cycle Company, of Westboro, Mass., thirty-two miles (by road and rail) on the Boston & Albany Railroad, will convert the most jaundiced mind to the fact that we have got what we claim to have, and the visitor has only to use his eyes to corroborate our assertions and claims in every way.

"Honesty is the best policy"— in the beginning and in the end. In their perfectly lighted and ventilated factory, which, with the plant, was built for cycle construction at a very great cost, and occupied *solely* by the White Cycle Company, you will find all the material, machinery and mechanical skill essential to finely-fitted, honestly-constructed, accurate and *absolutely* interchangeable work. You will also find experts on hand supervising the various processes of manufacture, who are responsible for the accuracy of *every* nut, screw, bearing, chain-link, etc., which leaves the workmen's hands.

The White Cycle Company have no enemies in the trade: they pay their bills and treat their employés and patrons squarely, yet they start with much opposition from older firms. Realizing this, they are confident that their keynote to *success* will be touched by *excelling* all competitors in material and workmanship, and by enabling riders to economically utilize such natural power as is possessed by the *average human being* in the propulsion of the cycle.

Try our machine (give it a fair trial), learn it (it is easier to learn than any other bicycle), and you will find that up and down grade, on the level, on a good surface, and on an indifferent one, the "White Flyer" is a "corker." Quality of work is our gauge of a mechanic's capability, not quantity; and to avoid "cheap and unsatisfactory" work, we avoid "cheap and inexperienced" workmen. You say that they have got something *new*. "Yes, they have, and it is going to make its mark in both the English and American markets. What was good enough for

the *old fogy* cycler is *not* good enough for you, in this age of improvement."

If you are too well posted to learn anything new which will be of benefit to you, you will please hand this catalogue to some wide-awake cycler, with our compliments,— to some nineteenth century chap, who has his eyes open to a good thing, and is not too proud to learn. If he (mounted on a "White Flyer") passes you on the road at a nice lively gait, while you are bent double over your "Crock," and panting like a young robin, do not blame us. We advised you, and you would not listen to us — you neglected to read our catalogue — that was all. This catalogue is compiled by a well-known cycler, who has spent much time and money on cycles, and has had all kinds of experience in riding them; embarking on them and falling "overboard" on all sorts of surfaces, and at all kinds of paces, from a scorch to a dignified ministerial gait. Sometimes this was done gracefully, sometimes upon all fours and both sides simultaneously.

The advantages we claim over other existing types of the cycle are set forth in the remarks which follow this preamble. Hoping that we may have the pleasure of suiting the rapidly-growing legion of American wheelmen with our "White Flyer," which never grows weary, we are, gentlemen,

Most respectfully,

THE WHITE CYCLE COMPANY,

OF WESTBORO, MASS.

ADVANTAGES CLAIMED FOR THE WHITE FLYER SAFETY.

1st. Greater speed, with the same amount of muscular expenditure than can be attained by any system of crank or lever motive power on the cycling market of today.

2d. A motion more natural than a rotary motion.

3d. It is almost impossible to slip a pedal; and if this is done through awkwardness or carelessness, there is no dangerous result attending it.

4th. The motion is calculated to suit the majority of cyclers, and not the few, who on account of their peculiar "build" ride one kind of a machine much better than another.

5th. The motion may be learned by a novice much sooner than any other existing motion. This fact will be appreciated by those who anticipate great difficulty in learning to ride a crank wheel.

6th. It is more comfortable to "coast" on, and more easily steered on down grades than the ordinary rear driver (with foot-rests on the front fork), as the feet do not require to be removed from the pedals, but are stopped *at will* and used at foot-rests. Being connected with the driving-wheel, steering is rendered easy to the novice.

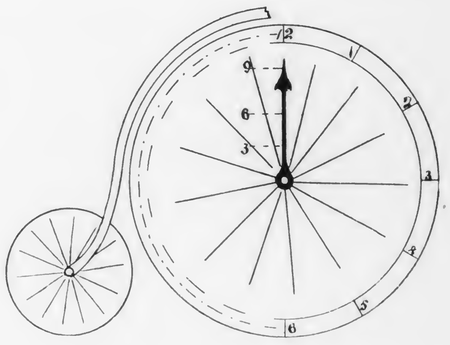
7th. It will *out-coast* any other machine. Try it. That's all we have to say on this question.

8th. It is better finished inside and outside than any wheel on any market.

9th. Less friction than a chain-driven, Rover type safety (there are no cogs on this safety), the chain passing over hardened steel pulleys.

10th. There are no "*dead centres.*" Those who use this expression in regard to crank bicycles, with imperfect understanding of its meaning, need do so no longer, if they will take a good look at the accompanying "cut."

TO MR. J. PURVIS-BRUCE,



Take a good look at this. You *know* you have some time to spare. We shall suppose that we have before us an "ordinary" crank bicycle, and that (for ease of illustration) the front wheel has been marked off like the face of a clock, and the crank indicated by a clock-hand or indicator. Well, if you will but look, you will see what "dead centres" mean. When the hand (or crank) is at twelve o'clock, it is on "dead centre"; when it is at one o'clock, the dead centre has been overcome. When the crank is at three o'clock, the greatest amount of power or maximum of crank leverage is attained. When the crank is at six o'clock it is again on dead centre, and all the way from six o'clock to twelve, absolutely *no* power can possibly be utilized by the rider upon *that* pedal, unless his feet were in some way attached (*a la* Jack Keen) to the pedals, so that an upward pull might be effected. This would be dangerous, and a muscular effort of this nature would be very exhausting.

The figures 3, 6 and 9 are added to give a rider an idea of the leverage of cranks. Thus, a three-inch crank means three inches of leverage: a six-inch crank, six inches of leverage, and a nine-inch crank, nine inches of leverage.

This is as good an illustration as any of what we have had to contend with in crank machines — *dead centres.*

WHITE CYCLE COMPANY, WESTBORO, MASS.

A BRIEF DESCRIPTION OF THE "WHITE FLYER."

This season we place upon the American market a safety bicycle, which, unlike the majority of alleged "safety" bicycles, *is* safe.

We do not make a cycle for ladies' use this season. We do not believe in machines *adapted to both sexes*, for, like most "general utility" tools, they are not *very* good for any one purpose. Our machine does *one thing well* — carries riders of the masculine persuasion fast and safely, and that's about as much as any *one* machine can be expected to do.

The **WHEELS** are each of thirty inches in diameter, and the rear driving wheel is geared to sixty inches. The **RIMS** are the "Warwick Perfection" (ament which comment is superfluous), the front rim taking a tire of three-fourths of an inch, and the rear wheel a tire of seven-eighths of an inch.

The **TIRES** are the very finest of Para rubber. The **SPOKES** are tangential, of the finest obtainable material. The hubs are graceful in outline, and of the very best of steel.

The **BEARINGS** of the machine are **ROLLERS**, and the adjustment of the points so delicate that the bearings are positively dust-proof. The bearings will, without adjustment or touching (except, of course, occasional oiling), wear as long as the machine itself. Some people may say, "Why do you not put in ball-bearings?" Well, simply, my friends, because it is an *absolute impossibility* to make a perfectly accurate sphere of steel. There is not a ball-bearing in the market that has a roll of balls in its bearing-case with *anything like* uniformity. Micrometer and sensitive scale tests have proved this, and *one* ball in a bearing-case, varying the one-thousandth part of an inch from its fellows, will raise the devil with the running of the bearing. A roller-bearing *can* be turned with positive accuracy, so that variations of even the four-thousandth part of an inch would unsuit it for the bearing-cases which are placed on the White Flyer.

UNIQUE METHODS OF ADVERTISING

And *why was the old roller-bearing discarded?* Simply because it was an imperfect absurdity, which twisted and jammed, and was a source of annoyance and mistrust and danger to the rider of twelve years ago. As soon as the ball-bearing was invented, "the trade" discarded the *then imperfect* roller-bearing, and used the ball bearing instead. But if you put properly hardened steel rollers in a case where there is *no room* to twist, they will "out-coast old coaster himself." You can easily prove this on the road. We don't need to howl about a thing which we can prove.

The front wheel of a White Flyer fitted with their perfected (and *perfect*) roller-bearing, ran fourteen minutes and ten and two-fifths seconds — not by computation, but by the watch — and any one of them will do it, as the most perfect system of interchangeability is insisted upon by the White Cycle Company.

The **TUBING** is the finest obtainable Credenda steel tubing. We do away with brazings as much as possible, and gain strength thereby. The *Mud-guard* is put on "to stay" or to detach easily, and is not musical, there being no "rattling accompaniment." We believe that this is a luxury which most riders are willing to deny themselves,—a noisy mud-guard.

The **SADDLE-POST** is a hollow steel tube, and is light and strong, and adjustable to suit the requirements of a tall or short rider.

The **SADDLE** is the unexcelled "Keystone" saddle. The *saddle-spring* is *sufficiently* pliable for comfort on the roughest of roads, and admits of a proper spring, fore and aft. We do not believe in saddles such as are on the market, built on the mole-tray or mouse-trap plan, which are so springy that they *absorb about half* the power which should be transmitted *direct* to the point where the driving-wheel comes in contact with the ground. When you lay out muscular effort you like to *feel* the wheel move forward, not to feel the saddle-spring double up. In our machine you have an *adequate return* for all muscular expenditure.

When a ship is towed astern of a tug, they use a *stiff* hawser, not a flexible *rubber rope*, as they wish to pull that ship into port. We use a spring which does not absorb power, therefore we calculate to get there. We put no "*spring arrangement*" on our front fork, for we do not believe in such things; we have tried both, you know. We are not proud, and like to be able to steer our wheel to a hair's-breadth on the road, and keep our feet on the

SOLICITED; AND IF UTILIZED

pedals while rushing a down grade. You *can* do this with a rigid and stiff front fork. With a spring fork, never. The *Brake* is not put on for ornament, and though it is a marvel of elegance in the matter of outline and finish, still you can *actually stop your wheel with it*, and you do not (when you apply it) bend the brake-handle up to the handle-bar, either. It is fashioned after the plunger pattern. The *Steering-head* is of the good old reliable cone-bearing type improved by us, so that you can tighten it up so that there is no side play, and yet it moves with perfect freedom. We have *tried* ball-bearing heads and "fired" them. (They made us "so weary," you know.)

We are getting dreadfully practical and matter-of-fact in our old age. We used to experiment in ball-heads and spring forks, but our bill for repairs was excessive. We are not so extravagant as we used to be.

In our **STEERING-HEAD** we have got something undoubtedly fine. It has long been admitted that the cone-head was the finest steering-head for cycles, if it could be made so that when it was *sufficiently tight* it would not *bind*, and yet *sufficiently loose to move easily without rattling*. We have at last solved this bane of cone-bearing heads, by introducing an "*automatic adjustable*" cone-head. If you will ride your "crock" in a blistering *hot* day, you will find that the cone-head will *work loose*; if you take it out in a *cold* day, you will notice that the head works *tightly*. Why? Simply because the *heat expanded* the outer case of the head, while *cold* weather *contracted it*, and the inner neck-pin was comparatively unaffected by heat or cold.

We have met and answered this difficulty, and now have it under control, by introducing a rubber washer of such construction, that it is *unaffected by oil*, which allows the head to be screwed down tight, and yet to move easily; which allows the steering-head to move as easily on a cold day as on a warm one, and never to rattle, even under the influence of the blistering glare of an Arizona sun. This thing must be seen and used to be appreciated. One of the big American makers will recognize in this a thing which he tried to buy, but we managed to get there ahead of him.

The **HANDLES** are hard rubber and peculiarly cool and comfortable to the grip, and rather longer than the ordinary handle, permitting a greater variety of hand-position. The **CHAIN** is one of

our own design, and is neater and better finished than any other chain on the market. As there are no sprocket wheels to run over, it is made narrower than other chains, being thus *lighter* and neater.

The **SWING-FRAME** is made of the very finest material, and as it folds back toward the rear wheel, it cannot be broken by a large stone on a rough road, as in the case of a rotary safety pedal. It does not hang *as near the road-surface* as does the pedal on rotary motion safety bicycles.

The **FORKS** and all the tubing are round in section, of the best Credenda steel. We make them *round*, as fittings can thus be made with greater accuracy than with oval or flat tubes, and better and stronger brazings can be effected. You *can* "turn" a round tube *more perfectly* than any other shape.

The **PEDALS** are so adjusted that they can be stopped in any position, and by equal pressure of both feet they become foot-rests. The length of the stroke can be varied: pushing one pedal down raises the other a corresponding distance. There are *no springs* used to draw the pedals back to the starting-point; the weight of the one pedal, when it is pressed down, raises the other one. A very good point in this machine is that any person affected by a *stiff knee*, or one whose leg has been injured, so as to make one *shorter than the other*, can, by adjusting the pedal and driving-chain, suit the peculiar conditions. The swing or guide frame hanging from the backbone, on which the pedals move up and down, can be thrust while the rider is in motion to almost any angle. Thus, *if he wishes a vertical tread*, the frame can be swung so that the pedals come well under the saddle. If, on the contrary, the rider wishes to change the position, and get *more of the thrust stroke* which uses the thigh muscles (as in a rotary motion crank safety), this can instantly be done by swinging the frame toward the front wheel. This ability to *vary the stroke* will *rest* the rider, who, if he rides an ordinary crank safety, may often weary of the monotony of a never-changing motion, and yet, by the peculiar construction of his machine, he is unable to change it. With the White Flyer this is different.

When the driving pedal is on top of the guide-frame, and in the beginning of a stroke, the construction is such that the rider has more leverage than at any other point in the whole stroke. The leverage lessens as the pedal moves down, and as the legs straighten

out, thus equalizing the force to be exerted necessary to drive the machine.

It is the *business man's wheel par excellence*, and the "scorcher" will find in it a machine "after his own heart." As we desire to cater to the tastes of men who know, from actual experience, what looks best and is most serviceable in the way of enamel, we have decided to enamel the machine in such portions where nickel-plating has been found to be a failure. We put nickel on such portions of the White Flyer as will give it the most workmanlike and artistic finish and appearance.

Our cycle factory at Westboro, Mass., was built expressly for the construction of the highest possible grade of cycles, according to the instructions and plans of practical cycle manufacturing authorities. It is owned and occupied entirely by The White Cycle Company, and none but practical men who are authorities in their special line, are employed by the Company. We employ no professional riders to create records of more or less accuracy, and believe that the mission of the cycle is to be a fast and safe *vehicle*, rather than an acrobat's plaything. It is safe to say that there is *no cycle manufactory on earth* so well appointed, and none which has better facilities for making absolutely accurate work.

If you have time and inclination, drop down and see the factory. It is open to every one; you can be shown through and believe for yourself. We have nothing to hide, and nothing to be ashamed of. We have the *model factory of the world*, and we will gladly travel a long way to see a better one. We will always be pleased to inspect designs in relation to cycles, and should they prove good, practical ideas, we are prepared to pay well for the patent rights.

The White Cycle Company start out handicapped in no way. They have plenty of funds and everything requisite for the manufacture of high-grade cycles.

The cut is a fair representation of the machine. The motion is not awkward or ugly, as in the case of several of the unmechanical abortions which have been a waste of material and a hindrance to enjoyable cycling in this country.

Mr. Frederick White is the inventor of this machine, and has spent much time in perfecting it. He is the same gentleman who climbed Corey Hill on a tricycle weighing one hundred pounds, of his own construction, in '85, when that hill had been ridden but once

that year on a light tricycle. Much could be said for the machine, but the experience of actual riding this season will be better praise than all the newspaper advertising.

Mr. J. Parvis-Bruce, of the famous English "scorching" club, "The Ripley Road Club," is with the Company, and will go among the boys with the new "goat." He will meet his many old friends and make new ones. The White Cycle Company's factory is at Westboro, thirty-two miles from Boston, on the Boston and Albany road. The road from Boston to Westboro is very good. Those intending to visit the factory had better come by way of Boston Common, out Beacon Street to Newton Lower Falls, then by Wellesley, Natick and South Framingham. Here you can either take the *shortest* road by way of Framingham and Ashland to Westboro, or by way of Southboro to Westboro, which is two miles longer, but a better road. If you come out some Saturday, bring your pipe with you. You will find "Jack" there, unless he is in New Orleans, or Montana, or some other place. "Look out for the White cycles."

146 BICYCLING WORLD AND L. A. W. BULLETIN 31 May, 1889.
31 May, 1889 BICYCLING WORLD AND L. A. W. BULLETIN 147

COLUMBIA TANDEM SAFETY.

READY FOR IMMEDIATE SHIPMENT.



PRICE, with "Double-Grip" Ball Pedals, **$200.**

PRICE, with "Double Grip" Parallel Pedals, **$190.**

Tangent Spokes, One-Piece Handle Bars, Columbia Tubular Steel Frame, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, Improved Ewart Chain, Columbia "Double-Grip" Ball-Pedals.

CONNECTED STEERING AND SEPARATE BRAKES.

A light, graceful, and easy-running machine for riders, suitable for anybody. Readily adaptable for a lady on the front seat by removing one brace.

The Front Rider Need Not be an Experienced One.

DRIVING GEAR UNSURPASSED FOR EASE OF ACTION, DURABILITY, AND READY INTERCHANGEABILITY OF ALL PARTS.

THE INVINCIBLE SAFETY AND TRICYCLE LANTERN.



Is the most satisfactory that we have seen of domestic or foreign make, for use on safeties and tricycles. It has an adjustable grip socket to fit the clip of almost any machine, attached to the lantern with a parallel link and spring arrangement which reduces vibration to a minimum and checks sudden jars. The glasses and reflectors are good-sized, and it is a splendid lantern in every respect. Price, japanned. **$6.**



POPE MFG. CO., Boston, New York, Chicago.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 7 JUNE, 1889.

Volume XIX. Number 6.

YOU'VE HEARD OF

The Great 25-Mile Handicap Race

over the Irvington-Milburn course. You know what preparation there was for it, and what a field of entries. As for machines, all the leading makes were seen. There were a number of Victors, and when the end came it was found that these had somehow sifted through to the front in such a way as to pull down **10** out of the **19** prizes—of course including the 1st. Victors have a habit of showing up in such order as this.

They had a team race between the Denver Ramblers and the Social Wheel Club out at Denver the same day. The first man to get through rode a Victor Light Roadster.

They are built to win.

Overman Wheel Company,

MAKERS OF VICTOR BICYCLES,

BOSTON.





QUADRANTS.

The Strongest, most rigid and lightest Safeties ever built.

Actual Weight with 7-8 tire, 43 POUNDS.

These are the machines that will be used by nearly all the European Cycling Tourists this Summer.

AGENTS WANTED ALL OVER THE UNITED STATES.

LiberalDiscounts will be given to reliable houses.

Send for descriptive Price Lists and Terms to Agents.

SOLE IMPORTERS, **THE STRONG & GREEN CYCLE CO.,**

707 Arch Street, Philadelphia, Pa.

Those Ordinary Light Champions!

They are not racers, but Easy goers, and are sure to get there. Vide the great

CHICAGO TOURNAMENT.

The Six-day, 8 hour per day professional race was won by Ned Reading of Omaha; total distance

685 MILES 4 LAPS.

J. S. Prince of Omaha took 3d place, and was but 2 laps behind.

THEIR LIGHT CHAMPIONS were from *8 to 10 pounds heavier* than the racing wheels they were competing against.

AS TO THE AMATEUR RACES,

the Light Champions took 13 out of a possible 51 firsts, and four seconds. In fact, they came over the tape first in nearly every race they were entered in.

HOW ABOUT THE G. & J. BEARINGS?

80-page Catalogue, on application.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

Largest American Manufacturers.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

M. A. WOODBURY, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 59th st., New York City.

ZOOK, Lititz, Pa.,

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rarest bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

WHEN YOU ATTEND THE MEET take a pack of our handsome L. A. W. cards to exchange with your friends. **100 Cards $1.00.** Send name, club, residence to SEVING & CO., 1 Hopkins place, Baltimore, Md.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

COLUMBIA RACER CHEAP—54-inch; almost new; not ridden 75 miles; in perfect condition; nickeled to outside tires; must sell immediately; will deliver. Address FRED T. MERRILL, "Cycle Castle," Portland, Oregon.

A BARGAIN—55 inch Col. L. R., '88 pattern; ball all around; Lakin cyclometer; A1 condition. Must go. $100. Address J. A. S., 117 and 119 East Second st., Muscatine, Ia.

WILL EXCHANGE Springfield Roadster, 56-inch, ball bearing, pattern '88, good as new, for a good Gold Watch, or will sell for $75. Address "S.," Bi. World office.

FOR SALE—A Swift Safety, in splendid condition; quite as good as new. Cost $135. Will sell for $105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

BICYCLE CHEAP—52 inch Standard Columbia, balls bearings, in good condition throughout. Price $45. Bicycle, Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—A 55 inch Rudge Light Roadster; enameled; full ball bearings; good condition. $80. J. C. PARSONS, Hasbrouck Inst., Jersey City, N. J.

WANTED—A Typewriter, in exchange for a 52-inch Expert; nickel perch and forks; nickel K. of R. lamp; A1 condition. Remington or Hammond preferred. E. T. BIRDSALL, 115 Broadway, New York.

HOW IS THIS? One Veloce Columbia, prime order, $95. One Columbia Surprise Tricycle; ridden less than 100 miles by a lady only; shows no wear. $115. F. C. Weston, Bangor, Me.

NOTICE—Ticket No. 105, purchased at Delano, Penn., drew Safety Bicycle on May 18, '89. H. D. HEIMANN, Mahanoy City, Pa.

FOR SALE—52-inch Expert Columbia; full nickel; in A1 condition in every respect, and a bargain at $75. 51 inch Victor of '88 pattern; enameled; in fair condition. Sell at $05. O. O. JARRARD, Manch Chunk, Pa.

BIG BARGAINS—Columbia Tandem Safety; not ridden 100 miles. $175. Address L. B. SUTTON, New Canaan, Conn.

SEND 50 CENTS and 2c. stamp to J. B. MAXWELL, Middletown, Del., and get a chance on a new Victor Safety, '89 pattern.

FOR SALE—A 51-inch Special Star Bicycle; 53 nickeled; hollow parts; '89 model. Practically a new wheel. Address GEO. W. PECK, Jr., care Peck's Sun, Milwaukee, Wis.



Indispensable to Bicyclists, Athletes and the Gymnasium.

Call's No. 5 Supporters—jock strap with elastic back, lace front and adjustable back straps. Sizes 28-44. Bicyclists who know the value of a light, easy and durable supporter, which supports back and front, will see the great advantage of the Supporter. There is nothing in the back to interfere with the saddle, and no chance of chafing the wearer. No. 5 [same as cut] 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporters, attached to sides, no pocket, $1.00. No. 8, with pockets and hose supporters, $1.25. Order by number and give tight measure top of hips. Post paid on receipt of price.

FRONT VIEW

S. B. CALL, 358 Main St., SPRINGFIELD, MASS.



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The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues. **Agents Wanted.**

SIDWELL & SABEN,

New & Second-Hand Machines.

All Kinds Of

CYCLES REPAIRED AT REASONABLE RATES.

Workmanship Guaranteed.

Spade Handles for all Kinds of Machines, $2.50 Per Pair, fitting on 50cts. extra.

Note Address,

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BOSTON, MASS.



New "ACME" Rubber Tires. **BICYCLES**

		Factory Price.	Our Price.
52 in.....		$60 00.....	$36 00
50 in.....		55 00.....	33 00
48 in.....		50 00.....	30 00
46 in.....		45 00.....	27 00
44 in.....		40 00.....	24 00
42 in.....		35 00.....	21 00

All Wheels furnished with Bag and Tools.



SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 24 in wheels, with parallel bearings..	$16 00
Large Boys' 24 in., with brake and mudguards...	28 00
Ladies' or Men's 30 in., ball bearings to both wheels,	60 00
Ladies' or Men's 30 in., ball bearings, ALL OVER.	75 00

ST. LOUIS, MO. **E. C. McCACHAM ARMS CO.**



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 5th avenue, New York.

Great value for 50 cents.

The Cycle Brush Tool.



WILL ADJUST BEARING BOXES. TIGHTEN SCREWS AND REMOVE HARD DIRT WITHOUT WASHING THE WHEEL

SCREW DRIVER. SPANNER. UTILITY. STIFFEST UNBLEACHED BRISTLES, FOR POCKET OR TOOL

BAG. BY MAIL, 50 CTS.

P. H. BERNAYS, LITTLE ROCK, ARK

FLORENCE MFG. CO. FLORENCE, MASS.

FOR SALE BY THE TRADE.

GREATEST DEVICE INVENTED! **LYNCH LOCK BUCKLE** used with strap or chain.



SECURES Satchels to Seats in Cars or Waiting Rooms. FASTENS Bicycles, Grips, Packages, Robes in Buggies, Dog Collars, Horses, Trunk, Telescope and Valise Straps. Complete for Yale Lock. Neatly made and Nickeled. NO TRAVELER CAN AFFORD TO BE WITHOUT IT.

LYNCH MFG. CO. Madison, Wis.

75 Cents.



INCER CYCLES

OVER 60,000 IN USE.

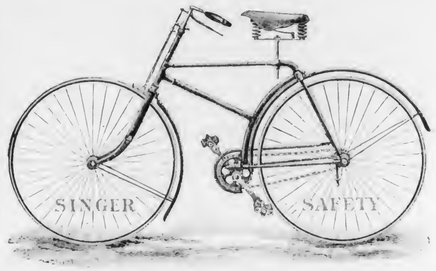
LARGEST MAKERS

* IN THE WORLD *

WITHOUT EXCEPTION.

Specification.—30 in. wheels speeded to 57 in. (or 54 in.), patent spring-wired tires (7-8 in. to back wheel, 3-4 in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals. Weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, &c., &c. Enameled, and with parts plated.

Price, $135.00.



W. S. DOANE climbed Corey Hill, the 19th inst., three times in succession without a dismount, on a "Singer" Safety, geared to 57 inches, regular stock machine, 6 1-2 inch cranks, thus beating his own performance of last week. W. W. Stall, C. M. Worden and Asa Wendell will, nessed the feat. A strong head wind was blowing at the time of the ascent.—*Bi. World May 24, 1889.*

BUY THE BEST.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

NEW MAIL

WASHINGTON, D. C., April 18th, 1889.

MR. H. W. HIGHAM, Washington, D. C.:

Dear Sir—It affords me great pleasure to inform you that "The New Mail" Safety bicycle, which I recently purchased from you, as the representative of the Messrs. Wm. Read & Sons, Boston, is an unqualified success.

The amount of ground I have to cover, and the hills I have to climb, daily, demand a good, speedy, staunch and reliable machine. The "New Mail" has all these qualities in a marked degree; the brake action on the rear axle being especially commendable.

My brother wheelmen that I meet daily on the road, all express their admiration of my wheel, and I argue with all of them, "Why buy imported wheels, when Uncle Sam can turn out a steed like this?"

With all success to American industries, and especially to "The New Mail," I remain,

Yours truly,

C. W. SOMMERVILLE.

To our request to use the testimonial, we received the following:

WASHINGTON, D. C., April 20th, 1889.

MESSRS. READ & SONS, BOSTON:

Gentlemen—*By all means use my letter of recommendation.* Greater strength and force is added day by day the remarks therein.

I have not let up on my enthusiasm about your "New Mail Safety;" It *only* increases; *no let up whatever, none.*

Very truly yours,

C. W. SOMMERVILLE.

Address,

WM. READ & SONS, - - - - - BOSTON.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

MESSRS. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 7 JUNE, 1889.

A REMINDER has again been bestowed on those who think that the racing rules of the L. A. W. can be ignored. We would raise the voice of warning to riders who do not desire to be suspended, not only by the L. A. W. but probably by all of the amateur athletic associations of America. Mr. Curtis, the Referee in the late inter-collegiate race at New York, writes a very able letter to the *Spirit of the Times*, and defines the relations existing between the L. A. W. and the other amateur associations. The N. A. A. A. of A. and the Intercollegiate A. Association adopted the rules verbatim of the L. A.W. as these rules were in 1888, but did not make any provision to adopt the changes of the L. A. W. rules as they were made, hence the rules of 1888 govern bicycle events in the N. A. A. A. of A. and the Intercollegiate A. Association to-day. On the other hand the Amateur Athletic Union simply agreed to be governed by the L. A. W. rules, whatever they might be at the time of the event.

The N. A. A. A. of A. and the Intercollegiate A. A. will no doubt change their rule to read as does that of the Union, and thus all cycling events run under the auspices of both associations will have to be run under our rules.

In the meantime all the participants in the Intercollegiate race at New York have been suspended by the racing Board until Aug. 1st.

WE are advised on most excellent authority that certain agents, whose ideas of honesty can scarce be passed on with approval, are in the habit of eradicating the numbers on rival machines that through some cause have been broken and then fallen into their hands. These individuals, we are told, then show the disabled wheels and tell what story they please as to how the damage was done. The destruction of the numbers prohibits corroboration, because the only clue to following the cycle's true history is obliterated. Such methods are worse than contemptible, and we can only earnestly warn all would-be purchasers against any man who would stoop so low as to employ the methods of damaging a rival's reputation, as described and complained of above.

Reputable dealers and agents do not have to employ such disreputable methods, and if such men as those who wilfully destroy the identity of a machine and then lie about it were driven out of the business the cycle trade would be purged of a loathsome load. That such creatures are fortunately few and far between makes it none the less outrageous and demoralizing.

SAFETIES AND ORDINARIES IN RACES.

A GENTLEMAN with a number, hailing from Newport, wants to know why "safeties" should not be allowed in races where ordinary bicycles are ridden, and volunteers the information that the safety is the faster machine. If this gentleman wants to know why they are barred, let him ride a 22-pound "ordinary" in a path race where safety bicycles are permitted to compete, and he will find that the handles of a safety are at such a height that they are not essential to the happiness of the rider of an "ordinary," whose pedals are in constant danger when passing or being passed by a "safety" rider. It is one sided, Mr. No. 17,291, and therefore unfair, and it is the aim of every cleanly athletic organization to permit no unfair or one-sided conditions to mar the pleasure of any class or portion of a class. And as for your riding *a mile under three minutes*, on a Rover type safety, with your hands tied behind your back, I have an opinion, and ten dollars to back it, that you are only romancing and can't do any such thing—not a little bit. Yes, my friend, "that *would* be a slight proof that the safety will run steady." The safety rider WILL take a header, and an ugly one, from slipping a pedal, as history has shown, and has endangered the lives of more men on the track than any "ordinary" rider. Your letter has the smack of genuine sportsmanship, when you say you'd like to see "Kangaroo" bicycles used in races in which all other machines were excluded. This is as it should be, and if you'd add "in Oklohoma at midnight," much grief would be spared us. You finish up by wishing that your letter may do some good, well that's right, your intentions were good and your motives philanthrophic, but such missives generally set a lot of cranks to chattering, and that is tiresome. The law has been passed; it is seen to be a just one. Let us observe it, and forever hold our peace. A safety bicycle is as *distinct a type* of cycle from on an ordinary bicycle as a rifled cannon is from a smooth bore, as a "sulky" is from a dog-cart, as a pug-dog is from a tom cat. They have in common two wheels, tubular barrels and four legs respectively.

Place an ordinary and a safety up against a wall near each other, walk back ten paces, and then let us know if your optical sense still clings to the idea of wonderful resemblance. There are some men who have difficulty at times in noting the difference between chalk and cheese, and find close resemblance between a hole in the ground and other things, but these men are gradually wilting before the strong searching light of common sense, and next century's men and women (we trust) will find them still on the decrease.

"JACK."

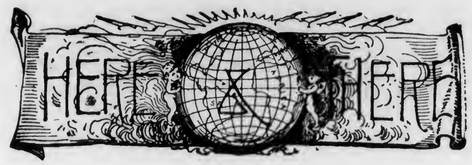
GOOD FOR THE PENNSYLVANIA CENTRAL.

THE Pennsylvania Railroad Company will abolish the charge heretofore exacted for transportation of bicycles. Instructions have just been issued to all baggage agents of the system, embracing, besides the main line, the Philadelphia, Wilmington and Baltimore, the Baltimore and Potomac, the Alexandria and Fredericksburg, the Northern Central, the West Jersey and Camden and Atlantic Railroads, to accept and carry free of charge bicycles, tandem bicycles or tricycles when accompanied by their owners. This regulation took effect June 1, and it will be heartily appreciated by all the wheelmen.

HAL GREENWOOD CHALLENGES THE WORLD.

HAL GREENWOOD authorizes me to issue a challenge for a hill climbing contest, to take place within four months anywhere in the United States, to any amatuer in America, for a $50 or $100 medal, best two out of three climbs, and the loser to pay all traveling and training expenses of the winner. If there is anybody in America who wishes to take up this challenge, he will be immediately accommodated by addressing H. W. Greenwood, 517 Washington avenue, St. Louis, Mo.

LINNEUS.



FROM THE TOMB.

"JACK."

For the past month I have been entombed, though not arrayed in grave clothes. Start not, gentle reader, when I say that I *feel* buried alive, or like a huckleberry in a pan of milk, or a goose egg in a bucket of tar or a whangdoodle's egg lying lonely and un-sat-upon in the centre of the blistering Sahara. I am lonesome, and my off leg has taken to creaking so that I meditate purchasing a tin ankle and grasshopper spring to facilitate locomotion. My company-loving spirit is crushed and is cold and unresponsive, as is a buckwheat cake that has been trod under foot. Why was I sent to blossom in the wilderness, with no loving girlish hand near to sooth my throbbing head? no flutter and swish of feminine apparel to cast a reasonable amount of companionship over the scene? I am in Westboro'—buried in this boro, and I borrow comfort from the fact that the burrow of ye Towne Clubbe in Boston is only some thirty-two miles distant.

Westboro' may be called the second "City of Churches," having one church to every three feminine inhabitants. The inhabitants (without counting the old settlers in the four graveyards) number between five and six thousand. Prohibition, with her sweet girlish ways, forces men to drink Moxie and other wild inspiring compounds, and it is a long time between drinks. I wonder what the governors of North and South Carolina would do in this man's town. I am growing morose and appear in the gate of the city with one suspender and shoes that don't match, and sometimes cheer myself up by taking a walk in the graveyards, "to drive away my care."

Here lies as never lied before,
T. Ananias Eli Perkins;
He might have lived to lie some more,
If he'd not eaten them green ghirkins.

I see that my fellow-scribe, "Hawkshaw," thinks that a bath brush and a razor are not nearly as necessary to the happiness of a wheelman as a strong pair of legs and a good wheel. But given these two latter, what's the matter with a Kennedy-Child corkscrew (a portable one) and a Ripley Road thirst—one of those thirsts which belong to the "honest drinker," who never leaves anything in the bottom of the glass, and temperate imbiber who never takes more than one drink *at a time?*

Much strategy is being employed to succeed Lord Tennyson as Poet Laureate, when that appendage of the royal household drops off to pain us no more. I am going to try to succeed him by fair and above-board method and by honest work. Here are two verses which, through the lorgnette of the literary idiot, might be full of occult and subtle undercurrents of psychological meaning:

The lad he did the standstill act
Upon the steamer's deck;
The boat went down, he cracked his crown,
And got it in the neck.

The girl rode on the safety bike,
She was "upon her muscle;"
She would have gone as fast again
Unfettered by her— umbrella.

Some of Thompson's latter-day hysterical versifications have suggested to me the eulogistic criticisms of nature by some artist whose copy had been "pied" in the type by the printer's devil setting the "growler" upon it. I once followed Lord Tennyson (in one of his poems) into a swamp somewhere in the English "Fen" district at an hour when the sun blazed like a fierce carbuncle in in the glowing west. (I have since wished that Tennyson had the fierce carbuncle "on the neck," as he left me to flounder about in the fen district with no more company than a few "sage-hens" and a coot or two.) Since then I have eaten food that I could digest, and have read Oliver Wendell Holmes, and Artemus, Ward and George R. Sims, and Milton, and Joe Howard, and Shakespeare, and Hawkshaw, and Eugene Field, and other celebrated pen-slingers, and have made better use of my time than reading hysterical nocturnes by æsthetic salaried howlers.

Browning is all very well with the five o'clock tea, or for unmarriageable women to rave over, but I like better value, even if it is old Sterne with his delightful *double entendres*, or Byron with his insidious poison, which only hurts those natures who read him without being innoculated by the same virus which impelled him to write so many gems. Let us not forget that the toad has a jewel in his eye when we read Smollet or Swift, Voltaire, Lola or Ouida, and that only a blunt nature can fail to appreciate the realisms of the portraitures. The nude in art is chaste, why is it not chaste to be true to *life* in literature. It is not literature but *life* that is to blame. Prudery may do for the boarding school, but it never turned out fearlessly thinking men or women whose opinion was worth recording.

NEW YORK.

"HAWKSHAW."

Decoration Day certainly proved that the term "wheel world" is fast becoming to mean just what it literally expresses. In every state, city, town and village of this broad land, flashed the spokes of thousands of wheels. Here in New York, every road from early morning till late at night, was thronged with a legion of wheel women and men. Every style of wheel, from the early antique of the bone shaker period to the airy cycle of the latest pattern, were coasted, scorched, loafed upon by riders of every age, condition and color, until one was almost convinced that this world had indeed gone wheel crazy. To the observer who looks beneath the surface of the affairs of life, it was a sight that was a goodly one, as from this widespread indulgence in God's pure air naught but good can come. As I snailed along on a tandem safety, and saw this rushing crowd of cyclers everywhere, upon whose cheeks the roses of health were painted by nature, not art, I could not refrain from thinking how wise were the words of Dryden when he says:

"Better to hunt in fields for health unbought
Than fee the doctor for a nauseous draught.
The wise for cure on exercise depend:
God never meant his work for men to mend."

While my mind is yet upon Decoration Day and the wheelmen's good employment of it, I cannot refrain from noting the peculiar action of the Grand Army of the Republic, who in Los Angeles, Cal., protested against the cyclers parading on that day. To us here in the East, where horse racing, athletic games, theatres and a thousand other forms of innocent amusement on that day make a bid for the attendance of the public without any protest from any one on the score of the day being a solemn one, the action of these ex-soldiers in far off California seems foreign to the age, the day and the broad ideas of fair mindedness that we have always learned to expect when California was the theatre of action. To me, I can see but little difference between the G. A. R. parading with banners flying behind a band playing "razzle-dazzle" as befitting the solemness of the occasion, and of the wheelmen doing the same thing, except that they dispensed with the musical part of the affair, and proceeded quietly and soberly upon their way. To tell the truth, I think a parade of wheelmen is decidedly one of the most gloomly and funeralistic affairs known to man, and where riders can be found to indulge in this most pitiful display of themselves. I know no more appropriate occasion for the display than upon some day like this, when it is proper that men's thoughts should be attuned to sadness.

Do you know that the pedals upon a wheel are the most servile pieces of machinery in the world? Well, they are: for the more they are *down-trodden* the more efficiently they perform their duties.

Captain Miller, of the New York Club, has a six-year-old son who is a cycling prodigy, and will I think compare favorably in his wheeling performances with either young Mohrig of California, or Schwalbach of Brooklyn. This young gentleman, last week, in company with his father, rode a boy's ordinary bicycle over seventeen miles of New York park and suburban roads, and finished in good condition. Master Tom, as the young gentleman is named, frequently drives his wheel the entire length of the Riverside Drive and back, a distance of six miles, taking all hills and making the entire journey without a dismount. Now trot out your juvenile prodigies; this is the best one New York has, and if you can beat Tommie we will cry enough.

You of course know that New Yorkers are a very slow, easy going set of people, at all times averse to betting or any other form of "sporting" life, yet once in a great while even our sluggish blood gets stirred up by seeing what we think is a real good thing to bet on and then you ought just see us let go our money, some of us having been known to bet as much as $5, though of course when we did so we were sure we couldn't lose it. Now just such a state of affairs has happened since we read the communication from "L. A. W. 17,291" in your last issue, in which he says he is able to ride a safety a mile under three minutes with his hands tied behind his back. This is too much for even our poor quality of sporting blood, and if you will kindly put "No. 17,291" in communication with me, I think I can arrange it so as to give him a chance to win both gold and glory by riding that mile under three minutes with his hands tied behind his back. Notice of funeral later.

PORKOPOLIS NOTES.

"STAR."

The Cincinnati Bicycle Club is afflicted with several members who might be appropriately named "Men-afraid-of-getting-their-bicycles-muddy." On two occasions recently have runs been postponed because it was feared the roads were too muddy. On the first occasion, however, your correspondent, who is not much of a rider, went to Hamilton via Carthage and returned via College Hill (47.6 miles), and found the roads, especially on the return, very good and the coasts delightful. On the second occasion, accompanied by Charley Ross, he went via Venice, New Haven and Harrison to Miamitown, returning via Harrison Pike (50.2 miles) and found the roads, though somewhat muddy at first, so smooth between Bevis and Harrison (15.8 miles) that the temptation to scorch was irresistable.

The "Duke" has a new and odd looking mount. The wheels are 32-inch front and 26 rear, and the gear 61 3-4. Such a high gear may be all right where the roads are smooth and the grades easy, but on our rough and hilly roads it is entirely too high.

The road race for the medals offered by Mr. Bennett has been postponed to June 9th, on account of the condition of roads. The championship race of the C. B. C. will probably be postponed to June 30, as the roads have not been in a condition favorable to training.

Decoration Day was not observed to any extent by local wheelmen, as the amount of rain that fell measured 1.12 inches.

The Kentons and Newports, with some of the wheelmen from this side of the river will attend the meet of the Kentucky Division, at Danville, on the 10th inst.

BUFFALO.

"ALI BABA."

The century run of the Buffalo Bicycle Club has come and gone. There was every indication of a successful and well managed trip. Captain Donaldson had everything planned to the nicest detail, and nearly fifty of our riders had promised that they would follow him "thro' din and smoke." But the weather was so wet, cold and uncertain on Wednesday that those who did appear at the boat's dock that evening had on their overcoats or were possessed of some other good wearing apparel. Great anxiety was felt in regard to the weather, consequently only 24 members were on board as the old boat left her dock.

I suspected, before starting, that the vessel would have to be a staunch craft to contain all the fun that she would be compelled to carry, and fun it was; even the captain and purser, who were well known, couldn't resist, and became as one of the crowd.

Some of the boys were wont to turn in early, especially those who could not safely remain outside their berths in a somewhat rough sea. It was about 10 o'clock when the wind increased in violence, and the rain came down in torrents. We were routed out just as we were making a last desperate attempt at a good nap. It was 3.30 when we all sat down to a light lunch (sandwiches and coffee). At 4.45 each took possession of his wheel, and, the shower having abated, wended our way to the Reed House. Here a council of war, lasting over an hour took place. Finally the sky became brighter, and the Captain with a reconnoitring party rode over about three miles of the route. The Captain returned to report, but the rest of his brave followers held their ground. On the Captain's return another shower came up, and down went our spirits. Our brave scouts did not return, and we could not go to their assistance. The train would soon be due. Unwillingly most of us hoisted most of our wheels into the baggage car and and made for Buffalo at a 38-miles-an-hour gait.

But not so with ten of our hard riders. This last shower proved to be only local, and when the Captain didn't return, this reconnoitring party supposed that he had met some other foe and was slain, elected Mr. C. W. Adams General. A hot pace was made to Westfield, thirty-three miles away, and then two weak brothers cried enough and took to the train. At this point only eight tough 'uns remained, and they rode on to victory or death, keeping well together. At Fredonia they were kindly entertained by Miss Clark and Miss Taylor, at the residence of Miss Clark. Silver Creek was reached at 2.27 o'clock (fifty-nine and a half miles). Hedge and Brogau both felt in such high spirits as to make it a comparatively easy matter to climb that famous Silver Creek Hill. To cut the story short, the club house was reached at 9.30 P. M., in the midst of a hard rain storm. Total distance, 100 1-2 miles; riding time, 10 hourt 55 minutes, or a trifle over nine miles an hour.

C. W. Adams, who is perhaps the hardest rider in Buffalo, says that he has ridden a wheel for six years, but ventures the assertion that this was the toughest run that was ever made by a body of Buffalo wheelmen. The wind was something fearful, and dead ahead all day long, making it necessary on some of the hills, which ordinarily would be coasted, to push the pedals to keep going. Add to this a heavy road and flurries of raid all day, and the conditions for an enjoyable run were reduced to a minimum. However they got there I can't understand, unless (don't give it away) Witch Hazel did it.

PENNSYLVANIA.

"ARIEL."

The Associated Cycling Clubs of Philadelphia have proven beyond cavil the success that lies in unity of action. Ever since the inception of the association, a year ago, efforts have been made to organize a demonstration which should be a joint affair on the part of all the clubs, but it was reserved for Decoration Day, last week, to show how popular such a movement would be. At short notice—action having been taken at the meeting only one week previous—the wheelmen of the city turned out to the number of one hundred, meeting at the Pennsylvania Bicycle Club house at ten o'clock. President W. R. Tucker would have been in command of the run but being unable to attend the charge devolved on Vice President Collins.

Up Belmont avenue the procession moved in columns of twos, with the clubs in the following order, according to date of organization: Philadelphia Bicycle Club, 11 men; Pennsylvania Bicycle Club, 32 men; Century Wheelmen, 22 men; Tioga Cycling Club, 5 men; South End Wheelmen, 12 men; Mount Vernon Wheelmen, 11 men; unattached, 7 men. Being a holiday the park was filled with crowds of people, and the wheelmen came in for many admiring glances from scores of bright eyes.

The route lay along City Line and Bryn Mawr avenue to Lancaster pike, then to Devon, where, after a short halt for the adjustment of toilets, the cyclers again moved in a body upon the Devon Inn, where dinner had been arranged for.

Promptly on the hour the hungry wheelmen were ushered into the dining room, where they discussed an elaborate menu for over an hour. Although it rained heavily for a little while, the showers finally ceased, and the party succeeded in getting back to the city without a wetting and with mutual congratulations on the success of the first inter-club run of the Associated Cycling Clubs.

Taxis' misfortune in the Irvington-Milburn race undoubtedly deprived us of the winner. Just before starting he broke his glasses and being very near-sighted the strain proved too great and he was compelled to drop out. The surprise was in the poor showing made by some of the men from whom great things had been expected.

Preparations for the reception of the tourists on the New York-Philadelphia century run have been finally arranged. The party will come down the Pennsylvania side, the roads being in better condition than on the Jersey shore, and will be met at Holmesburg by the inter-club run called for that purpose by the several club Captains, which will leave the Century Club house at 4 o'clock. The riders will be taken to the Century house, where the wheels will be stored, and thence to the Continental Hotel, for dinner, by our celebrated system of "rapid transit"—the horse cars. All city cyclers are invited to join this dinner, which has been placed at the very low figure of $1 per head. Starting next morning from the Century headquarters the visitors will be taken on a ride through Fairmount Park and out the Lancaster pike, which the ladies of the party are expected to enjoy with the men. We hope to see a large number come over, certainly more than last year, when poor George Hart stayed out at the rink till after midnight to store the machines of—two riders.

Suit has been brought by the Pope Mfg. Co., in the United States Circuit Court, against the Strong & Green Cycle Co., for infringing upon its patents. The Overman Co. have also brought suit against Strong & Green.

Two excursions on the water are booked for the summer. The Camden Wheelmen will have a moonlight trip on the steamer "Thos. Clyde" on June 14, and the South End Wheelmen have engaged the mammoth "Republic" for a Cape May excursion later in the season.

Owing to the crowded condition of the wheel space in the Phila-

elphia Bicycle Club's house, that organization has been compelled to limit its list of lady memberships to thirty. This will probably be amended upon the completion of the proposed addition to the club house.

NEW HAVEN.

"ELM CITY."

I enclose you herewith results of the races held at Elm City on Decoration Day. The races were the best the club has had for years, and they brought out some racing material we did not know we possessed. Now if Meriden thinks she can get away with us, why not just let her put an *amateur* team against us on the road and we will show the Silver City how we can ride? Further, if she thinks we cannot entertain, just ask the four Meriden Club boys that came down to see us on Decoration Day how they enjoyed the New Haven Club's hospitality? [Races in the reading columns.—Ed.]

We had a smoker in the evening after the races, and we had a very enjoyable time, though an impromptu affair. John Verhoeff gave some fine recitations, Mr. Le Heup sang several choice selections, Mr. C. E. Larom rendered some musical gems, Mr. Bartlet did some fine balancing, Mr. Fields did some fancy bicycle riding, Mr. Rowe some "high kicking."

Mr. G. A. Pickett went to the Providence races and brought back the Kodak Camera, first prize in the safety race and a revolver, second prize in the one-mile handicap. He rides a safety and is a strong rider.

Can some one give us the R. R. fare from here to Hagerstown and return, for the League Meet? [As yet no special rates have been obtained.—Ed.]

BALTIMORE.

"NORVAL."

President Cushwa, of the Hagerstown Club, has been on an extended trip through the Shenandoah and Cumberland valleys, stopping wherever wheelmen were found, to hold meetings and talk up the League Meet, and many wheelmen expressed their desire of attending the meet.

Rev. Robert A. Mayo, Rector of the Chapel of the Atonement, Chester street, near Biddle, sailed in the White Star steamship Germania, for Liverpool, Wednesday, May 29, from New York. Mr. Mayo, who is an enthusiastic bicyclist, will make a cycle tour of southwestern England.

Three hundred entry blanks for the races at the League Meet at Hagerstown were mailed last week. This week work on the race track will begin, and it is to be a fine one, too.

The railroad companies have all fallen into line, and will carry wheels free to and from the meet.

E. D. Lowe has resigned the captaincy of the Chesapeake Wheelmen on account of press of business. William Holland is acting Captain until the next regular meeting.

The past storm has done considerable damage to the roads, giving them a regular wash-out.

SYRACUSE.

"SALINA."

Memorial Day found forty-five members of the Syracuse Cycling Club at Rome, where a tournament was held under the auspices of the Rome Bicyling Club. The trip was made by train, as many of our cyclers were entered in the races. In the parade the Syracusans were given the right of the line, and were awarded the prize for the largest club in line, and also for the best drilled club.

The races at the park were naturally the feature of the day, and were witnessed by nearly three thousand people. The first event—half mile dash, open—was won by Fuller, Rome in 1 42, Chapin Syracuse Cycle Club, 1.43, Lancaster Cycle Club, 1.45. Syracuse also took second and fourth in a two mile handicap, 440 yards limit; second in the mile safety, first in fancy riding, second in the one mile open, first in the one mile tandem, and first and fourth in the one mile team race. This makes a total of three firsts and four seconds to the credit of Syracuse. Taking into consideration that this is really the first appearance of Syracuse riders in a tournament, "Salina" feels justly proud of the club and its flyers.

It was generally conceded by the spectators in the grand stand at Rome that Captain Chapin rode in best form of any man on the race track. He bends over a very little, holds his shoulders still and moves his head from side to side, in unision with his pedaling.

The Arlington Hotel was L. A. W. headquarters, and was awake all night. However, the reveling was mild and the fun fast and furious. The Rome boys are to be congrarulated on their success, and have proven their executive abilities. Special mention might be made of Messrs. Fuller, Pitman, Parker and Bliss, who were very attentive to the Syracuse cyclers. Should they ever come this way, anything we own, or can own, is theirs.

We thought that ere this "Salina's" identity would be exposed to the cold, cold world, and then—then—well, we don't like to think of such an unpleasant event. The least we can do is to thank our esteemed fellow-correspondent, "Ariel," for so kindly withdrawing his terrible threat to reveal the Syracuse correspondent's identity.

NEWS AND COMMENT.

There is a bicycle club in a certain Western city called the Romeo Club. The members are a romantic lot of fellows. Their favorite time for riding is at night, when the stars twinkle and the coy young moon casts soft rays o'er the landscape. Each rider carries a mandolin and is proficient in the use of same, and can also *sing at* all the tender serenades of the sixteenth century. It is imperative that each member should possess a Juliet, and a strong movement is on foot requiring long hair and love locks, etc. The Romeos will go to Hagerstown July 4.

We wonder when certain racing men of the country will learn that the Racing Board mean to enforce the rules. If experience be a good teacher, then some fellows ought to be well taught.

Albert Gagneaux, one of the veteran riders of the Baltimore Cycle Club, arrived home from Europe last Sunday, on the steamer Etruria, of the Cunard line.

A large number of the Baltimore Cycle Club, under the Captaincy of William A. Black, will bicycle to Hagerstown League meet via Havre de Grace, Wrightsville, York, Gettysburg and Monterey Springs, leaving their club house on Eutaw place at 12.30 P. M. Saturday, June 29th, reaching Hagerstown Tuesday, July 2d at 9 A. M.

Frank J. McNally was arrested in Boston last week for stealing and selling a bicycle belonging to Mr. H. G. Stratton. It is probable that Frank will be boarded at the public's expense.

A Road Bill is to be presented to the Legislature of Georgia in which embodied a clause compelling all persons between the ages of 16 and 50 to work the roads each year such number of days—not to exceed eight—as may be ordered by the Road Commissioner. A clause will also be inserted providing that convicts be used in road building and repairing.

The Illinois Club of Chicago are all right. Witness the following from a Chicago correspondent: "Please note that notwithstanding a certain paper has stated 'the Illinois Cycling does not seek honors on the race track but contents itself with taking long runs in the country," during the late tournament the I. C. C. boys captured twenty-one out of fifty-two prizes given, with eleven clubs to compete against."

We are in receipt of a number of letters and postals endorsing our advice to use a straw hat as a summer head gear. Except in the face of a gale there is nothing like it for looks or comfort.

Honors to Bert Myers on his return to Peoria from Chicago were tendered him, in the shape of a banquet by his friends. Mr. Myers in his week's racing at Chicago took seven firsts, two seconds and one third prize, a record Mr. Myers and his admirers may be justly proud of.

Captain Hildebrand, of the Missouri Bi. Club of St. Louis, who has just returned from Europe, has been in Washington and was shown much kind attention by the riders of the capital. Capt. Hildebrand was enthusiastic over the roads and streets of Washington, and considering his late experience on European roads his commendation amounts to something.

In speaking of the races at Rome, N. Y., May 30th, an exchange says the "contests passed off good humoredly," what ever that may mean.

Terry Andrae, of Milwaukee, is to be "dined" by his fellow wheelmen in recognition of the fine showing he made at the Chicago tournament.

Massachusetts members should remember the date of the spring meet of the division at Squantum, June 17th.

The rising generation of physicians in Milwaukee are "taking steps" to learn to ride the bicycle, so they can use same for long distance calls. The "steps taken" so far have been of the initiatory character, and some of the "steps" have been quite painful.

Miss Alice A. Adams, of West Canton street, Boston, while riding her tricycle on Beacon street caught her tricycle wheel in the electric conduit and was thrown violently. Her physician fears serious internal injury.



Washington, D. C., May 21, 1889.

L. B. Gaylor, Esq., Dear Sir:

Two weeks have elapsed since I received my Eagle Bycycle, during which time I have given the machine a most severe test, through which it has passed without even a spoke becoming loose. The most severe test during that time was that of riding over all the rough places I could find in and around the city, across lots, up and down steep banks, up and down high curbstones and over obstructions of all kinds, which is a terrible strain on the material and workmanship of a bicycle, through which the Eagle went without getting even a scratch, not meeting an obstacle that it could not mount.

I have never, during my experience, ridden a wheel that runs so smoothly, easily, and at the same time gives so great pleasure to the rider as the Eagle. I can see no reason why great speed cannot be gotten out of it, both on the track and the road, and intend before long to show the Washington boys what it can do in regard to road riding. Every one here speaks of the fine workmanship you put on your wheel.

I do not know how to express my appreciation of the good qualities by words, but hope to show it by good work on it soon.

Yours very truly,

Will T. Robertson,

605 Seventh street, Washington, D. C.

The Eagle Bicycle Mfg. Co.,

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The Coventry Machinists' Co., Ltd.,

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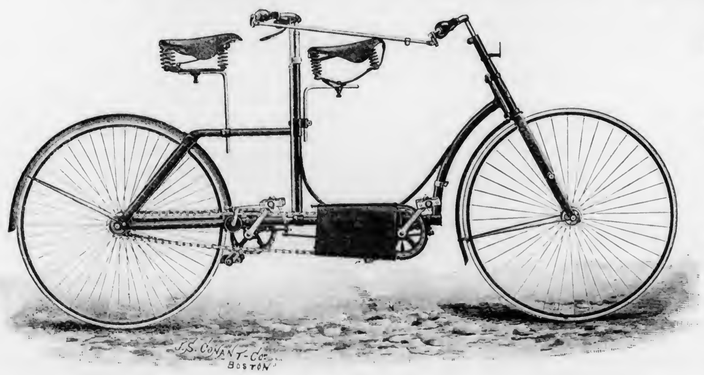
The Swift.

And they called it SWIFT!! and the name proved good, for lo, and behold, at whatsoever race of its type is held, there thou findest the SWIFT to the fore.

At Harvard Races, May 11th, the Swift was first and second in both Safety Races.

CATALOGUE FREE.

Premier Tandem Safeties



DON'T

Sag,
Rattle,
Break Down,
Steer Hard,
Look Awkward,
Need Bracing Up,
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Tear Dresses.

DO

Run Easy,
Steer Steady,
Keep Noiseless,
Stand Hard Work,
Appear Graceful,
Climb Hills,
Coast Fast,

GIVE UNIVERSAL SATISFACTION.

Double Brakes. Fresh Stock by Weekly Steamers. Prompt Delivery. $200.

Send for Catalogue.

L. H. JOHNSON Manufacturing Importer, Orange, N. J.

KENTUCKY Division L. A. W meet June 10, at Danville, Ky.

WE hear that W. Windle has been summoned by the Racing Board to answer certain charges which may destroy his amateur standing.

JUNE 30 and July 1 are the dates of the race meet of the Canadian Wheelmen's Association at St. Catherine. See advertisement for particulars.

A HOLLISTER (Cal.) youth tried to run down a jack rabbit with his bicycle lately. The result was that the machine went to pieces, the owner had his arm dislocated and the jack rabbit is still in training.

AN exhibition of nerve that's rarely excelled was given Tuesday by a Trenton (N. J.) woman. She made a tour of the offices in the State house there, asking subscriptions for a bicycle for her son, who is very fond of bicycle riding. She said that "she could not very well see how she could afford to purchase one, and as her son was of noble birth, he should enjoy the advantages that more fortunate boys enjoyed." She could not induce the "stony-hearted" State officers to put down their names, however, and she left the capitol building lamenting the fact that people generally were loth to give for a worthy purpose.

MR. J. A. BAIRD, a student of the State College at Lexington, Ky., did a nervy thing [We should call it idiotic.—ED.] last Sunday. He rode from Lexington to High Bridge, and then, awaiting a favorable opportunity, crossed the bridge on his wheel, riding the cross-ties, which are from three to six inches apart. The bridge is about 287 feet high and about 300 feet long. It has no side guards other than a narrow girder. Mr. Baird's home is Elizabethtown. He rides a fifty-four inch wheel.

W. VAN WAGONER, of Newport, challenges any amateur wheelman of New Bedford to a ten-mile race, to be ridden in Newport; a 25-mile race, to be ridden at New Bedford; and a 50-mile race, to be ridden in the town where the winner of the 25-mile race resides. All of the races to be ridden on the public road, and with road machines not weighing less than 38 pounds.

THE Black River Railroad which runs from Utica, N. Y., to Alexandria Bay does not send out Sunday trains, so the proprietors of the Utica *Tribune* send out their Sunday edition as far as Boonville (40 miles) by bicycle. How is that for enterprise?

A CORRESPONDENT from Baltimore writes: "Will you, through your valued paper, let my fellow Baltimore riders know that the John Hopkins University of this city publishes a map of the roads around this city. The map is very complete and is almost invaluable to anyone who likes variety in their riding. The price is only one dollar."

DECORATION DAY was spent by the two Albany, N. Y., clubs in taking a union run to Minks Hotel on the Shaker road, taking dinner at that hostelry and then playing a game of baseball in the afternoon. The Albany Bicycle Club beat the Albany Wheelmen by a score of 8 to 5. The features were, for the Albany Bi. Club team, the battery work of Robe and McArthur, and the playing of H. R. Slingerland at first bag, M. C. Fuhrman at second, and Scattergood at third. The latter captured three difficult high flys. For the wheelmen, Gallien pitched a good game and Phipps caught well, while Fred Wood at first also did good work. The Wheelmen will challenge the Bi. Club to play a return game July 4.

THE assessors of the town of Quincy, Mass., claim that owners of bicycles will have to pay a tax this year.

LUMSDEN WINS THE SECOND RACE.

(Special to the World.)

WE had gone to press when the following telegram was received: "Lumsden won second race by ten feet in 9.44. R. D. GARDEN."

The above was of such importance that we stopped press to insert.

TO MASSACHUSETTS L. A. W. MEMBERS.

OUR active and efficient Chief Consul of Massachusetts, Dr. W. H. Emery, kindly offered to furnish us with a State map, as per circulars No. 16, at the very low price of seventy-five cents each, and requested those wishing a copy to notify him by postal. He now informs us he has not received sufficient encouragement to warrant him in the undertaking. Some of us are much disappointed by the apathy thus shown by the wheelmen of Massachusetts, as a map of this description would be valuable in any rider's hands, even if he only rides short distances. Rally, brother wheelmen; our Chief Consul is a live man, and trying to help us; let us take hold and help him to help us, and have a State map at once.

J. W. W. No 10411.

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

I have received a few letters this week from friends who write on the dress question and on other topics. I think I can do no better than to let them be heard:

From Nettie M. M———. "Regarding the much-mooted question of dress for ladies' bicycle, I would, as a rider of the wheel, beg of you not to let the pleasure and exercise be ruined by their devolution into one of costume, or over amount of delicate modesty as regards motion of the knee. I pay profund and true deference to all that is modest and womanly, but cannot bring myself to believe when a good thing is placed to the use of woman she should bring it under the stigma of fashion and martyr comfort as well as sacrifice pleasure to the throne that already receives sufficient tribute.

To me there is no question but that the two wheel is as much superior for a lady, as the bicycle excels the tricycle for a gentleman's use, even when the weight is equal. It requires a peculiar skill for the bike, which is not necessary for the trike, and the pleasure is more exhilarating because there is a sense of bowling or rolling along, while with the trike one joggles as a wagon."

Believe me, Miss Nettie, I would not talk dress if I did not feel it to be necessary. I am in receipt of very many letters, and of these nine in ten inquire about the costume we should wear on the wheel. It is a stale subject to the veterans, but we must consider the novices. If we can give them of our experience we can save them most of the perplexity we have had to undergo. Regarding the knee motion I desire that it be avoided, because it looks awkward, not because I believe it immodest.

From Hilda K———. "I want to tell you all about a bicycle ride I took last Sunday. I went to Delhi with the Cincinnati Bicycle Club. It was twenty-two miles. I had lots of fun. I am nine years old and was the first girl in Cincinnati to ride a bicycle. I have it two months and think it is lots nicer than my old tricycle."

A ride of twenty-two miles is a creditable performance for one so young, but Hilda must be careful not to overdo. Young girls of nine are not yet sufficiently developed to stand the strain of long fatiguing rides and my young friend must not let the applause of friends spur her to deeds that may cause her serious injury.

Genevieve, of Grand Rapids, Mich. "Although a novice with the two-wheeler, I am none the less interested, especially in regard to dress, and having read your article in the WORLD, thought I would not be intruding to express my opinion. As for style and service of goods I favor Eleanor Kirk's idea, "a firm, soft serge." I think a dark green, with light leather straps and buckles, made with plain skirt and waist, and "if desired" some fancy sleeve, makes a very pretty outfit. Straps and buckles being used in place of buttons, also collar, cuffs and belt. As for hat I am undecided, but shoes and gloves I prefer the light colored to correspond with dress trimmings."

A Philadelphia correspondent corrects me in my little note regarding the run of the Philadelphia ladies, and tells me it was under the auspices of the Pennsylvania Club, not the Philadelphia Club. He writes: "Our accession to the ranks of those clubs admitting ladies to membership being so comparatively recent that we are as yet, unduly anxious, perhaps, to get our just dues as regards notices in that direction." We gladly make the correction and return thanks for the pretty picture of the club, whose doors have been opened for the reception of ladies.

Those who have written me regarding dress must look for their answers in the Reception Room.

HELEN GREY.

ATTENTION VIRGINIA MEMBERS—ON TO HAGERSTOWN!!

THE attention of Virginia members of the L. A. W. is called to the following: A party of Richmond wheelmen at present estimated from ten or fifteen, propose touring from Stanton along the national pike to Hagerstown, leaving Richmond about the 25th of June, railroading to Stanton. They would like to have the company of every wheelman from Virginia, and with the view of arranging date of start, etc., to meet the wishes of the majority, so that Virginia may have an unusually large representation. Mr. Alex. H. Meyer, 601 Broad street, Richmond, Va., would like to hear the views of intending pilgrims. This is an unusual opportunity of taking in this grand route, for with such a party as already signify their intention of going, there is sure to be lots of fun.

RACES AND RECORDS ON ROAD AND TRACK.

AT CHICAGO, May 30—Pullman-Chicago road race—Cold North-East rain, heavy roads are not conditions under which a road race could be pleasantly run. However, "start rain or shine" had been the instructions and so out of the 123 entries, seventy men faced the starter. The limit man was started at 10.18 A. M. The start was made with a rush as the roads were good at first and the wind at the back, but when the Stoney Island road was reached then *walking* was very generally indulged in for some distance. At 114th street some of the men took to the sidewalk and protests were entered against them. In the meantime the train had carried a large number of spectators to Pullman and there they awaited the coming of the racers. The watches showed just 11.19 13 A. M. as Bodach shot across the line, then came Dale and Pratt and the others stringing. It was a *hard* race, run under difficult conditions. The men all showed the effects of the hard ride through mud and rain and they were mighty glad to exchange their mud-covered and rain-soaked raiments for more comfortable apparel. We give below the names of 47 men who finished and the order and *actual time* thereof.

	Handi. M. S.	Time. H. M. S.
1 F. Bodack	11 00	1 00 13
2 F. L. Dale	10 30	1 01 58
3 G. H. Pratt	11 00	1 03 17
4 H. W. Harland	12 00	1 04 28
5 W. B. Hassard	11 45	1 05 58
6 A. Guthrie	8 00	1 02 33
7 R. Kinseley	8 30	1 03 30
8 F. Raabe	10 30	1 05 30
9 G. M. Skeer	11 30	1 00 37
10 Irving Otis	11 45	1 07 45
11 J. S. Corey	8 00	1 01 12
12 F. H. Tuttle	5 00	1 01 13
13 Frank Riggs	6 00	1 02 18
14 F. L. Chase	10 00	1 06 22
15 Remecker	12 00	1 08 24
16 G. Kurtz	6 15	1 02 45
17 A. E. Lumsden*	Scratch.	56 45
18 G. A. Thorne	4 00	1 01 15
19 Albert Kuehnel	6 00	1 03 25
20 G. H. Haskell	8 30	1 00 08
21 W. P. Ulrich	7 30	1 05 00
22 N. H. Van Sicklen	Scratch	57 48
23 J. Andrae	Scratch.	57 49
24 C. H. Tobey	8 30	1 00 29
25 R. O'Connell	9 15	1 07 48
26 E. C. Bode	7 15	1 05 47
27 J. W. Thorne	7 00	1 05 31
28 G. K. Sage	6 00	1 07 28
29 C. F. Sage	10 30	1 07 28
30 C. Brigman	7 30	1 07 17
31 J. Guthrie	7 00	1 07 14
32 Sauer	2 00	1 02 22
33 C. A. Patterson	12 00	1 12 26
34 John Errickson	12 00	1 12 26
35 F. E. Spooner	2 00	1 02 37
36 G. K. Barrett	10 00	1 10 41
37 H. E. Loveday	2 00	1 03 10
38 M. J. Andrews	6 30	1 08 00
39 S. H. Farnham	6 30	1 08 05
40 G. P. Washburn	7 00	1 08 39
41 C. A. Stokes	9 15	1 10 51
42 W. P. Robertson	12 00	1 13 13
43 A. S. Bradley	7 30	1 09 24
44 J. M. Erwin	6 30	1 08 25
45 C. C. Mead	7 00	1 09 00
46 J. C. Harrington	6 30	1 08 38
47 A. M. Luce	4 00	1 06 36

IRVINGTON-MILBURN, May 30---Road.---Thirty-four contestants faced the starter to do battle for nineteen handicap prizes and the cup for the fastest actual time. Although Kluge's world record of 1 hour 30 minutes over this course was left untouched, a study of the results will show that it was the greatest road wheel struggle in the history of cycling, surpassing even the marvellous record of the Alphabetical contest a year ago. These are the figures on which I base my statement: Of the thirty-four who started, twenty-two finished. Of the latter, fifteen beat 1 h. 40 m.; and of these two beat 1 h. 32 m., four beat 1 h. 33 m., nine beat 1 h. 34 m., and eleven beat 1 h. 35 m. The nineteen prize winners made the twenty-five miles over these sixteen hills in an average of 1 h. 35 m. 11 s. each. Think of it. Can the history of cycling show anything to compare with the work of this gallant nineteeen? Putting it in another way, and supposing these men to have been started to carry a message in relays of 25 miles. The message would have reached a point 475 miles distant in 1 day 6 hours 8 minutes 11 seconds. Of the fifteen who beat 1 h. 40 m. seven came from the Kings County Wheelmen, three each from the Brooklyn and Wilmington clubs, and one each from the Riverside Wheelmen and the N. J. A. C. In all these figures I pay no attention to the handicap finish, but only to the actual times made.

Barring a little wind the day was a perfect one for racing. D. Blake Bonnett, of the Elizabeth Wheelmen, had a gang of boys at work for two days picking off the stones. This precaution, with the advantage of some heavy rain a day or two before, left the course in perfect condition. It never was faster or better. The number of spectators and wheelmen present far exceeded that on any previous occasion. The arrangements for checking, judging, scoring and timing were perfect. The race started at 11.20 and passed off without an accident or hitch of any kind. I have several times hinted that the Wilmington flyers as compared with the scorchers of the Alphabetical Association have been over-rated. I have insisted that the latter were the fastest men in the United States, over hills, for this distance, and the result showed it, as the fastest Wilmington man could get no nearer than tenth in the order of actual finish, barring handicap. I now wish to go a step further and say that no club in the world can show a road racing record that will compare for a moment with that of the gallant K. C. W. Can any club in the world show six men who can beat 1.34 for twenty-five miles over such a course as the Irvington-Milburn? The handicap proved a very close one, as the difference between the first and sixth men was only 48 seconds. Of the twenty-two who finished twelve did from 16 seconds to 5 minutes 55 seconds better than they were rated by the handicappers and ten from 2.07 to 8.09 Of the scratch men Harry Hall and Ed Baggott failed to come within about four minutes of the 1 30 at which they were rated, while Wilhelm could not navigate the hills and gave up after doing the ten miles in a little under 36 minutes. In fact the way the local men went down the hills was a revelation to the visitors.

Barkman deserves the greatest credit for his labors in getting up this grand race, and the manufacturers and dealers who gave the prizes so liberally will reap a rich reward in the boom the contest has undoubtedly given the wheel hereabouts.

The following table sets forth the results of the race:

	5 Mil's.	10 Mil's.	15 Mil's.	20 Mil's.	25 Mil's.
1. Wm. Murphy, K. C. W.	17.19	34.55	53.41	1.12.43	1.32.05
2. F. R. Miller, R. W.	18.35	36.00	55.00	1.13.14	1.32.13
3. W. G. Class, B. B. C.	17.43	35.52	54.49	1.13.13	1.33.38
4. J. Bensinger, K. C. W.		35.34	54.07	1.12.44	1.33.43
5. Chas. Murphy, K. C. W.	17.30	35.33	54.03	1.12.30	1.31.49
6. F. Coningsby, B. B. C.	17.48	36.37	55.47	1.14.33	1.33.57
7. J. F. Borland, B. B. C.	17.15	35.52	54.54	1.14.32	1.34.51
8. C. A. Elliot, W. W. C.	17.53	37.08	56.20	1.16.04	1.36.17
9. T. B. Hess, K. C. W.	17.29	35.15	53.56	1.12.40	1.32.47
10. W. H. Putney, M. B. C.	18.35	38.15	59.03	1.18.40	1.40.04
11. T. J. Hall, Jr., K. C. W.	17.49	36.02	54.50	1.13.33	1.33.04
12. R. W. Steves, K. C. W.	18.00	36.52	56.22	1.16.25	1.36.44
13. B. F. McDaniels, W. W. C.	17.31	35.55	54.18	1.13.39	1.36.07
14. N. F. Waters, B. B. C.	16.04	38.50	58.40	1.16.21	1.41.39
15. F. M. Dumpman, W. W. C.	18.04	39.46	55.11	1.14.46	1.34.40
16. F. B. Elliot, W. W. C.	17.53	36.52	55.41	1.16.15	1.43.19
17. H. G. Hall, Jr., K. C. W.	17.51	35.50	54.59	1.14.13	1.33.53
18. E. P. Baggot, W. G. A. C.	17.51	35.50	54.59	1.14.13	1.33.59
19. S. W. Merrihew, W. W. C.	17.53	36.58	57.05	1.15.28	1.40.54
20. E. Van Wagner, Newport	18.05	37.38	57.44	1.21.59	1.47.52
21. Z. Lolland, W. W. C.	19.48	41.51	1.03.07	1.24.54	1.48.03
22. J. L. Robertson, H. C. W.	23.30	40.26	1.00.31	1.27.10	1.48.09

Robertson started about three minutes late.

JONAH.

AT ST. LOUIS—Track.—The inaugural race meeting of the St. Louis Bicycle Track Association took place Monday afternoon, May 27. As telegraphed last week the races were postponed from the 25th on account of the muddy condition of the track. The events numbered seven and resulted as follows: Half-mile scratch: Frank Mehlig, (1); Vincent Ring, (2); time 1m. 43 1-5 sec. One mile exhibition by Percy Stone, paced by Hodgen, Sanders, Mehlig and Pomarade, time 3m. 16 sec., the fastest of the day. One-mile novice: A. M. Lewis (1); G. F. Peckham, (2); time 3m. 30 sec. One-mile handicap: Frank Mehlig, scratch, (1); E. N. Sanders, scratch, (2); time 3m. 26 sec. Half-mile safety for boys under 14 years: J. Ring, (1); time 2m. 30 4-5 sec. One-mile handicap for rear-driving safeties: Ed. Cunningham, 75 yards, (1); P. J. Annan, 65 yards, (2); time 3m. 50 4-5 sec. Quarter-mile ordinary bicycle, boys under 14 years: E. Lee, (1); 1m. 5 sec. Two-mile handicap: Frank Mehlig, scratch, (1); E. N. Sanders, scratch, (2); time 7m. 19 2-5 sec. Contrary to all expectations the track was in fair condition and with good rolling can be made pretty fast. A good sized audience was present, among which were a number of ladies who took great interest in the events. The riding of Peckham and Cunningham was a genuine surprise, and with a little training these men will be ranked among our flyers before the season ends. The races between Sanders and Mehlig were close and exciting. If the latter had the time to train it is extremely doubtful if any rider in the city, barring Stone, could hold him.

LINNEUS.

AT PHILADELPHIA, PA., May 30.—On Decoration Day the long-talked-of race between M. J. Bailey, of the Century Wheelmen, and T. A. Schaeffer, of the Pennsylvania Bicycle Club was run off at the University grounds, the Y. M. A. track being too soft. The men got off together and rode a waiting race until near the finish, when Bailey out spurted his opponent, winning by eight lengths.

At the sports of the Y. M. C. A., May 30th, the one-mile bicycle contest was won on a soft track by John N. Draper, of the Pennsylvania Bicycle Club, time, 3m. 53⅘s.; Edward Worlman, U. of Pa., second, and F. H. Garrigues, of the Century Wheelmen, third.

ARIEL.

AT DENVER, COL.—Road.—The Ramblers and the Social Wheel Club team races took place May 26th, as reported in our last, and the following are particulars. The men finished in following order and time ("R," means Rambler, "S.," Social Club): R. Gerwing, R., 18 pts., 2 h. 2 m. 30 s.—F. N. Coleman, S., 17 pts., 2 h. 7 m.—J. Collier, R., 16 pts., 2 h. 7 m. 30 s.—H. Jackson, R., 15 pts., 2 h. 17 m.—A. Banks, S., 14 pts., 2 h. 18 m. 30 s.—R. H. Beigle, R., 13 pts., 2 h. 18 m. 45 s.—H. Shaw, S., 12 pts., 2 h. 20 m. 15 s.—A. Brown, S., 11 pts., 2 h. 21 m. 30 s.—Lou Block, S., 10 pts., 2 h. 21 m. 45 s.—H. D. Green, R., 9 pts., 2 h. 23 m.—W. E. Perkins, R., 8 pts., 2 h. 24 m. 45 s.—J. C. Epeneter, R., 4 pts., 2 h. 26 m. 45 s. J. H. Hemer, S., 6 pts., 2 h. 29 m. 45 s.—C. A. Rivers, S., 5 pts.

2 h. 33 m.—A. A. Morris, R., 4 pts., 2 h. 36 m. 15 s.—J. Bartmetler, S., 3 pts., 2 h. 37 m. 30 s.—H. G. Kennedy, R.—L. Hanson, S. Total points for the Ramblers, 90; total points for the Socials, 78.

The race was witnessed by a large number of people aboard a special train, which was run so as to enable the spectators to keep the majority of riders in sight very near all of the time. The start was made from Fortieth street at 9.45 o'clock. At the word "go" Gerwing shot away at a pace that threatened to kill some one, and he held his lead from the start to finish. The distance is 33 1-4 miles, measured by cyclometers. The prize is called "the Geo. F. Higgins & Co. Challenge Cup," and must be won by one club twice before becoming their property. The next contest takes place in 1890. The last three men on the Socials' list were substituted at the last moment, for men that were expected to land way up front. Headers were numerous on both sides, but on the Socials' side again did ill luck seem to reign, eight of the nine men on their ride having taken "croppers." Rivers was thrown twenty-two and a half feet, actual measurement, at Brighton. This was severe on him, as he had until recently ridden a safety, and "wasn't used too 'em." Jackson of the Ramblers is a "kid" 17 years of age, and rides a 49-inch wheel. He rode an excellent race. The Ramblers celebrated their victory by a "smoker and feed" Monday evening.

"OCCASIONAL."

AT WITCHITA, KANSAS, May 30—Record—The Witchita Wheelmen held a race for the one-mile championship of the club and the Johnson badge, won by H. H. Everest in 3m. 14 1-4 sec. Then Messrs. H. H. Everest, (of the Witchita Wheelmen), and Bert R. Millison, (unattached), started for the five-mile State record and succeeded in lowering it to 17m. 28 1-2 sec., both riders coming under the wire at the same time, a dead heat. The track is so slow—an ordinary half mile driving track: in fact horses were exercised on it five minutes before the race.

AT COVENTRY, ENGLAND, May 20.—Track—Two-mile English amateur record by W. A. Illston. Time, 5m. 12 1-5 sec. Beats F. J. Osmond's record by 10 sec. H. Sturmey held one watch.

AT PADDINGTON, ENGLAND, May 18—Catford C. C. Track—Quarter and half-mile English amateur safety record. W. C. Jones 1-4 mile, 37 3-5 sec.; 1-2 mile, 1m. 16 1-5 sec. Same place and date, F. J. Osmond, ordinary, starting 1-4 mile, 37 sec.

AT LAKEWOOD, N. J., May 30—Road—Championship of Ocean County. Three entries. Three starters. Clarence Shinn, (1): Jesse Johnson, (2): C. Parmentier, (3). Time, 17.02.

AT POUGHKEEPSIE, N. Y., May 30—Road—Sixteen miles. It was won by John Van Benschoten, of Poughkeepsie, in 1h. 2m and 14 sec.: Elias Van Benschoten, of Poughkeepsie, second, and Edward Cashin, of Wappinger's Falls, third.

AT NEW ORLEANS, May 26—Road—Twenty-five miles. Three starters, L. J. Frederic, B. M. Spriggs, M. S. Graham. Won by Frederic in 1h. 39m. 13 sec. Spriggs and Graham both dropped out, one because of cramps and the other because his saddle went back on him. The contest was a handicap, and a new and curious feature was tried. The time allowances were only known to the committee, being placed in an envelope and sealed and not opened until after the finish. The result of the race made the handicaps useless, however, but the figures made public when the envelope was opened allowed B. M. Sprigg 45 seconds, M. S. Graham 5m. and L. J. Frederic 7m. 15 sec.

AT BRIDGEPORT, CONN., May 30—Track—Under auspices Ramblers Bicycle Club. Two-mile safety. W. Setzam, (1); E. S. Raymond, (2). Time, 7.20. One-mile open. P. M. Harris, (1); R. C. Norris, (2). Time, 3.10. Half mile ride and run. F. H. Hurd, (1); A. B. Smith, (2). Time, 2.20 2-5. Three-mile club. C. A. Fox, (1); H. Elliot, (2). Time, 10.25 1-5.

SOUTHERN CALIFORNIA—Records—At Los Angeles. Mr. John Tufts had a go at the local five-mile record the other day. The time for each mile is as follows: First mile, 3.04; second, 3.06; third, 3.15; fourth, 3.13; fifth, 3.22; total, 16 minutes local record.

D. L. Burke rode a mile lately at Agricultural Park in 2.52, the fastest mile ever made in Southern California. The State record is 2.48 1-2.

AT INDIANAPOLIS—Road—Annual five-mile road race of the Indianapolis Club. Charles McKean, (1): Arthur Johns, (2): C. Vanlilburgh, (3). Time, 17.20. E. Eads looked like a winner until he took a bad header within a mile of the finish, which knocked him out.

AT NEW BEDFORD, MASS., May 30—Road.—The challenge cup annually raced for by New Bedford and Taunton bicyclists, was raced for Decoration Day, on French avenue, distance, 20 miles. Five members of each club contested. The score is as follows: Anthony of Taunton, 10, time, 1h. 10m. 6s.; Hyland Smith of New Bedford, 9, time, 1h. 10m. 7s.; Rogers of Taunton, 8: Robinson of Taunton, 7; Dunham of New Bedford, 6; Chase of New Bedford, 5; Partow of New Bedford, 4; C. G. Rogers of New Bedford, 3; Bolton of Taunton, 2; Hardy of Taunton, 1. Total, Taunton, 28; New Bedford, 27.

AT WOODSTOCK, ONT., May 24—Track.—Two-mile novice, A. F. Edwards (1). E. W. Walbourne (2); time, 7.43 2-5.

One-mile open, E. O. Rassicoe (1), W. S. Campbell (2); time, 2.59.

Half-mile handicap, first heat, E. O. Rassicoe, scratch (1); E. McCune, to yds. (2); time, 1.24 4-5.

One-mile handicap, E. O. Rassicoe, scratch (1); W. M. Carman, 30 yds. (2); time, 2.54 3-5.

Two-mile county championship, W. Howell (1), E. Walbourne (2); time, 7.10.

Half-mile handicap, final heat, E. O. Rassicoe, scratch (1); E. McCune, to yds. (2); time, 1.27 2-5.

Five-mile handicap, E. O. Rassicoe, scratch (1); W. M. Carman, 50 yds. (2); time, 15.53 4-5.

One-mile safety, E. McCune (1), F. W. Doll (2); time, 3.04 2-5.

Consolation, one-mile, C. J. Iven (1), W. A. Lingham (2); no time.

The races were distinguished for miserable handicapping. The handicappers apparently were determined that the local favorite and flyer, Rassicoe, should not have to work very hard to overcome the handicaps awarded.

AT HOLMES' FIELD, Cambridge, Mass.—Track.—Interscholastic games, May 30. One-mile bicycle race, F. L. Olmstead, Roxbury Latin (1); Fred Johnson, Worcester Academy (2); time, 3.16 1-3.

AT BERGEN POINT, N. J.—New Jersey Athletic Club, May 30—One and one half mile handicap, A. A. Zimmerman, 20 yds. (1); time, 4.02 4-5.

AT ROME, N. Y., May 30—Track.—Half-mile open, A. I. Fuller (1), H. W. Chapin (2), E. L. Lancaster (3); time, 1.42.

Two-mile handicap, R. P. Judd, 300 yds. (1); H. Marqusee, 125 yds. (2); time, 6.31.

One-mile safety, W. A. Parker (1), H. A. Rounds (2); time, 3.36.

Fancy riding competition, E. I. Rice (1), W. Bliss (2).

One-mile open, A. I. Fuller (1), E. L. Lancaster (2); time, 3.20.

One-mile tandem, Syracuse team of C. W. Wood and T. W. Brigham (1); Oneida team, Aldrich and Selee (2); time, 3.34.

One-mile team, Syracuse (1 and 4), Rome (2), Utica (3); time, H. W. Chapin, Syracuse, 3.16.

Attendance, 3500; track, heavy; strong wind, hence time slow.

AT BIDDEFORD, ME., May 30—Track.—Rain and heavy track. Mile York County Bi. Club race, heats. George Leavitt (1), W. L. Ayer (2); time, final heat, 4.08.

Half-mile safety, heats, Cobb (1), Alexander (2); time, final heat, 2.45 1-2.

Mile State championship, heats, C. S. Wyer (1), Jno Lawrence (2), N. Millikin (3); time, 4.13.

Mile, Pope cup, walk-over for C. S. Wyer; time, 4.06.

AT NEW HAVEN, CT., May 30—Track.—Under the auspices of the N. H. Bi. Club; 5000 spectators; track heavy.

Five-mile handicap, G. H. Parkington, 2 min. (1); C. L. Bartlett, 2 min. (2); F. E. Weaver, scratch (3); time, 17.25.

One-mile safety (singles or tandem), F. E. Weaver and A. N. Welton, tandem (1); C. E. Larom, single (2); time, 3.09 1-2. [This is rather curious, mixing singles and tandems.—ED.]

Two-mile bicycle, J. M. Verhoef (1), F. E. Weaver (2); time, 6.50.

AT ROCHESTER, N. Y., May 30.

Half-mile open handicap, E. O. Rosicoe, scratch, of Woodstock, Ont. (2), W. S. Campbell, scratch (2); time, 1.21.

One mile, novice, safety machines, W. F. Gassler, of Niagara Falls; time, 3.22.

One mile, Monroe County championship, J. A. Heusner, of Rochester; time, 3 minutes.

One mile novice, wheels not less than 35 pounds, Eli Folsom, of Rochester; time, 3.08.

One mile handicap, E. O. Rasicoe; time, 2.50.

Quarter-mile dash, George E. Estes, of Rochester; time, 53 1-2 seconds.

Two mile State championship, E. P. Cochrane, of Loroy; time, 6.43.

Quarter-mile dash, E. O. Rasicoe; time, 39 seconds.

Mile and a half handicap, E. O. Rasicoe; time, 4.53.45.

Mile tandem bicycle, Heusner and Chamberlain, of Rochester; time, 3.05.

Mile, safety machine, G. F. Kohler, Wellsville, Pa.; time, 3.53.30.

Mile handicap, C. J. Conley, of Rochester; time, 3.40.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

At North Adams, Mass., May 30.
One mile novice, Charles Lason (1), Wright (2); time, 4.13.
One mile, open, Grant (1), French (2); no time.
One mile safety, Ball (1), Haswell (2); time, 4.12.
One mile handicap, McKee, scratch (1), Lason, 15 yds., (2); time, 3.45.45.
Three mile County championship, French (1), McClaren (2); time, 11.45.
One mile club championship, French (1), Pierce (2); time, 4.07.

MISSOURI DIVISION MEET.

The arrangements for the Missouri Division Meet at Sedalia, on July 3 and 4, have been completed and Chairman Kelly of the arrangements committee announces the following programme:

FIRST DAY, JULY 3, 1889.

Reception of wheelmen and escort to hotels; 9 A. M., run to McAllister Springs, a famous summer resort, for dinner; 6.30 P. M., return to Sedalia awheel or on special train; 8 P. M., social entertainment; smoker.

SECOND DAY, JULY 4.

Nine A. M., Parade; 11 A. M., Divison meeting; 12 M., dinner; 2.30 P. M., races, ten events, for prizes, as follows: One mile bicycle, open; half mile bicycle, Missouri Division Championship, only for L. A. W. members; one mile bicycle handicap; two mile bicycle, Missouri Division Championship, open only to L. A. W. members; one mile safety handicap; team race, open,—three men in each team,—all must be from one club; one mile novice; two mile bicycle handicap; one mile consolation.

In addition to above a hill climbing contest will be probably added. All entries for the races should be addressed to Fred. E. Hoffman, Sedalia, Mo. No entry fee. Entries for the handicap races close June 25, and for the open events on June 27.

All railroad lines in the State will make a rate of one fare for the round trip, and tickets will be on sale July 2, and good for the return up to and including July 5.

A grand banquet will be had at Sicker's Hotel on the night of July 4th, and will wind up what promises to be the best attended and most successful meet the Division has ever had. Sedalia has been truly named the "Queen City of the Prairie," has macadamized streets, and the level prairie roads radiating from it are good for miles in any direction. The meet is given under the auspices of the Sedalia Cyclers, who have made arrangements and spared no expense to entertain 200 wheelmen, and fully that number is expected to attend. The names of the members of the committees will be published in the official department of this paper, and all communications should be addressed accordingly. Linneus.

Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

An exchange truly remarks that "a bicycle rider who coasts wildly down a hill with his feet off the pedals and his legs under the handle-bar is as foolhardy as the man who throws away the lines and applies the whip to a spirited horse."

The Victor cycles managed to pick out the first prize in the great 25-mile Irvington-Milburn road race. Not only did they take first prize but among the first fifteen riders to finish there were *8 Victors!* Not a bad showing.

The Gormully & Jeffery captured the prizes for the fastest time run in the great 25-mile road race over the Irvington-Millburn course J. Bensinger rode an American Champion. Tally one for G. & J.

We are advised that the 38lb. Men's Light Roadster is giving great satisfaction to all who ride it. From the same sources we hear that "the riders say it comes nearer giving the sensation of flying than anything else they have ridden. The Capital Cycle Co. guarantee this machine for riders of medium weight.

College Hill, Providence, was climbed by W. S. Doane on a Singer Safety geared to 57, May 30. Mr. Doane claims this as record for a safety with that gear.

The Capital Cycle Co. has had such a run on their 39lb. Ladies Light Roadster Psycho that their stock is temporarily exhausted, but they are expecting more within a week.

Just as we go to press we hear that Gormully & Jeffery got another fine plum at Chicago. F. Bodack, the winner of the Pullman race, rode an "American."

FIXTURES.

JUNE.

10—Kentucky Div. L. A. W. Meet, Danville, Ky.
12—Bicycle Race at Huntington, L. I. Entries close with S. C. Ebbetts, Huntington, L. I., June 8.
13—Two mile Bicycle Race at Berkeley Oval—Eastern championship A. A. A.
15—L. A. W. Race Meet at Brooklyn Athletic Grounds. Entries close June 8, with L. H. Wise, 1,281 Bedford avenue, Brooklyn.
15—Two-mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.
17—Massachusetts Division Spring Meeting at Squantum, Mass.
18—Third Annual Meet of Tennessee Division, L. A. W., at Nashville, Tenn.
22—New Orleans Bicycle Club's Race for the Hill Cup.
28, 29—Kings County Wheelmen's Annual Meet, at Washington Park, Brooklyn. Address W. C. Nellis, 1,255 Bedford avenue.
29—Handicap Road Race of Milwaukee Wheelmen, over Wauwetosa course. Entries close June 24.
30—Massachusetts Union run to Massapoag House, Sharon. Address Capt. A. W. Robinson, 33 Winter street.

JULY.

1-2—C. W. A. Annual Meet at St. Catharines, Ont.
3, 4—Missouri Division Meet, Sedalia, Mo.
2, 3, 4—League Meet at Hagerstown, Md. Entries close June 20, with Harry B. Irvin, 34 West Franklin st., Hagerstown, Md.
4—Race Meet at Brownsville, Pa.
4—Illinois Division L. A. W. Meet, at Ottawa.
4—Tournament held by Lancaster (Pa.) Bicycle Club.
4—Fort Schuyler Wheelmen, Utica, N. Y., 50-mile Road Race.

OCTOBER.

23-29—Macon, Ga., Race Meet.

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479	52	British Chal.,	Ball,	2-3 Nick.	160.00	60	Good
480	48	Am. Star,	*	Nick.	100.00	45	
489	54	Harvard,	Ball,	Enam.	140.00	30	
503	54	British Cham.	Ball,	Enam.	137.50	55	
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519	50	Premier,	Ball,	Enam.	120.00	35	†
520	54	Royal,	Ball,	Enam.	135.00	90	†
521	52	Royal,	Ball,	Enam.	135.50	70	Good
522	50	Royal,	Ball,	Enam.	130.00	90	†
523	51	Club,	Ball,	2-3 Nick.	160.00	35	Good
539	53	Col. Lt. R.,	Ball,	2-3 Nick.	137.50	85	†
544	48	Royal,	Ball,	Enam.	120.00	60	Good
545	50	Expert,	Ball,	Enam.	140.00	65	†
561	51	Special Star,	*	Enam.	135.00	60	†
570	50	Expert,	Ball,	Nick.	142.50	75	†
577	50	Am. Rudge,	Ball,	Nick.	102.50	50	
579	54	Am. Club,	Ball,	Enam.	160.00	35	
583	51	Special Star,	Ball,	Enam.	125.00	50	Good
593	51	Special Star,	*	Enam.	142.50	80	†
597	50	Volunteer,	Ball,	Enam.	100.00	70	†
653	50	Am. Club,	Ball,	Nick.	140.00	60	Good
654	48	Ideal,	*	Enam.	45.00	35	Good
600	54	Expert,	Ball,	Nick.	140.00	55	Good
609	50	Ideal,	*	2-3 Nick.	60.00	40	
612	54	Am. Star,	*	2-3 Nick.	80.00	50	Good
614	54	Expert,	Ball,	§	145.00	60	Good
617	52	Expert,	Ball,	Nick.	142.00	90	†
634	50	Union,	*	Enam.	92.50	25	Good
638	42	Ideal,	*	Enam.	35.00	20	Good
641	54	Am. Club,	Ball,	2-3 Nick.	160.00	35	Good
642	50	New Rapid,	Ball,	2-3 Nick.	130.00	85	†
644	48	Special Star,	Ball,	2-3 Nick.	135.00	75	†
649	56	Expert,	Ball,	2-3 Nick.	145.00	65	†
650	52	Expert,	Ball,	Enam.	125.00	50	Good

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652		Col. 2-track,	Ball,	Enam.	150.00	40	Good
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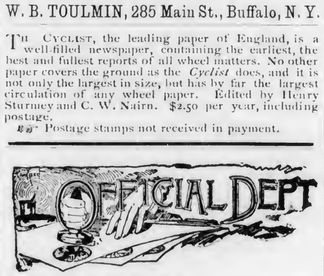
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ABBOT BASSETT, Secretary.

Renewals.

The renewals have fallen off in number the past few weeks and we have been taking no more names in a week than we took in the single days of April. Now is the time to drum up recruits. We are in the last month of the renewal season and not many days remain in which members can renew. The following table shows in the first column the number of renewals that were received, in all, last year; the second column gives the renewals this year to date June 7, and the third column gives the new members this year to date June 7. The total of renewals for 1888 was 7851; the total thus far is 6932. These latter totals include renewals from non-divisions which are not given in the tables below:

	R. 1888.	R. 1889.	Ap. 1889.
California	262	251	76
Colorado	29	27	4
Connecticut	350	239	81
Delaware	29	27	4
District of Columbia	64	97	27
Illinois	428	458	161
Indiana	143	95	17
Iowa	88	91	14
Kansas	98	91	14
Kentucky	49	57	10
Louisiana	42	48	13
Maine	101	104	33
Maryland	239	316	97
Massachusetts	887	774	381
Michigan	108	210	63
Minnesota	67	78	29
Missouri	250	159	51
Nebraska	71	80	11
New Hampshire	81	52	10
New Jersey	543	409	32
New York	1108	1169	222
Ohio	609	500	113
Pennsylvania	1063	888	228
Rhode Island	142	168	51
Tennessee	39	60	6
Texas	19	20	10
Vermont	50	39	3
Virginia	65	58	5
West Virginia	21	26	8
Wisconsin	64	49	12

Attention, Racing Men and Race Officials.

Rule 26, as printed in L. A. W. Racing Rules, is wrong. It should read:

"The officers of a race meeting shall not be permitted to compete in any race, *at a race meeting* with which they are officially connected."

This notice will not appear again, and ignorance of this correction will not be considered a valid excuse for violation.

The attention of racing men is called to the Racing Board's position on the "ordinary-safety" question. The Board has decided that the word "bicycle," when used in defining a race, shall refer to the "ordinary," and a race announced (for example) as "one mile *bicycle* race is for "ordinaries" and "safeties *cannot* compete.

Also that any race announced "blindly," like "one mile open," "one mile team" etc, where no special type of machine is given, shall be understood to be intended as a race for "ordinaries," and "safeties" *cannot* compete.

If Race Promoters desire to hold races for "safeties" they must so announce them, like "one mile *safety* race," "one mile *safety* team race" etc.

Any violation of the above will be promptly punished by suspension.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Suspensions.

For riding "safeties" in a "two-mile *bicycle* race" on May 25th, 1889, Messrs. R. H. Davis, of Harvard College, Cambridge, Mass., and E. A. Bailey, of Somerville, Mass., are suspended from the race track until August 1st, 1889.

Amateurs are warned that to compete with either will render them liable to a like penalty.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Missouri Members, Attention!

The annual State meet of this Division will be held in the city of Sedalia, July 3rd and 4th. The programme is in the hands of the local committee and will be announced in due course. In the meantime please bear the date in mind and make your arrangements to attend if possible.

W. M. BREWSTER, Chief Consul.

Massachusetts.

To members Massachusetts Division:

The Consul at Norwood reports the road from Dedham to Norwood as newly gravelled and consequently wheelmen are advised to go through West Dedham or Canton. Fraternally,

W. H. EMERY,
Chief Consul.

F. F. Ives, Reinstated.

The Racing Board has voted unanimously to reinstate as an amateur, Mr. F. F. Ives of Meriden, Conn.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Attention, Tennessee Members!

The annual meeting of the Tennessee Division will be held at Nashville, Tennessee, on June 18th, 1889. There will be, besides the general business meeting and meeting of the Board of Officers, a big street parade. Our first annual tour will start from Nashville on Wednesday, June 19th, and occupy four days. The route will be over some of the best roads in the State, and the pace will suit all who wish to go. A very full attendance is earnestly desired at the meeting on the 18th, and I would respectfully urge all members to arrange their business so as to get off at that date.

The programme etc., for the meet will be published later. Fraternally,

Jos. R. WILSON, Jr.,
C. C. of Tenn.

Spring Meet—Massachusetts Division.

The committee on Spring Meet propose the following entertainment for those attending the meet at Squantum on June 17th.

Three races (handicaps) one for ordinaries, one for safeties and one for tandem bicycles. For each race two medals will be offered.

The committee will also furnish a medal for every club which desires to establish a club championship, The medal for each club to be competed for by the members of that club.

At least three men must start in every race. Entry 50 cents, to be made prior to June 15, to Dr. W. G. Kendall, 170 Tremont street, Boston.

Races will occur at 3 o'clock.

Balls and bats will be furnished for ball playing.

In accordance with the idea of making this meet a picnic, the committee have decided to allow each wheelman to furnish his own lunch and to avoid bother a wagon will be furnished which will leave Copley Square after the wheelmen. Each man can deliver his lunch with his name written plainly in ink on the covering, at this wagon and obtain it after arriving at Squantum.

Captains of clubs are requested to notify Dr. Kendall how many members will be likely to attend.

Unattached wheelmen who intend to be present are also requested to notify Dr. Kendall.

Let every wheelman make an effort to be present.

Fraternally,

WM. H. EMERY,
For Committee.

Connecticut.

I do hereby appoint Mr. A. A. Forbes, consul of East Hartford and Mr. Chas. Royce, consul of Willimantic.

C. E. LAROM, C. C.

Tennessee Consuls, Special Attention!

I am sorry to see our renewals coming in so slowly. The first of June, the last month in which we can renew, is now upon us, and not more than half of our State membership has renewed. Let me remind you that the Local Consuls are largely responsible for this, and I would most earnestly urge you to visit each and every member in your towns and see that he renews. The membership in the different towns in the State is not so large that this cannot be easily done. Stir our members up, for if we have a large membership during the season of 1889 we may hope for great results in League work. Fraternally,

Jos. R. WILSON, Jr.,
C. C. of Tenn.

Arnold Heilborn, Professional.

For competing in public with a professional swimmer, Mr. Arnold Heilborn of Providence, R. I., is hereby declared to have forfeited his amateur status. Amateurs are warned against competing with him.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Rhode Island Delegate.

Acting under Article III, Sec. 5 of the League By-laws, and Article X of the Division By-laws, I hereby appoint Mr. Howard L. Perkins Delegate to the L. A. W. National Assembly vice, Mr. Geo. L. Cooke resigned. Fraternally,

CHAS. S. DAVOL,
R. I. Chief Consul.

Massachusetts.

Circular No. 21.

To the members of the Massachusetts Division:

I regret to be compelled to announce to the members that no more League uniforms can be furnished them by George W. Simmons & Co. under the arrangement stated in Circular No. 19, the reason being that a so called Uniform Committee has prevented us from obtaining the League Cloth of the Secretary.

Having acted in good faith, in accordance with the laws and rules of the League and with the sole desire to benefit the members of this Division, I do not wish to be blamed in this matter and therefore make this statement of the facts that the members may judge intelligently.

In the Bulletin of January 18, 1889, a circular signed by the Uniform Committee was published, stating that members could obtain the cloth of the Secretary. Finding on investigation that members of this Division could procure their uniforms at *a less price in Boston* and *enjoy the advantage of having them made to measure*, I issued Circular No. 19, which informed you that on sending money, measurements, and an order on Abbot Bassett, Secretary, for the cloth, uniforms could be obtained at a certain price

A few days later the Secretary received a telegram from the Chairman of the Uniform Committee saying that Circular No. 19 must be recalled. On the chairman's attention being called to the circular of January 18, he replied by letter that the Uniform Committee had decided to take away from the Secretary the right to furnish cloth to members. This being an interference with the work of this Division by a special committee appointed under the old government of the League prior to the adoption of the new Constitution and By-laws, I immediately appealed to the Executive Committee who have not yet rendered a decision. Pending the decision of the Executive Committee I appealed to the President to allow the Secretary to furnish us with the cloth until the decision was made and received the reply that members could obtain the cloth of Browning, King & Co. of New York.

As I did not desire the members of this Division to pay more than was necessary for their uniforms or to lose the privilege of being measured by the man who makes the uniform believing that the League should look first to the interests of its members and not to that of any manufacturing firm I declined any arrangement whatever with Browning, King & Co.

This matter will come before the State Board of Officers at its meeting on June 8th, and an amendment to the By-laws will be offered at the next meeting of the National Assembly for the appointment of League tailors in each State.

Under the arrangement as provided for in Circular No. 19, it has been proven that a much larger number of our members availed themselves of the privilege of a League Uniform, as many purchased it who positively refused to send to New York.

Massachusetts is not alone in this matter, for I have received assurances from other Divisions of their support.

We can only wait with patience the decision of the Executive Committee, confident that the interests of League members will be considered rather than that of dealers who, as a matter of business are anxious to make as much money as possible. Fraternally,

WM. H. EMERY, Chief Consul.

New League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 226—Fostoria Bicycle Club, Fostoria, Ohio, S. L. Ghaster, Sec.

No. 227—Aberdeen Wheelmen, Aberdeen, Dakota, Genia Jewell, Sec.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for member ship received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 102—Total 103.

BOSTON, June 7, 1889.

CALIFORNIA DIVISION—2.

Unattached.

23254	Berghauser, J. H.,	526 California st.,	San Francisco
23318	Brandt, William,	101 California st.,	"

COLORADO DIVISION—1.

Leadville Athletic W.

23255	Hersey, Clarence,	138 East 8th st.,	Leadville

CONNECTICUT DIVISION—3.

Torrington Wheel Club.

23250	Soper, H. A.,		East Litchfield

Bridgeport Wheel Club.

23291	Latham, Calhoun,	Fairfield ave.,	Bridgeport

Unattached.

23257	Eastwood, W. T.,	Box 48,	Stepney Depot

DISTRICT OF COLUMBIA DIVISION—3.

Columbia C. C.

23220	Donn, Frank W.,	Government Printing Office,	Washington
23292	Maloney, Wm. W., Jr.,	1738 8th st., N. W.	"

Unattached.

23293	Simpson, G. Warfield,	701 5th st., N. W.	"

ILLINOIS DIVISION—12.

Canton Bi. Club.

23259	Perkins, R. A.,		Canton
23260	Thornburrow, Will G.,		"
23261	Budd, George M.,	Box 508,	"
23262	Cox, Mark C.,	Box 742,	"

Capital City C. C.

23263	Johnson, H. A.,	601 So. 6th st.,	Springfield

Joliet Bi. Club.

23265	Bell, L. A.,	1000 Cass st.,	Joliet
23221	Rhine, John M.,	109 Beach st.,	"

Kankakee Ramblers.

23264	Hobbie, Albert W.,		Kankakee

Unattached.

23285	Vivell, Oscar,		Carrollton
23258	Meyer, Henry,	273 North ave.,	Chicago
23237	Morton, J. A.,		Marshall
23294	*Summers, Miss Winifred,*	69 Ogden ave.,	Chicago

KENTUCKY DIVISION—1.

Unattached.

23290	Netler, Sam. C.,	752 3rd ave.,	Louisville

MARYLAND DIVISION—9.

Centaur C. C.

23207	Ash, Walter H.,	245 So. Carolina st.,	Baltimore

Hagerstown Bi. Club.

23238	Hopkins, R. A.,	Box 157,	Hagerstown
23222	Cook, Frank E.,		"
23224	McLaughlin, Clyde R.,		"
23223	Winch, J. J. Jr.,		"

Potomac Wheelmen.

23226	Willison, Hanson Jr.,		Cumberland
23225	Keedy, C. King,		Hagerstown
23269	Reese, Percy W.,	1414 Madison ave.,	Baltimore
23205	Tait, John R.,	1004 Cathedral st.,	"

MASSACHUSETTS DIVISION—16.

Columbia B. C.

23282	Bowen, Arthur A.,	Box 55,	No. Attleboro

Melrose, C. C.

23230	Eddy, Benj. F.,	Box 398,	Melrose

Whitinsville B. C.,

23208	Johnson, John A.,	Box 209,	Whitinsville

Q. N. B. C.

23267	Adams, Alvin,	150 Park st.,	Newton

Unattached.

23280	Glenn, Henry J.,	55 Myrtle st.,	Brockton
23287	Swan, Reuben S.,	Harvard ave.,	Brookline
23233	Eastman, Fred,		Campello
23243	Libby, C. H.,	109 E. River st.,	Hyde Park
23234	Talbot, Walter H.,	Box 4,	Norton
23301	Deane, Chas. L.,	18 Purchase st.,	Fall River
23268	Bradford, James B.,	179 Acushnet ave.,	New Bedford
23209	Clark, G. K.,	35 Chestnut st.,	Worcester
23235	Otto, John C.,		Springfield
23310	Warner, J. R.,	91 Waltham st.,	Boston
23230	Weinschenk, F. W.,	1 Revere st.,	Cambridge
23321	Weaver, Clarence T.,	15 Robbins st.,	Waltham

MICHIGAN DIVISION—2.

Bay City B. C.

23276	Zagelmeyer, Frank,	Water st.,	Bay City

Lansing Bi. Club.

23269	Starr, B. E.,	care Am. Ex. Co.	Lansing

MINNESOTA DIVISION—2.

St. Paul C. C.

23227	Nutt, Chas. P.,	cor. Dakota and Fairfield ave.,	St. Paul
23228	Cooper, Chas. H.,	254 E. 3rd st.,	"

MISSOURI DIVISION—1.

Unattached.

23322	Gillaspy, J. B.,	Box 139,	Columbia

NEBRASKA DIVISION—2.

Unattached.

23286	Cobb, John L.,	Box 17,	Broken Bow
23260	Hayes, Fred W. P.,		"

NEW JERSEY DIVISION—2.

Phila. Bi. Club.

23301	Furbush, M. A., Jr.,	12th and Market,	Camden

Hudson Co. Wheelmen.

23302	Ballard, E. C.,	23 Lexington ave.,	Jersey City

NEW YORK DIVISION—20.

Attica Cyclers.

23239	Griffith, Byron H.,	Box 100,	Attica

Chenango Co. Cyclers.

23252	Smith, Sydney E.,		Norwich
23253	Wagner, Wm. S.,		"

Fredonia C. C.

23247	Lord, W. D.,		Fredonia

Long Island W.

23229	Nichols, Chas. M.,	41 A. Downing st.,	Brooklyn

Ladies Buffalo.

23250	*Dornbach, Ruth,*	417 Michigan st.,	Buffalo

Womens Wheel Club.

23288	*Rummell, Emma,*	101 Hamilton st.,	Buffalo

Wappingers Wheel Club.

23244	Hargreaves, Chas. L.,	Box 35,	Wappingers Falls

Yonkers Bi. Club.

23283	Marden, Chas. P. Jr.,	253 So. Broadway,	Yonkers
23284	Potter, J. Jos.,	26 Gold st.,	"

Unattached.

23248	Eddy, J. Lynn,	272 Clifton Place,	Brooklyn
23249	Overton, Frank C.,	77 Monroe st.,	"
23304	Schussell, Paul,	465 Grand,	"
23240	Hawley, A. J.,	Box C.,	Batavia
23245	Wean, Chas. A.,	104 Main st.,	"

23230	Henn, Chas. P., 287 Genesee st.,	Buffalo
23231	Hazard, E. L., care L. S. T. Co.,	"
23251	Crooks, A. F., 240 Plymouth ave.,	"
23303	Seligman, Ferd, 64 Lispenard st.,	New York
23305	Kendig, P. M., Box 951,	Waterloo

OHIO DIVISION—2.

Unattached.

23271	Ullery, M. B.,	Covington
23306	Kinderman, Frank R., 122 Euclid ave.,	Cleveland

PENNSYLVANIA DIVISION—9.

Century Wheelmen.

23311	Stiver, E., Fishers Lane,	Germantown

Pottstown B. C.

23241	Myhlertz, Fred G.,	Pottstown

Unattached.

23310	Allison, W. C.,	Carlisle
23309	Hosbach, W. A., 442 E. Girard ave.,	Philadelphia
23308	Lindemann, Chas. F., 2515 Marshall st.,	"
23307	Patton, W. K., 609 E. Girard ave.,	"
23240	Sheppard, William B., 1008 Chestnut st.,	"
23242	Hamer, John M.,	Tyrone
23272	Hoover, Percy D., Box 188,	Waynesboro

RHODE ISLAND DIVISION—1.

Unattached.

23315	Phillips, Geo. F., Box 139,	Providence
23314	Walshe, Edward J., 6 Benevolent st.,	"
23313	Shattuck, Samuel F., 42 Claverick st.,	"
23312	Randall, Fred W., 16 Wilson st.,	"

TENNESSEE DIVISION—1.

Unattached.

23316	Baxter, Jerome, 338 Front st.,	Memphis

TEXAS DIVISION—7.

Border Wheelmen.

23273	Payne, David M.,	El Paso
23274	Hilbiert, James,	"
23275	Moore, Chas.,	"
23276	Smith, T. W.,	"
23277	Freudenthal, L.,	"
23278	Hudson, C. R.,	"
23279	McLachlen, J. C.,	"

VERMONT DIVISION—1.

Unattached.

23317	Mann, L. B.,	West Randolph

WISCONSIN DIVISION—2.

Unattached.

23232	Haskin, W. E., Browning, King & Co.,	Milwaukee
23280	*Sercombe, Mrs. P. H.*, 184 Pleasant st.,	"

ARIZONA TER.—1.

Unattached.

23281	Toney, Dr. L. C., Surg. U. S. Army,	Fort Grant

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 10—Yonkers Bi. Club, Yonkers, N. Y.
No. 20—Peoria Bicycle Club, Peoria, Ill.
No. 123—Albany Wheelmen, Albany, N. Y.
No. 174—Manhattan Bicycle Club, New York City.

Renewal List.

BOSTON, June 7, 1889.

List No. 10.			
California		Texas	3
Colorado		Vermont	
Connecticut	8	Virginia	
Delaware		W. Virginia	
Dist. of Col.	3	Wisconsin	
Illinois	10	Alabama	
Indiana	1	Arizona	
Iowa	2	Dakota	
Kansas	1	Florida	
Kentucky		Georgia	1
Louisiana		Mississippi	
Maine		Montana	
Maryland	3	New Mexico	
Massachusetts	22	No. Carolina	
Michigan	2	South Carolina	
Minnesota		Utah	
Missouri		Wyoming	
Nebraska	1	Canada	3
New Hampshire	1	England	
New Jersey	3	Nova Scotia	
New York	31		
Ohio	6		132
Pennsylvania	21	Previous	6500
Rhode Island	4		
Tennessee		Total	6632

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name,.....

Club,..... St. and Number, or Box,.....

References:..... City,.....

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date..... .....1889.*

Enclosed find $1 in.....for dues to April 30, 1890.

1888 Number,..... Name,.....

Original Number,..... Street and No.....

Club,..... City,.....State,.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED stamps of a denomination above two cents will not be received.



Psycho Light Roadster, Weight, 38 Pounds.



Ladies' pur Gentlemen's Psycho. Three Weights, 30 lbs., 44 lbs. and 50 lbs.

Psycho Cycles

FOR 1889.

7 Forms of Safeties,

Varying in Weight, Size and Construction.

4 Weights for Ladies, ALL

Suitable for Men.

The Bicycle of the future will be a dropped frame machine suitable for BOTH SEXES.

Beautifully Illustrated

ART CALENDAR AND CATALOG

Free on Application.

CAPITAL CYCLE CO.

Washington, D. C.

Second-Hand Wheels and Typewriters



of all kinds bought, sold and taken in exchange on any new wheel in the market—Safeties included. We constantly carry 300 to 400 wheels, including many rare bargains in **Second-Hand and Shop Worn Cycles.** Send for latest List and Catalogue describing every American make and many novelties in Sundries. Liberal discounts to agents.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.

'CYCLES ON EASY PAYMENTS,

With no extra charge charge except 8 per cent. interest—Victors, Springfield Roadsters, Columbias, Champions, Rivals, Stars, Ramblers, Warwicks, Ottos, and All L other makes. Prices on all wheels guaranteed as low as the lowest. Low rates by fast freight and express—13 railroads. Best makes boys' wheels cheap. Send for 40p. illus. Cata. with full particulars. Repairing and Nickeling.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.

BARGAINS.

51-inch American Champion Light Roadster, enamel finish, nearly new, $70. One Crypto geared Pony Extraordinary Safety, nearly new, fine hill-climbing wheel, with lamp, cyclometer and bell. Offers solicited. Columbia Tandem Tricycle, used one year, $175. One 54-inch American Champion, good as new, $70.

Eisenbrandt Bros.,
424 E. Baltimore St., BALTIMORE, MD.

People will have Safeties.

For this reason we are enabled to sell *good* Second-Hand Wheels at prices never before reached in high-grade wheels, viz.:

52-inch Victor, nearly new, '88 pattern	$70.00
53-inch Rudge Light Roadster	60.00
56-inch Rudge Light Roadster	60.00
51-inch Columbia Light Roadster	65.00
56-inch Invincible, new	60.00
Light Marlboro Club Tricycle	75.00
Quadrant Tricycle	75.00
Premier Tricycle, new tires	55.00
Rudge Bicyclette	95.00
Rudge Bicyclette, nearly new	110.00

This is a sample of the bargains, and it will pay you to write us before purchasing, stating size and make desired.

SIDWELL & SABEN,
152 Congress St., Boston, Mass.

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*

Correspondence solicited.

HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,

585 Main Street, - - Buffalo, N. Y.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

PEDAL LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents Wanted.

Enamel, $5.50. Nickel, $6.00. Stamps

Write to

W. T. BOWERS, Saco, Me.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact. that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

Send for list to the

CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

Can fill orders at once, large consignments arriving each week.

Browning, King & Co.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

BARGAINS.

Victor Tricycle, LATEST model; good as new; $110. 52-inch Royal Mail Bicycle; balls all round; used only 50 miles; for $75; cost $137.50. 46-inch Ideal; A No. 1. $25.

Bicycle Hoist, by mail, $1.50.

LINCOLN HOLLAND & CO.,

Worcester, Mass.

PATENTS procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,836.)

SAFETY BICYCLES.

Made by Gormully & Jeffery, "RAMBLERS."
" Springfield Roadster Co., "Volants."
" Overman Wheel Co., "VICTORS."
" Indiana Bicycle Mfg. Co., "DANDIES."
Send for Bicycle Catalogue, FREE.

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HARLEM BICYCLE CO.,

284 Lenox Avenue., near 125th Street,

Agents for

VICTOR CYCLES

And all the **Best American and English Wheels,** Boys' and Girls' Bicycles, Velocipedes and Tricycles

Renting, Storing, Lockers, etc.

REPAIRING A SPECIALTY.

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Send for our new "Handbook on Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty

PRIZE MEDALS,

Badges, Emblems & Pins

Made to Order.

J. HARRIOTT,

3 Winter Street, Boston.

BARGAINS.

One 52-inch and one 54-inch Victor Light Roadsters, warranted good as new. $90. buys either. WRITE NOW.

CLINTON CYCLE CO.,

No. High St., - - Clinton, Mass



A Little Dialogue with a Moral.

Teacher: (To stupid, overgrown boy) "James, who made you?"
James: I dunno."
Teacher: (To youngest boy in the class) "Benny, who made you?"
Benny: "God."

Teacher: "James, are you not ashamed, to be outdone by one so young?"
James: "Gosh, 'taint no wonder he knows who made him, cause he's only jist made."

MORAL.

The oldest manufacturers are *liable* to be in the deepest ruts.

STERLING CYCLE CO.

NEWTON, MASS.

(Hickory Wheels.)

ELASTIC TIP CO.,

MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.



Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	$ .50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	$ .25 per box
Electric Tape	$ .25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,

RUBBER SPECIALTIES.

Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

LE ROY, N. Y., May 1, 1889.

FRANK FAIRBAIRN, ESQ.,

Dear Sir: Your favors of 16th and 29th ult., duly received. Am well satisfied with fit and neatness of entire suit. Respectfully yours,

F. G. KENNY.



SAVE MONEY. Before YOU BUY

BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

		Factory Price.	Our Price.
NEW	48 in.	$50 00	$27 00
ACME	46 in.	45 00	25 00
BICYCLES.	44 in.	40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.



THE BEST SAFETY STAND

EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,

18 So. Broad Street, Philadelphia.

The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is **30c.** Discount to dealers.

KIRK BROWN,

No. 18 So. Broad St., Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,

18 So. Broad St., - Philadelphia.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

ST. LOUIS WHEEL CO.,

311 N. 14th St., - - - St. Louis, Mo.

H. W. HIGHAM,

905 G St., Northwest, WASHINGTON, D. C.

—DEALER IN—

American and English Cycles and Sundries.

First-Class Repairing ONLY.

Every attention given to repairs from the South.

Parts and Sundries Supplied for all Machines.

RIDING SCHOOL OPEN SHORTLY.

WANTED.

SPRINGFIELD ROADSTERS.

In exchange for other makes.

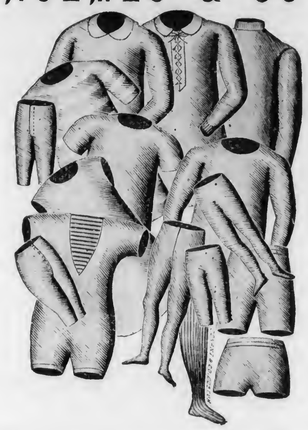
Agents for Columbias, Swift, Springfield Roadster, and other leading makes.

If you want a wheel, write us. Send for Catalogue.

WHITE CYCLE CO.,

118 North Greene St., TRENTON, N. J

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

JerseyFitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.



These Caps we send by mail on receipt of 25c.

The Colors are: MAROON and WHITE, BLUE and BLACK, ORANGE ane BLACK, BLACK and RED, NAVY and WHITE,

Ira Perego & Co.

128, 130, 132 Fulton St., New York.

Send 5c. stamp for Illustrated Catalogue.

THE SEVENTH ANNUAL

RACE, MEET

—AND—

Tournament

—OF THE—

Canadian Wheelmen's Associa'n

June 30th and July 1st and 2d,

ST. CATHARINES.

OFFICIAL PROGRAMME:

SUNDAY, JUNE 30th.

Reception to Visiting Wheelmen.

MONDAY, JULY 1st.

General Business Meeting of the Association in the Opera House to A. M. Parade of Wheelmen to Driving Park at 1 o'clock P. M. In the evening, Special Attractions and Presentation of Prizes at the Palace Rink.

TUESDAY, JULY 2nd.

At 6.30 A. M., Hill Climbing Contest.
At 10.30 A. M., run to Niagara Falls.

J. P. CORBIN, Secretary,
P. O. Box 763. *Meet Committee.*

T. S. HILL, Secretary,
Owls Bicycle Club, St. Catharines.

READ THIS

—LIST OF—

Second-Hand Bicycles And Tricycles.

ALL BARGAINS.

No.	Size.	Class.	Finish.	Condition.	Price.
5	48 inch	Expert	A	6	$65.00
33	54 inch	Standard	B	6	35.00
139	48 inch	Expert	B	6	65.00
207	48 inch	Rudge Light Roadster	B	6	85.00
315	50 inch	American Rudge	B	6	65.00
318	55 inch	Royal Mail	B	2	80.00
359	50 inch	American Rudge	B	6	65.00
370	50 inch	Rudge Light Roadster	C	3	50.00
373	51 inch	Rudg Light Roadster	C	2	80.00
503	52 inch	Volunteer	B	6	65.00
504	48 inch	Volunteer	B	6	65.00
510	54 inch	Expert	A	1	65.00
518	50 inch	Volunteer	B	6	65.00
519	50 inch	Volunteer	B	6	65.00
529	50 inch	Volunteer	B	6	65.00
548	54 inch	Volunteer	B	6	65.00
549	54 inch	Volunteer	B	6	65.00
550	52 inch	Volunteer	B	6	65.00
581	50 inch	Expert	B	4	60.00
599	52 inch	Rudge Light Roadster	B	7	65.00
632	53 inch	Rudge Light Roadster	B	6	65.00
688	50 inch	Expert Columbia, '89 pat.	A	2	85.00
690	49 inch	Columbia Light Roadster	A	2	85.00
714	50 inch	Expert	A	6	75.00
744	50 inch	Expert, '89 pattern	A	2	85.00
775	54 inch	Expert	A	6	70.00
776	54 inch	Expert, Painted	6		65.00
777	52 inch	Rudge Light Roadster	B	6	65.00
778	52 inch	Rudge Light Roadster	B	6	65.00
780	56 inch	Rapid	B	4	75.00
781	52 inch	Expert	B	4	60.00
782	51 inch	Columbia Light Roadster	B	6	90.00
783	52 inch	Columbia Light Roadster	B	2	115.00
172	54 inch	Columbia Light Roadster	B	2	115.00

TRICYCLES & TANDEMS.

67	Columbia Three Track	6	$35.00
71	Rudge Crescent Tricycle	6	55.00
71	Beeston Humber Tandem	6	70.00
252	Rudge Crescent	1	85.00
324	Rudge Crescent Tricycle	2	75.00
774	Ladies' Two-Track Columbia	6	90.00
	Columbia Tandem, '89 pattern	6	100.00
	Beeston Humber Tandem	6	75.00

CLASSIFICATION OF FINISH.

A. Full Nickeled.
B. Back-bone, Forks and Wheel Enameled, Balance Nickeled.
C. Wheels Enameled, balance Nickeled.

BEARINGS.

All Machines quoted on this list have Ball Bearings.

CONDITION.

0. Newly Painted and Enameled.
1. Shopworn—never used.
2. Scarcely used, good as new.
3. Tires in very good condition; finish slightly worn.
4. Tires showing wear and finish marred.
5. Tires and finish considerably worn.
6. Tires and finish in good condition.
7. Tires showing wear, finish in good condition.

SPECIAL NOTICE.

Any Machine on this list will be sent on approval if freight charges both ways are prepaid.

As I am receiving Second Hand Wheels daily, this list will be revised each week and issued Mondays, and will be mailed to any address on application.

GEO. R. BIDWELL,

313 W. 58th St.,

NEW YORK.

Schoverling, Daly & Cales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliott W. Johnson
A. Malcom Beckwith *Committee*
E. C. Bunnell

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chicago

FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.



GET THE BEST!
THE
Standard Cyclometer.

Greatly Improved for 1889.

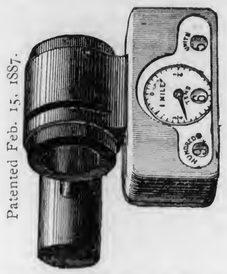
No more Rattle.

Simplest and Best Instrument ever Invented.

Made for all **Safeties.**

Registers 2500 Miles.

J. A. Lakin & Co.,
WESTFIELD, MASS.
Send for Circular



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

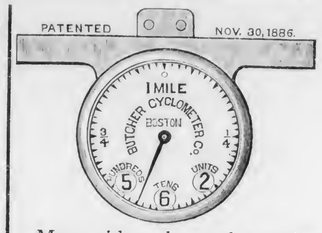
SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

338 Washington Street,

BOSTON, MASS.

Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00

If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe,

without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.



STRICKLAND & PIERCE,

High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Boston Agents:

John P. Lovell Arms Co., Horace Partridge & Co., Wright & Dilson, Thayer, McNeal & Hodgkins, W. W. Stall, Wm. Read & Sons.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched, $5.00
No. 2, " " " $3.50

STRICKLAND & PIERCE,

RANDOLPH, MASS.

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,

Dealers and Repairers,

33 Page St., Providence R. I.

S. L. HOUSE & CO.

BICYCLES

Psycho or Singer Safety	$100
Light Roadster Bicycle,	100
Ladies' Psycho,	145
Gents' Psycho,	140
Royal Singer,	140
Singer Safety,	135
Ladies' Singer,	135
Light Roadster,	125
Courier Safety,	75
Courier Safety,	60
Gypsy Safety,	35
Little Giant Safety,	35

Send for catalogue. We give you the best the price will buy.

38 Van Buren St. Chicago, Ill

Sporting Goods of Every Description.



SMITH MFG. CO. P P.,

Nos. 121 and 123 Fulton St.

NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.



New York Bicycle Co.

No. 4 East 60th Street,

NEW YORK,

DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,

243 Columbus Ave., Boston, Mass.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

WHITTEN, GODDING & CO.,

PROVIDENCE, R. I.

SIEGRIST BROS.,

MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE.

Price $4.75



OUR SPECIALTIES.

Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price $4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

SIEGRIST BROS.,

237 Canal St., cor. Centre, New York.

REPAIRERS If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.

Write to **BROWN BROS. MFG. CO., CHICAGO, ILL.**

Testimonials.

E. C. MEACHAM ARMS CO.,
Powder, Arms and Ammunition.
515 and 517 Washington Avenue,
St. Louis, Mo., May 20, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gents: Since I received my 39x24 Star and having used it and given it a thorough trial, I have now convinced myself that it is all that is claimed for it. For hill climbing in particular---well, I can only say that it is the boss of them all, and cannot be excelled; it is the best wheel for road riding, and can be easily controlled on rough roads; it is not as sensitive as the ordinary chain safeties of the crank pattern, and can be easily handled in rutty roads. I find that almost any rider of the ordinary bike can mount and ride it at first trial, and are pleased with the way it handles. It is much lighter than any of the road riding safeties, and I feel confident that in the near future the safety riders will find that the 39x24 Star will be worth consideration, and it will not take much to convince them that it is "the wheel" for safety and all around riding. Respectfully,

HAL W. GREENWOOD,
"Champion Hill Climber of the World."

DERBY SAVINGS BANK.
Wm. E. Downes, President.
Thos. S. Birdseye, Treasurer.

H. B. SMITH MACHINE CO., Smithville, N. J.

TAYLORVILLE, Ill., May 23, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Dear Sirs: My new 39x24 Star machine is very satisfactory and I think it is the best machine on the market. Yours truly,

J. ED. LONG.

Office of the Blair Iron and Coal Co.
HOLLIDAYSBURG, Pa., April 9th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping that the Star will continue as popular in the future as in the past, I remain,

Yours sincerely,

JOS. D. IRBOTSON, JR.



THE NEW STAR, 39x24

Gentlemen: The 39x24 is the machine for this immediate country. No machine on the market is its equal on the hills or rough roads, in my judgment; I except no machine, and we have seven different kinds in this town. Yours, etc.,

THOS. S. BIRDSEYE.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

AMERICAN STOREKEEPER.

VOL. VII., NO. 5. CHICAGO, MAY, 1889. $1.00 Per Year in Advance. Single Copies, Ten Cents.

If You Are Interested in Wheels.

The growth of popularity attained by cycling is simply wonderful. A visit to any of the parks in Chicago will disclose more cycling wheels than other vehicles. When asked for the reason of this one might thoughtlessly answer that it is dne to the fascination of the sport. But that does not tell all the story. The sport is fascinating because of the efforts which the makers of wheels have made to bring out a machine to ride which would be a pleasure. The Pope Manufacturing Co., of Boston, New York and Chicago, is the oldest firm of American manufacturers of bicycles and have the largest plant in the world, with the finest of machinery, and the most skilled workmen.

Does this count for anything?

There are more Columbia bicycles in use in the United States than all other high grade machines combined.

Does this count for anything?

There never was a Columbia which was discarded because it was worn out. The Columbia is the only machine which has been ridden across the continent, and it has been so ridden several times. It is the only machine which has been ridden around the world.

Do these facts count for anything?

The wor'd's best records were made on Columbias. They have the reputation of being as thoroughly made as possible for modern skill to produce, and there are no second grade Columbias.

Wheelmen are invited to inspect the manufacture of Columbias at the factory at Hartford, Conn., and there see for themselves that which goes to substantiate the claim that the Columbias lead all other makes in the world. Then will the wheelmen be convinced that the Columbias give the most for the money.

Do these facts count for anything?

We rather think they do.

WESTERN UNION TELEGRAPH CO.
CHICAGO, May 30, 1889.

The Pulman Handicap Road Race was run to-day amid wind and rain. 70 started, 58 finished. A. E. Lumsden, on a Columbia Light Roadster, won the time medal for the best time, covering the distance in 56.45, a remarkable record taking in'o consideration the weather and condition of the roads.

*****

Men on Columbias won 12 out of 20 prizes.

POPE MFG. CO., Boston, New York, Chicago.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy. BOSTON, 14 JUNE, 1889. Volume XIX. Number 7.

YOU'VE HEARD OF

The Great 25-Mile Handicap Race

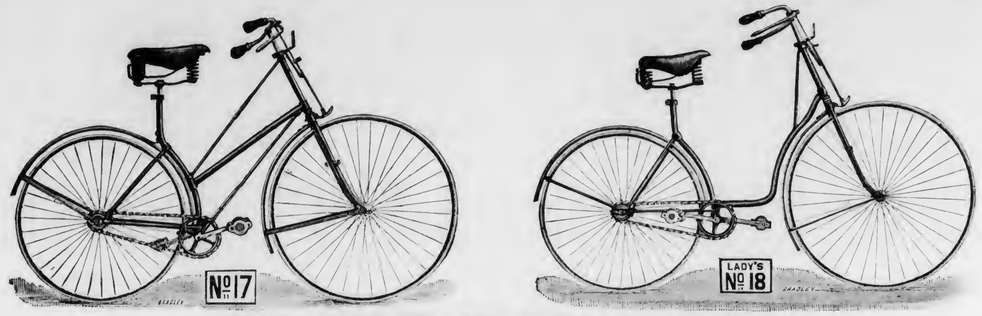
over the Irvington-Milburn course. You know what preparation there was for it, and what a field of entries. As for machines, all the leading makes were seen. There were a number of Victors, and when the end came it was found that these had somehow sifted through to the front in such a way as to pull down **10** out of the **19** prizes—of course including the lst. Victors have a habit of showing up in such order as this.

They had a team race between the Denver Ramblers and the Social Wheel Club out at Denver the same day. The first man to get through rode a Victor Light Roadster.

They are built to win.

Overman Wheel Company,

MAKERS OF VICTOR BICYCLES,
BOSTON.



QUADRANTS.

The Strongest, most rigid and lightest Safeties ever built.

Actual Weight with 7-8 tire. 43 POUNDS.

These are the machines that will be used by nearly all the European Cycling Tourists this Summer.

AGENTS WANTED ALL OVER THE UNITED STATES.

Liberal Discounts will be given to reliable houses.

Send for descriptive Price Lists and Terms to Agents.

SOLE IMPORTERS, **THE STRONG & GREEN CYCLE CO.,**

707 Arch Street, Philadelphia, Pa.

Have You Heard of the Pullman Race?

There was a field of 70 starters, and 20 prizes, contributed by the trade.

It was won by Frank Bodach of the Æolus Cycling Club on an ordinary

American Light Champion.

He was over the tape first by about four minutes.

The American Cycles have **BEARINGS,** and their riders a capacity for bearing on the pedals. Hence they get there.

Mr. Bodach chose an American Rambler as first prize instead of the gold medal we had offered.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

Remember our 80-page Catalogue is FREE.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

SAFETY AT A BARGAIN—One nearly new 1889 "Rambler Safety," $100 cash. STORRS & CANDEE, Hartford, Conn.

A **55-INCH** 'New Mail,' hardly soiled; balls all over; '88 pattern; cost $135; take $75. Also a 55-inch 'Royal Premier' (English make), in very good condition, $65. R. H. DAVIS, 153 Brattle street, Cambridge, Mass.

FOR SALE—The Humber racer made for Lem. Barber when in England; 52-inch, weight 21 lbs.; condition first class; $95. H. W. HIGHAM, 905 G street, Washington, D. C.

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For this reason we are enabled to sell *good* Second-Hand Wheels at prices never before reached in high-grade wheels, viz.:

52-inch Victor, nearly new, '88 pattern	$70.00
53-inch Rudge Light Roadster	60.00
56-inch Rudge Light Roadster	60.00
51-inch Columbia Light Roadster	65.00
56-inch Invincible, new	60.00
Light Marlboro Club Tricycle	75.00
Quadrant Tricycle	75.00
Premier Tricycle, new tires	55.00
Rudge Bicyclette	95.00
Rudge Bicyclette, nearly new	110.00

This is a sample of the bargains, and it will pay you to write us before purchasing, stating size and make desired.

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FOR SALE—Columbia Two-Track tricycle; first-class condition; $125. Just been re-nickeled and painted. J. G. WITE, 1417 N. 15th st., Philadelphia Pa.

FOR SALE—A Yale bicycle and a British Extraordinary bicycle, each $50. Address GEORGE R. HOWELL, New York State Library, Albany, N. Y.

BEST OFFER above price takes it; 56-in. Rudge, good condition, $30. 57-in. Yale lt. Roadster, fair condition, $25. Lock Box 76, Wappingers Falls, N. Y.

LOOK HERE! A 50-in. '87 pattern Lakin cyclometer only $7.00; run less than 100 miles. A No. 1. Ball-bearing Springfield Roadster in A No. 1 condition, only $65. WM. HAVEN, Florence, Mass.

FOR SALE—A 54-inch Star, a decided bargain; price $55; cost $140. WALTER R. CLIFFE, Germantown, Philadelphia, Pa.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

A **BARGAIN**—58-in. Expert Columbia, full nickeled; balls all around, hollow cow-horn bars; spade handles, Kirkpatrick saddle and in fine condition. Will sell cheap, as owner intends to change his residence. Address Box 548, Columbia, Pa.

ATTENTION! Agents and L. A. W. members will oblige a member by reporting the whereabouts of a 51-inch Star Racer, with power traps, No. 3025. It may be in or near Cincinnati, or in Michigan. L. A. W. No. 7925, 138 Lawrence st., New Haven, Ct.

48-INCH Special Star; silent ratchets; nickeled all over except wheels; ball bearings to front wheel; dropped handle bar; in superb condition; practically equal to a new bicycle. Price $75. Address WALTER S. LANGLEY, Newport, R. I.

WANTED—A Safety; must be in good condition; state particulars. A., care Bicycling World.

FOR SALE—52 inch American Champion, '89 pattern; 1-2 nickel; ball bearing; *never* been ridden. For $90. Address H. A. DIXON, Port Huron, Mich.

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Indispensable to Bicyclists, Athletes and the Gymnasium.

Call's No. 5 Supporters (jock-strap) with elastic back, lace front and adjustable back straps. A sure fit. Bicyclists who know the value of a light, easy and durable supporter which opens back and front, will see the great advantage of this supporter. There is nothing in the back to interfere with the saddle, and no chance of chafing the wearer. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter, attached to sides (no pocket), $1.00. No. 8, with pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.



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FOR SALE—A Quadrant Tricycle, almst new; cost $185; will sell for $120. C. H. LEGGETT, 301 Pearl st., N. Y.

58-INCH Genuine Beeston Humber Racer; built very closer; good as new; for sale very cheap; cash or installments; or will exchange for 09-inch Racer or any size Roadster. Address MINTURN, care this office.

COLUMBIA RACER CHEAP—54-inch; almost new; not ridden 75 miles; in perfect condition; nickeled to outside tires; must sell immediately; will deliver. Address FRED T. MERRILL, "Cycle Castle," Portland, Oregon.

BICYCLE CHEAP—52-inch Standard Columbia, ball bearings, in good condition throughout. Price $40. Bicycle, Lock Box 50, Wappingers Falls, N. Y.

HOW IS THIS? One Veloce Columbia, prime order, $95. One Columbia Surprise Tricycle; ridden less than 100 miles by a lady only; shows no wear. $115. F. C. Weston, Bangor, Me.

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50 in.... 55 00	33 00
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46 in.... 45 00	27 00
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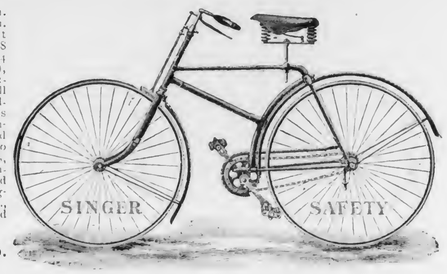
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Price, $135.00.



W. S. DOANE climbed Corey Hill, the 19th inst., three times in succession without a dismount, on a "Singer" Safety, geared to 57 inches, regular stock machine, 6 1-2 inch cranks, thus beating his own performance of last week. W. W. Stall, G. M. Worden and Asa Wendell will, nessed the feat. A strong head wind was blowing at the time of the ascent.—*Bi. World: May 24, 1889.*

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

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MESSRS. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 14 JUNE, 1889.

PRESSURE on our columns by the official news this week compels us to lay over quite a lot of matter of general interest.

SO much has been taking place during the past few weeks that for the time being we have neglected one of the most important branches of League work, *Roads Improvement*. We can, however, assure our readers that we have not lost sight of this branch of the work, neither shall we ever lose sight of it so long as we hold the editorial pen.

The League Committee on Roads Improvement, of which Dr. Butler, of Buffalo, is Chairman, are constantly and actively working up and advancing public opinion to this all important question. As in the case of the Georgia Road Congress the committee at once places itself in communication with all such bodies and offers co-operation.

One of the most encouraging signs is that the general press has taken up the question with so much vigor. Speaking of the improvement of the roads and river navigation of Illinois the Chicago *Herald* says, among other things:

"The Road Congress at Atlanta, Ga., should arouse interest in Illinois. We have a soil here that is congenial to the idea of mud blockades. It is not to be denied that we have protracted seasons of rainy weather. It should not be the habit of men to suspend out-door work merely because the gentle rain descends from heaven. If the habit has come to the yeomanry of Illinois, it is because the traffic of the roads has ceased with the presence of every shower. To haul an empty wagon over an Illinois thoroughfare in wet weather is a serious project.

* * * To get hard roads like those of France, and to husband the waters that now lie at the surface until the sun allures them into the clouds—those two needs go hand in hand, offering to intelligent industry an engaging and profitable task."

The *Engineering News* has a very interesting, practical article on the value of good roads, and among other valuable statistics and estimates gives the following, which ought to set our granger friends to thinking:

"Assuming that the average haul is five miles, and that two loads per day with a two-horse team would cost $2.50, the difference in cost of moving the total market crops on clay and macadam roads, of average condition and level grades, can be figured as follows:

	Clay Road.	Macadam.
Load for two horses, - - - - -	1,400 lbs.	2,180 lbs.
Number of loads for 3,250,000 tons, -	4,643,000	2,981,000
Cost at $1.50 per load, - - -	$5,703,750	$3,726,250
	$1,977,500	

This $2,000,000 is, then, the annual excess of cost entailed upon farm products by common clay roads, and it represents a sum sufficient to keep 30,000 miles of turnpike in repair at an annual expenditure of $66 per mile."

IT is only a couple of weeks now before a good many of our readers will be looking toward Hagerstown, and from indications the meet will be a large one. Marylanders are celebrated the world over for hospitality, and the Hagerstown men together with the division will still further establish their claim to being the generous hosts they are.

When the whole-souled, liberal man goes down deep into his pocket to provide comforts, entertainment and hospitality for expected visitors it is churlish to more than protest. The protest has been raised but Maryland, the generous, will not have us say her nay, and so she goes down deep into her capacious pocket, and the entertainment she will furnish will be as large and liberal as is her heart.

Chief Consul Mott demurs at having the Maryland Division the one to inaugurate the "pay your own way" system, and we cannot but admire the whole-souled spirit shown by the Chief and his division, yet we do hope that the meet of 1890 will be characterized by a less extravagant entertainment at the hands of the cyclers in whose city the League meet will be held. While we admire generosity as much as we dislike parsimony, yet for the good of the future of League meets we hope to see in the meets of the coming years more men paying their own way, more green grass, more out-door life under the trees, and less of the city entertainment element than in the past. A little more camp life of the picnicky order is what a robust set of fellows like cyclers would like.

"MASSACHUSETTS MEMBERS, WAKE UP!"

I WANT to second most emphatically the appeal made to Massachusetts members by No. 10,411 in last week's WORLD in regard to the proposed road map. There is nobody who has ever taken a ten-mile ride but has felt the need of something of this kind, and now that the opportunity to obtain it is presented it ought not to be neglected and especially when the price is so reasonable.

Yankees, as a rule, know a good thing when they see it, but the Massachusetts members do not seem to be alive to their opportunities. For goodness sake, Massachusetts members, wake up.

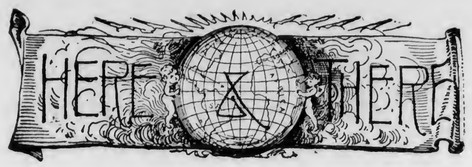
Fraternally, No. 21,734.

JACK'S "DEFI" IS ACCEPTED.

I AM happy to find that "everyone" does not think the same as Jack does in regard to ordinaries and safeties competing in the same race. As to riding that mile inside of three minutes, if "Jack" is not afraid of losing his $10 and will sign his full name to communications concerning the matter, I will cover the $10, the money to be put in a gold medal, as I will not ride for money. I will ride a Columbia Light Roadster Safety, stock machine. I want three trials, one a day; all three to be ridden inside of two weeks. If I do not ride inside of three minutes once out of the three I lose.

As to the comparisons "Jack" makes between ordinaries and safeties, I think he will not find much more difference between a pug dog and a tom cat than there is between a Star and an ordinary, yet they ride in the same race. I think as I say that if one machine fouls another, it is the man that should be barred out, and not the machine.

W. VAN WAGONER.



NEW YORK.

"HAWKSHAW."

WERE not I such a truly modest individual, I should be tempted to claim that a recent item of mine in this column, regarding the enormous expenditure of money here for street improvements which were never made, was the cause of the recent action of the Chamber of Commerce, but my timid and shrinking disposition, however, prevents me publicly claiming this honor, even though I know it really belongs to me. At any rate, no matter how the thing was brought to the notice of these great merchants, the fact remains that at their last meeting they appointed a committee to urge the paving of all the residence portion of the city with asphalt, and they could not have acted more intelligently in the matter even if they had been wheelmen. Revolutions never go backward; let us but once get started on this asphalt paving here and Washington and Buffalo will have to look to their road laurels, *I tell you.*

AMONG the many congresses that are to be held during the Paris Exposition, there will be one on athletic education. The promoters of the affair have issued a circular to the heads of all important schools in every country, endorsing a blank to be filled out giving the teacher's opinion of various exercises, their benefits, popularity, etc., etc. Cycling in this pamphlet is favored with an entire page of queries, while no other form of sport or exercise is given more than one half as much space. There's a volume of praise for the wheel in this fact, as it clearly shows that it is placed first, as the mighty host of its adherants fully warrant it in doing.

NO less a journal than the *N. Y. Sun* has taken up the cudgel against that idiotic practise of wearing full length tights when riding upon the road, as is often practised by a certain class of wheelmen. In an editorial this able daily thus puts the matter: "This seems to be an outrage. What have bicyclers to do with the evanescent and scintillating girls who have flashed and frolicked upon the stage * * *." That's it exactly. What have they got to do with them?

I am sure I don't know. But certain it is at any rate, that no man who properly respects either himself or the cause should don a set of tights when riding upon the public highways. It may be that they are comfortable, so might a bathing suit be, but I can't see that the comfort of this method of dress makes it any the less objectionable, and now that the lay press has called public attention to the affair, I hope that the adherents of the cycling ballet will take warning, and become either wheelmen or ballet dancers, and will not in the future attempt to combine both characters in one.

GOVERNOR DAVID B. HILL has just signed a bill, which upon its face would not seem to be injurious to the comfort and welfare of wheelmen, but which, nevertheless, has proven to be extremely damaging to cyclers, by removing from office one of their firmest "friends at court." The bill referred to was known as the three-headed park bill of Brooklyn, and by its becoming a law has legislated out of office as a park commissioner, Mr. C. H. Luscomb, President of the L. A. W. It has been due to Mr. Luscomb's presence upon the board of park commissioners in Brooklyn, that wheelmen have at all times met with the fairest of treatment at the hands of the entire park management there, and his removal is indeed a loss to the cause of wheeling which we all much regret.

DURING the heated term now approaching, when the use of the wheel becomes most general, anything that can be discovered which will tend towards making the riders thereof comfortable, should be brought to their notice. Among the annoyances many wheelmen suffer from while riding during the summer months, is the chafing or scalding of their feet from profuse perspiration and the irritation produced by the heavy woolen stockings usually worn. A simple, harmless and speedy remedy for this will be found in a mixture or three parts salicylic acid, ten of starch and eigty-seven of pulverized soapstone. Sift this mixture plentifully into the shoes and stockings, and the result will be the keeping of the feet dry, the prevention of chafing, and the rapid healing of sore spots. As many persons very properly object to the trying of any remedies about which they know nothing, and concerning the safety of whose use they have no knowledge, I will say for their benefit that the above prescription forms part of the equipment of every foot soldier in the German army, a fact which will be accepted as a sufficient guarantee of both its harmlessness and its efficacy.

THE roadway of the recently completed Washington Bridge over the Harlem River is 151 feet above the river level, and is 2380 feet in length. The great altitude of this stretch of asphalt insures at all times a refreshing breeze, which with the perfect condition of the road's surface, has made it a favorite sprinting ground for wheelmen, and many are the exciting contests of speed that may be witnessed upon this elevated race track upon a pleasant Sunday afternoon.

ST. LOUIS.

"LINNEUS."

THE Legislature adjourned three weeks ago and the famous Warner bill died with it. It had only passed the House and had not reached the Senate at all. Many bills on road improvement met the same fate.

CAPTAIN HILDEBRAND, of the Missouri's, got back from an extended trip to Europe last Friday, and speaks in lavish praise of the treatment accorded him by cyclists everywhere and particularly by Mr. and Mrs. Smith and Mr. Atwater of Washington.

A MEETING of the directors of the St. Louis Bicycle Track Association will be held during the coming week, and if the financial results of the Stone-Lumsden races warrants it, a tournament will be held in this city sometime during August or September. Another illuminated parade will also probably come off during the fall festivities in October.

THE Missouris held a red-hot meeting last Tuesday, to vote upon that obnoxious question of permitting games to be played in the club house on Sunday. By far the largest number of members (some 60 odd) ever noticed at any but the annual meeting, attended and the question being put to a vote was lost by a big majority. After the chair announced the vote Willi. Brown got up and made a motion, which was seconded and passed, that the subscription to the *Wheel* be stopped for the scurrilous and unjust attack of its St. Louis correspondent upon one of the club's members. This is limiting the liberty of the press with a vengeance, but the peculiar view of the case is that the author of those lines once boasted to me that he had an understanding with the editor of the old *Bulletin* to cut out all matter critisising the Missouri Club. "Consistency thou art a jewel."

GEO. WILDER is doing good work introducing the ladies' bicycle here and in addition to the ladies of his own household he is teaching the wives and sisters of quite a number of cyclists the art of riding.

LEAGUE recruiting is sadly neglected in this State, and if it were not for the efforts of Messrs. Jordan, Greenwood and myself and one or two others, it would cease entirely. What this State needs and needs badly is an Emery or Bull for Chief Consul.

PENNSYLVANIA.

"ARIEL."

YOU no doubt have a full account of the run of the Century tourists from Orange and from other sources, so I will only refer to their visit in this burgh. Sunday morning a sort of go-as-you-please run was taken through the park, landing at Strawberry mansion, where the visitors were, by the generosity of the Century wheelmen treated to cream, and after a short rest they were escorted to the Columbia Ave. station of the Reading road, and after storing their wheels in the car, engaged for that purpose, went to the Continental to dinner and took the 3.30 train to New York. There was a most lamentable want of system in the arrangements for Sunday. In fact there were no arrangements whatever, that I could learn, and had it not been for the active efforts of the Centurions, the little that was done towards showing the visitor the park would have gone by default. Just on whose shoulders the blame rests, it is hard to say, but certainly the A. C. C. could have found no worthier object than in taking hold of a body of cyclers, who were here on a visit, and doing the honors of the city. However it is easy for those who do nothing of the work to criticise, and the run was quite a success, without doubt. Why should not the Quaker City wheelmen send a run from this end? It is tobe hoped this may be seen some day.

THE Pennsylvania Club has engaged rooms at Hagerstown for thirty members, who are already booked for the League Meet, and from present indications there will be a goodly representation from Philadelphia. The Century wheelmen are going to send quite a number, and nearly all the clubs will have members present.

THE Secretary of the A. C. C., Mr. J. R. L. Edwards, was quite a martyr to his anxiety for the entertainment of the New Yorkers on Saturday. Miss Eisinger, who occupied the front seat of Mr. Edwards' tandem bicycle, will, I do not doubt, have great pleasure in testifying to this fact.

AT the sports of the A. C. S. N., Saturday afternoon, W. W. Taxis, 120 yards, won the two mile handicap with ease, in 5.55; Willie Windle was scratch, but did not put in an appearance and Taxis had no one to push him. In the match race between Draper and Bradley, the latter on a racing machine, won without much difficulty. It is just to Mr. Draper, however, to say that he not only used a road machine, but also was handicapped by weakness, having just gotten out of a sick bed. A match between these two men, would be interesting when both were upon equal terms.

LAST week, Messrs. Beepe, Hoopes, Jacobs and Harry Hoopes started on a scorch from West Chester to Fifty-second St., this city; good time was made all the way in, Beebe on a Victor Light Roadster, finishing first in 1 hr. 49 m., which is very close to record; Russell Hoopes was second in 1.50 1-2, and Jacobs third in 1.54 1-2. Russell Hoopes' time is record for a safety. He rode a Victor, Jacobs and Harry Hoopes rode Stars, and the tire on the latter's wheel came off on the road, throwing him out of the race.

NEWS of the resignation of Mr. W. D. Supplee from the captaincy of the Pennsylvania Bicycle Club will be received with regret by all who are acquainted with both the gentleman and the club. Mr. Supplee endeavored to resign at the last meeting, but was prevailed to hold over until after the League Meet.

CHICAGO.

"THE STROLLER."

THE Illinois Club have issued a stirring appeal to their members and in fact all wheelmen for aid for the Johnstown sufferers, and already several large boxes of clothing have been forwarded to the sufferers as a result of their labors.

THE recent team race between the Illinois and Chicago Clubs has caused some feeling to arise on both sides. The Illinois refused to allow any one to take Lumsden's place in the Chicago team, and the Chicagos say that had they had Lumsden in the race or been allowed to substitute Geo. Thorne they would have won, and there is no glory in the race, anyhow, as they only had two men in their team, Van Sicklen and Winship, neither of whom were in training. This grinds the Illinois Club, and they propose to challenge the Chicagos to a team race this fall, and beat them also, and they expect to accomplish this through Ehlert. With Ehlert, Tuttle, Loveday or Maas in the team they think they can race any team in the West. Ehlert is very anxious to have a go at Lumsden and has begun active training, very quietly, and as soon as he gets in good condition will issue a challenge to Arthur for a series of races, and should he prove a winner the Chicagos will quickly receive a challenge, for a team race, from the Illinois team. The Chicagos will have to hustle to keep from being caught napping in racing circles this year.

TOM ROE has once more dissolved partnership with the Western Arms Co., or so he says.

THE Illinois Club will hold their annual road race Saturday, June 22d. The start will be made at 4 P. M., and the course is from Fortieth street to Oak Park and return, a distance of about ten miles.

I WAS quite amused at the letter of the "Judge" in a New York cycling paper last week, this surprise at the resignations in the Chicago's offices at their last monthly meeting was so genuine. But why is it, "Judge," that you did not speak of *your* nerve in resigning from one office at that meeting, owing to business, and then allowing your name to go before the meeting and become a candidate for another important office, notwithstanding business was taking up all your spare time?

THE State meet will be held at Ottawa, July 4th and 5th.

THE Chicagos have got the raffle fever again, and will raffle off one of their pianos. They will also give a moonlight party at South Park Pavillion the evening of June 27th.

THE Chicagos would like to get Spooner into their club, since his recent performance, but Spooner remembers the past and thinks the Lincoln Club plenty good enough for him by a large majority.

OH, I say, "Linneus," what did you remark about having Stone race Windle? Eh! Oh! I beg pardon, but the "Stroller" was pretty near right. Eh?

SAM MILES is already talking up a tournament to be held in the fall. If you have another one, Sam, those twenty-five-dollar cups for prizes will have to be barred. They are cheaper than that by the gross. If you don't believe ask Washburn or Tuttle.

SPOONER feels rather sore over the Pullman road race, and as soon as the roads are in condition will have a try at Winship's record. Lumsden also intends to see what he can do towards lowering the record likewise.

IN all probability Winship will return to the racing path next year. This season he will simply look on.

I HAD quite a chat the other day with Peters, who, in days gone by, used to be a disturbing element in the Chicago Club. But "Pete" is married now and settled down, and has quite a fatherly look to him. Although he is not riding any now yet he cannot keep away from those places where cyclers most do congregate at the noontime hour, and likes to talk wheel with the rest of them.

SYRACUSE.

"SALINA."

ONE of the Cycling Club blandly informed "Salina," the other day, that "Stroller," of Chicago, had been in our salty burg and had been shown our club rooms. Now, "Stroller," my boy, it's dead hard luck that I should have missed you, for it certainly would have been a great pleasure to meet you after reading your spicy writings. "*Sic vita est.*"

ONCE again the local club comes to the front and shows the world that we have some real, live racers among us. The case in point is that of the Y. M. C. A. field day, in which there was a two-mile bicycle race. J. P. Becker, unattached, and Chapin, Benjamin, Lancaster and Yehle, S. C. C., were entered. Chapin won handily in 6.59, with Lancaster second, and Yehle a mighty close third.

CAPTAIN CHAPIN is certainly making an enviable record this year. His work at Rome was commended on all sides, and his last victory is a clincher to all others. The good old Captain will now wear a badge to accompany the one presented him by the club January last.

THE Syracuse Cycling Club minstrels gave a press rehearsal last Friday evening, and, from the notices in the Saturday papers, the scribes present thoroughly enjoyed the entertainment. Our talent embraces Ed. I. Rice, champion trick and fancy rider of Central New York; Harry C. Winthrop, dialect comedian; Fred Graham, clog and reel dancer; the Cycling Club quartette; Chas. W. Wood, interlocutor; an orchestra of eight men, under Chas. W. Ball; Messrs. Winthrop, Avery, Hopkins, Yale, Rice and Cherry, as end men; the Cycling Club banjo four, Wood, Levette, West and Lunn; "and many new and novel features procured at an enormous expense by the management while in Paris (Ky.) and Liverpool (N. Y.)" The company play at Fayetteville Tuesday, June 18. "Admission free, children half price."

THE appearance of Miss Edith Wallace and Chas. W. Wood on a tandem, at the Syracuse Driving Park, on Y. M. C. A. day was a novelty to many. Miss Wallace rode like a veteran, and considering the fact that she is one of the few ladies in our city who have attempted bicycling she was awarded an impromptu reception by the Cycling boys on entering the grand stand.

PORKOPOLIS NOTES.

"STAR."

OUR enthusiastic Mr. Allen, who spent so much time in deciding on the kind of a wheel to buy, has a complete collection of cycling catalogues of American makers, from the earliest to the latest issue, and an almost complete collection of those of the English makers. He is in fact a walking encyclopedia of wheel construction.

THE agitation, in the Eastern States, of the Saturday half holiday question is well, and it is to be hoped it will meet with success. There are, however, a number of individuals to whom the command "Six days shalt thou labor" is one to be literally obeyed, and whose only vacation is on the seventh day. To many of these the wheel is a godsend. I refer neither to the scorcher, who rides simply to boast of his record, nor to the bibulously inclined, who judge a road by the frequency of the saloons, but to him who delights in the beauties of nature. Such a one carries with him to the counting room or the work-shop pleasant memories of rural scenes, of fragrant flowers and songs of birds, to mingle them with the dry details of his daily tasks.

THE championship race of the C. B. C. will be run from Gas Hall, Carthage, to the first toll gate outside of Hamilton (fourteen miles) on the 16th inst.

THE nearness of the coming championship race rather interfered with the harmony of the run of the C. B. C. to Florence on the 2d, as it was a scorch from the word go.

THE road race that has been postponed so often on account of the rain and mud has again been postponed. A heavy rain began falling last night and at this writing, 3 P. M. Saturday, still continues.

STILLMAN G. WHITTAKER is here. He visited the rooms of the C. B. C., where he was introduced to the Mascot as Mr. Walker, who wished to buy a wheel. The unsuspecting Billy put Mr. W. on the front seat of his tandem and for over half an hour they see-sawed across the street, caromed on the curb stone, and did the stand-still on the car tracks in the most approved style. He then put him on his safety with no better results. At last, as the now thoroughly exhausted Billy sat down on the curb to catch his breath, he told his pupil that in one more lesson he thought he would be able to ride. In the afternoon as Mr. W. and the fat lady were riding through Walnut Hills they met the "Duke," who tried to scorch Mr. W. and took him up hill and down dale for about fifteen miles. They wound up at the club house with Mr. W. about a block in the lead. The "Duke" then complimented him by telling him that he could ride *very* well.

NEWS AND COMMENT.

THE first thing that a humble cycle scribe sees at Westboro' when he enters "Jack's" sanctum, is the top of "Jack's" head emerging from a pile of press correspondence, advertising matter, personal and business letters. Then if you are a friend of "Jack's" he will beam all over with genuine pleasure. Three signs, which he has placed on the wall, in his fine, round Roman hand, are as follows: "To advertising agents.—Please wait until we have put on our heavy boots." Another says, in adaptation of a well-known card: "This is my busy day, and my opinion on politics, base ball, religion and the temperance question is unchangeable, but if you can throw any light upon cycle construction, or have any valuable hints on the bicycle question, I have always time to listen to you." A more chilly sign reads: "Make yourself at home among our private correspondence. We like to see a man take a lot of interest in his fellow creatures. Do not feel hurt, however, if we ask you to close the door on the outside." As the busybony takes leave a sign on the door says: "Everybody closes this door but you," and he goes up the road wondering if some men *can* be sat upon. We will back our friend "Jack" to maintain his dignity with any of them.

THE full report of the Massachusetts Division Officers' meet, held last Saturday, will be found in the Official Department.

THE stand-bys of the grand old Springfield, Mass., Bi. Club are endeavoring to form an interstate club, for the purpose of road racing. Howard P. Merrill, of the *Union*, has charge of the affair.

THE Brookville (Ind.) Bi. Club will hold a grand hill-climbing contest July 4th.

THE Hudson County, N. J., authorities will soon issue $1,000,000 bonds for the purpose of building a new road from Bergen Point to Fort Lee.

THE wheelmen who toured through the San Gabriel Valley, S. Cal., lately were dined at Pasedena by our old acquaintance, A. L. Atkins.

THE authorities of Richmond County, Ga., have for the past eleven years used convict labor on the highways of that county, with the most satisfactory results.

A WRITER from Meriden, Ct., says: "Please say for Meriden, Ct., that it must continue its claim of being the hub of wheeling, as it is so near the centre of the State, and that we are waiting to hear from New Haven and a proposed road race."

GENTLEMEN, let us take off our hats to Massachusetts. Why? Because in the first month of the present League year she has put more new members on the League list than she added during the whole of last year, which embraced fifteen months.

IN the Official Department we print the full account of the Massachusetts Division meeting, held last Saturday.

MR. T. A. CARROLL, the former President of the Lynn Cycle Track Association, has just completed arrangements whereby he will be able to hold either a two or three days' bicycle tournament at the Lynn track, some time during September. He promises it will eclipse all previous tournaments held on this famous track.

DR. C. S. BUTLER, Chairman of the Roads Improvement Committee of the L. A. W., was in Boston last week for a few days, on business and pleasure bent.

To give an idea of the length of days enjoyed in England at this time of the year, we print a notice in *Bi. News* to the effect that 'lamps must be lit this evening at 9.05." Oh for such twilights in this country.

MISSOURI members see Official Department for particulars of the Missouri Division meet, programme, etc.

THE Elwell tourists have arrived in England, and *Bi News*, prints an editorial welcoming them and calling on Englishmen to do "the hospitable," which we have no doubt they will. *Bi. News* also prints a cartoon containing excellent portraits of Mr. Elwell and Mr. Higgins.

THEY come and they go. Windle out and F. F. Ives in, and we are glad to see Ives back. He was always a square, honest rider, and a quiet, gentlemanly fellow withal.

ANOTHER authoritative pill to swallow for those who believe that ordinaries and safeties should be allowed in the same events. Mr. J. G. Lothrop, of Harvard, says there is danger in it. As to "that foul," he says: "It is a fact that just there, owing, no doubt, to an uneven surface, Davis' front wheel did go slightly toward the outside of the track, not a yard, however, but enough to touch Clark's wheel."

MR. EDWARD HANCK of Erie, was thrown from his bicycle and broke his leg square at the knee. The account gives it that the "break caused a loud report."

TENNESSEE L. A. W. Division meet, June 18th, at Nashville, Tenn.

JAMES LYNCH, riding a bicycle on Nahant st., Lynn, the other day, came into collision with a team driven by F. Foss. Lynch was severely injured in the hip.

A GENTLEMEN for whose opinion we have the highest respect writes us from Salt Lake City, and takes exception to our note that the "Mormons" were to have a 1-4 mile track. With all due respect to the gentleman we cannot for the life of us see anything objectionable to the item. There was no covert sneer nor no disrespect intended. If, however, the use of the name Mormon is distasteful used in the way we used it we will refrain in the future as nothing can be further from us than the wish to offend.

J. H. AMBRUSTER writes from Denver, Col., under date June 3rd, and says: "I arrived here on Saturday last from St. Louis, having ridden the entire distance, 982 miles, on my wheel. I was 26 days on the road and had 11 days of rain. Taken altogether, the trip was a tough one owing to the bad weather, but still I enjoyed it, and am none the worse for it except being badly sunburned."

MASSACHUSETTS Division Spring Meet at Squantum, Monday, June 17. Start from Copley Square, 10 A. M. sharp.

EXIT W. Windle as an amateur.

IN writing of the great road race at Chicago on the 30th, our correspondent, the "Stroller," tells the following good story: when Lumsden caught Bode and asked for the right of way it was immediately given, but when Andrae attempted to pass, Bode thinking it was some new rider spurted with him, but as soon as he caught sight of the No. 4 on Andrae's back he wilted.

WE are told that a Chicago rider picked up a mad dog in a street filled with school children, carried the furious canine at arms length some distance while riding his bicycle and finally threw the dog into a hallway of a house where it was killed. Had not the heroic cycler done this, there is no doubt but that many children would have been bitten.

POOR Charlie Seig is again accused of being the "Stroller." We would advise our Chicago friends to put Pinkerton on this case and set at rest the "Stroller's" identity.

LYNN, Mass., will try and revive the dead interest in cycle races in that town. The Rowe-Temple "episode" killed cycle racing in shoe-town.

THE ordinance requiring the carrying of lamps going on bicycles is to be enforced at Denver, Col.

A SMALL party of wheelmen under the leadership of Mr. F. L. Ingraham are to make a tour extending over a thousand miles through Georgia, Alabama, Tennessee and Kentucky. We don't envy them the trip this time of the year.

PROF. CARL MEYER says his air bicycle is nearly ready and in the course of a few weeks he will be ready to fly.

HARVARD will hold its road race (to-morrow) June 15th.

THE CHICAGO HANDICAPPING.

Editor Bicycling World: Your report of the tournament was very correct, but please correct your Cincinnati correspondent's statement about handicapping. The only Cincinnati man here was Burroughs, and I'm sure *he* is satisfied that the work was fairly done. The committee worked hard and conscientiously, and were fortunate enough to escape the condemnation which usually falls to the lot of handicappers. Yours truly,

Chicago, May 28th. S. A. MILES.



WASHINGTON, D. C., May 21, 1889.

L. B. GAYLOR, ESQ., DEAR SIR:

Two weeks have elapsed since I received my Eagle Bicycle, during which time I have given the machine a most severe test, through which it has passed without even a spoke becoming loose. The most severe test during that time was that of riding over all the rough places I could find in and around the city, across lots, up and down steep banks, up and down high curbstones and over obstructions of all kinds, which is a terrible strain on the material and workmanship of a bicycle, through which the Eagle went without getting even a scratch, not meeting an obstacle that it could not mount.

I have never, during my experience, ridden a wheel that runs so smoothly, easily, and at the same time gives so great pleasure to the rider as the Eagle. I can see no reason why great speed cannot be gotten out of it, both on the track and the road, and intend before long to show the Washington boys what it can do in regard to road riding. Every one here speaks of the fine workmanship you put on your wheel.

I do not know how to express my appreciation of the good qualities by words, but hope to show it by good work on it soon.

Yours very truly,

WILL T. ROBERTSON,
605 Seventh street, Washington, D. C.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

Catalogue Free. Apply for the Agency.

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.



The Swift.

The Buffalo Express, May 29, says:

"James S. Hedge of the Buffalo Bicycle Club made the first century run of the year on May 26th. Leaving the club house at 8 A. M., he rode via Seneca Street, Potter's Corners Road, Orchard Park, and Colden to Springville. Here a stop of two hours was made fordinner, and return was made via Boston and Hamburg to the club house, arriving at 6.45 P. M. Starting again at 7 P. M. he pushed on out to Bowmansville and return and rode three times around the meadow, arriving at the club house at 10.25 P. M. Hedge rode a Swift Safety, and considering the fact that he did not start out to make a 'century,' and did not think of it until he had ridden about 70 miles, made very good time, his riding time being 10 hours and 30 minutes for 105 miles, or an average of 10 miles an hour. Four hours and five minutes were used in stops. This is the first time a century run has been made by a rider in this city on a safety, and it is also the first time a century has been made over this route, there being a great many short steep hills to climb."

CATALOGUE FREE.

PUNCENT PREMIER PARAGRAPHS.

To manufacture Cycles of the Quality that both Sell and Satisfy, these Qualifications are Essential: Best Material, Riding Experience, Mechanical Knowledge and Skill, Superior Manufacturing Facilities and a Conscience. We modestly claim to have embodied these in the construction of our **Premier Safeties and Tandems.**

Every joint, spring, bolt, nut or other extra part added to a Wheel increases its liability to rattle, drop to pieces and break down; increases its weight; decreases its rigidity and strength; decreases the rider's power; increases the cost of maintenance.

The American tendency is toward invention, innovation, novelty; the English toward conservatism, practicality, simplicity. The former rush to a certain idea, regardless of any results except the one to be attained; the latter adhere to old and long-used methods, moving slowly and suspicious of the new.

Our Manufacturers are English, we are American. We have endeavored, and we believe succeeded, in combining in the **Premier Safeties** the desirable characteristics of the two nationalities. They are built for American roads and riders. We have ridden, tested, criticised, improved them. They are strong, simple, light **and up to the times.**

Special Premier Safety, for Lady or Gentleman, $135. Popular Premier Safety, all steel, all balls, $105. Youth's Premier Safety, $65. Premier Tandem Safety, $200.

Send for Catalogue.

L. H. JOHNSON, Manufacturing Importer, Orange, N. J.

THE ELWELL TOURISTS.

SEVEN days out and "all's well." Contrary to all expectations and the kindly (?) expressed condoling of our friends before leaving home, none have been seriously sick. In fact out of our party of twenty-seven only one was unable to come to table every meal, and he ate seven meals per day on the upper deck.

It has been simply a phenomenal voyage; the ship steady as an island, the sea like a pond and the spirits and ardor of the party consequently undampened. Even Papa Elwell (who by written contract and by verbal promise had agreed to be sick for the whole party) has not missed a meal or sicked a sick. In "Headquarters" stateroom 33 the legend which stares one in the face—"No Vomiting Above a Whisper"—has been rendered unnecessary by the kindness of Pater Neptune.

In the smoking room, on the quarter deck, in the saloon, in fact verywhere the cycle party predominates. The flavoring essence of the spirit of cycling has tinctured the conversation of even the gravest graybeard or the prettiest young lady (eh Penrose?) on the ship. All seem to be interested and even enthusiastic *in re* wheeling lore and literature, and which ever way one looks the sight of a club badge or a pair of knickerbockered legs lends enchantment to the view.

Enough of rambling thus; and let us take the voyage systematically although briefly.

Saturday, May 18th, after we had lost sight of land Papa Elwell called all his children into the smoking-room and in a most practical and fraternal little speech outlined his views and proposed policy for the best carrying out of the tour. After the applause had subsided the roll call was read, and as each man's name was called Papa E. gave us a short synopsis of his career and character, and then the victim added or subtracted from Mr. Elwell's version as seemed to him best. When all the Yankee boys had said their little say Mr. Priest, of Birmingham, was called on for a speech. In suave and soothing accents he asserted his pride in being a "Blawsted Britisher," but in such a fraternal way that all applauded his laudable assertion. He, however, very gallantly and cavalierly wore one of the American buttons with which Clark Cooper, of Trenton, N. J., kindly supplied the party and which will serve as our distinctive badge for he tour.

Sunday, the 19th, was a calm Sabbath-like day and passed uneventfully save for the daily discussion, in the smoking-room, on bicycles, *et al.*

The next two or three days shuffle-board and ring-toss with smoking, lounging around, and in the evening singing on deck served to make the golden hours fly, and cement more firmly friendships already warm and fraternal.

Wednesday evening at the instigation of Mr. Kirk, of "Pennsy," the "club-yell" was adopted and rehearsed until perfectly familiar. It runs as follows (in stentorian tones): Oo-Ah! Oo-Ah! A-M-E-R-I-C-A, Am-Mer Ry-Kay, U.-S.-A.! This we worked until all the other passengers were as familiar with it as ourselves, and it will serve in case of need on many a rare occasion in the happy summer to come.

An informal glee club, under the baton of Mr. Seavey, of Portland, has been organized and has already acquired quite a *repertoire* such as "America," "God Save the Queen," Marching Through Georgia," "Old Folks at Home," "My Jane," "Found a Peanut," "Rolling Home," "For He's a Jolly Good Fellow," etc., etc., and when the brazen lungs get loose the smoking-room roof does likewise.

Friday night (24th, the Queen's Birthday) we had a mock trial in the saloon. Messrs. Elwell and Higgins were the culprits, and the charge that of non-fulfillment of contract, inasmuch as no one had been sick (as promised), et cetera.

High Court of Justice, province of Cephalonia.
His Honor, Judge Tom Brinsmade.
Clerk, Chas. Seavey, of Portland.
Sheriff, P. Harvard Rielly, Esq., Hartford.
Council for Defence, S. R. White, Newton, Mass.; W. J. Penrose, Newark.
Council for Prosecution, Junius Beal, Ann Arbor, and H. R. Wilson, Clarion, Pa.
Witnesses for Prosecution, Esterbrook, Cake, Kirk and Collins.
Witnesses for Defence, Dr. McLachlan, Cooper, McAlpine (who feigned deafness to perfection) and Reilly.

The examination of witnesses and their cross-examination by the opposing council brought forth many side-splitting witticisms and kept the cabin in a roar for minutes at a stretch, and when Mr. White, in the midst of a magnificent peroration, referred to the peasant girls of the Jura Mountains, who wear nothing but wooden shoes, the multitude applauded until the ship nearly got off her course. His Honor also furnished an abyssmal depth of fun by his solemn and majestic deportment. The verdict (despite the eloquent endeavor of Mr. White and his bald-headed colleague, "Pennyroyal") was given without hesitation against the defendants, who were allowed to pass without sentence, the court adjourning until 2 P. M. the following morning.

After the trial the boys hied them to the smoking-room, where Mr. Priest, to the honor of Her Most Gracious Majesty Queen Vic. (and to his own everlasting fame), had ordered up a huge bowl of punch.

The Queen's health was drunk standing and with bared heads, and then came "God Save the Queen," "America" and "For He's a Jolly Good Fellow" (Priest), which nobody could deny. Mirth and song pushed the clock along, till the lights went out, mid laugh and shout, and to bed we went along—about midnight.

Saturday, nothing noteworthy, save the same marvellous weather.

Sunday (present writing), general writing and packing up day, as we hope to be at Queenstown Monday noon, and will send our trunks per steamer direct to Burr's Hotel, London.

This being our last night aboard, hearts are beating feverishly in anticipation of the longed for land, and the still more longed for wheels. All signs point to fine whether, a glorious time, and, given the *weather*, the boys feel capable of looking after the *time*. All are busy writing home and studying the ramifications of the English currency. In regard to this, as to many other English local peculiarities, the boys feel indebted to Mr. Priest for his advice and aid in disputed questions, and have been trying to get him to land at Queenstown with us, but he is not able to do so. This letter ends as the good ship is rolling at an angle of almost 45 degrees, and steamer trunks chasing each other round the stateroom floors.

The glims will be doused early this evening, and all hands will be up at dawn to watch for Fastnet Light, our first glimpse of the promised land. May we find the reality as fair as our ideals of it, and "all's well."

PEDALS.

LATER.

From *Bi. News* we take the following: "Heavy rain during the night renders Tuesday's ride a fatiguing task, but the Americans display greater dexterity in managing their new machines than might have been expected, although the long climb up the mountains empties every saddle but one. The visitors are accompanied by about twenty cyclists from the locality, and at Cappoquin we diverge from the road to visit the monastery at Mount Melleray, where we are the guests of the monks and priests, who give us a hearty meal and afterwards show us over the monastery. The machines are remounted, and the afternoon waxes late, whilst shower after shower sends us to seek shelter. A number of the Dungarvan Ramblers Clubmen are met a few miles before we reach Dungarvan, and as the town is reached we find numerous American flags spanning the roadway, and the whole populace has turned out to welcome us in honest Irish fashion. The evening we spend as the guests of Mr. R. E. Brenan, who keeps open house, where mirth and jollity reign supreme until a late hour.

Tuesday, May 28, 1889.

MASSACHUSETTS DIVISION MEET.

NEXT Monday, (June 17th), the Massachusetts Division will hold the spring meet at Squantum. The following is the programme: Leave Copley Square at 10 A. M. sharp.

There will be three handicap races for ordinary bicycles, safeties and tandem bicycles, two medals being given for each race. The committee will also furnish a medal for every club which desires to establish a club championship. The medal for each club to be competed for by the members of that club. At least three men must start in every race. Entry, 50 cents, to be made prior to June 15, to Dr. W. G. Kendall, 176 Tremont street, Boston. Races will occur at 3 o'clock.

Balls and bats will be furnished for ball playing. In accordance with the idea of making this meet a picnic, the committee has decided to allow each wheelmen to furnish his own lunch, and to avoid bother, a wagon will be furnished which will leave Copley square after the wheelmen. Each man can deliver his lunch with his name written plainly in ink on the covering, at this wagon, and obtain it after arriving at Squantum.

HE WANTS TO ACCEPT THE CHLEALNGE.

WHY does Mr. W. Van Wagoner of Newport limit his challenge to New Bedford? I should like to see the challenge extended to the amateurs of Bristol county, as I think there is a man in Taunton who could accommodate Mr. Van Wagoner, and probably this would make a very pretty and interesting contest, if the Taunton man I refer to should accept it, which I think he probably would.

L. A. W. 17191.

TENTH ANNUAL MEET, L. A. W., HAGERSTOWN, MD.

TRANSPORTATION.

To secure cheap transportation and good accommodation en route to the Meet. When ticket is purchased, have ticket agent furnish a certificate that full fare has been paid through to Hagerstown. Upon presentation of this certificate at League headquarters in Hagerstown, it will be endorsed by Samuel C. Miller, which will entitle the holder to a one-third fare returning to starting point.

From points in New England and Eastern States blanks for the above certificates must be obtained through W. S. Bull, Buffalo, N. Y., or C. Newbourg, 415 Broadway, New York, who will also furnish any information desired relative to transportation from these points.

From points between the Mississippi and Ohio Rivers apply to W. M. Brewster, National Transportation Committee, 309 Olive street, St. Louis.

From prominent points the following are defined as the best routes, especial attention being called to the position of the B. and O. R. R. has always occupied in regard to the free transportation of wheels, and the committee request that all who can will patronize that road, and prove their appreciation of the favors extended us.

Western Maryland Railroad.—Trains leave Hillen Station, Baltimore, through to Hagerstown without change, 4.10 and 8.05 A. M., 3.25 and 4.00 P. M. Special excursion tickets at 2 cents per mile for the round trip from any point on this road or its branches from June 29th to July 4th. To secure special rate you must procure an order which will be furnished upon application to Samuel C. Miller, Hagerstown; Clark Cycle Co., 340 North Charles street, Baltimore; Eisenbrandt Bros., 424 East Baltimore street, Baltimore; Cline Bros., 304 West Baltimore street, Baltimore. This route offers especial attractions to parties from points convenient to Baltimore, as it passes through a country noted for beautiful mountain scenery.

Special train service will be arranged from New York. Full information can be obtained from C. Newbourg, 415 Broadway.

From New York and Eastern points to Hagerstown.—Leave New York (foot of Liberty street, Central R. R. of N. J.) 11 A. M., 12 night; Newark, N. J., 11.05 A. M., 11.25 P. M.; Elizabeth, N. J., 11.30 A. M., 12.33 A. M.; Trenton, N. J. (P. and R. R. R.), 12 noon, 2.10 A. M.; Philadelphia (B. and O. R. R.), 1.35 P. M., 4.10 A. M.; Chester, Pa., 1.51 P. M., 4.28 A. M.; Wilmington, Del., 2.08 P. M., 4.50 A. M.; Newark, Del., 2.24 P. M., 5.10 A. M.; arrive Baltimore, 4 P. M., 7 A. M.; leave Baltimore, 4.15 P. M., 9.15 A. M.; Washington, 5.30 P. M., 10.15 A. M.; arrive Hagerstown, 8.30 P. M., 1.30 P. M.

From Chicago and points West.—Leave Chicago, Central time, 10.10 A. M., 2.55 P. M.; Garrett, 1.52, 6.55 P. M.; Defiance, 3.05, 7.55 P. M.; Fostoria, 4.21, 9.18 P. M.; Tiffin, 4.41, 9.38 P. M.; Sandusky, 3.20, 6.25 P. M.; Monroeville, 3.05, 7.15 P. M.; Mansfield, 6.07, 11.05 P. M.; Mt. Vernon, 7.04 P. M., 12.04 A. M; Columbus, 6.50, 11.05 P. M.; Newark, 7.45 P. M., 12.47 A. M.; Zanesville, 8.45 P. M., 1.38 A. M.; Bellaire, 11.06 P. M., 3.54 A. M.; Wheeling, Eastern time, 11.50 P. M., 4.35 A. M.; arrive at Hagerstown, 1.30 and 8.30 P. M.

From St. Louis, Cincinnati, etc.—Leave St. Louis (via O. and M. Ry.), Central time, 8 A. M.; Vincennes, Ind., 12.26 P. M.; Louisville, Ky., 3.40 P. M.; Cincinnati (via C. W. and B. R. R.), 7.30 P. M.; Chillicothe, Ohio, 10.42 P. M.; Athens, Ohio, 12.34 A. M.; Parkersburg (via B. and O. R.), Eastern time, 2.50 A. M.; Grafton, 6 A. M.; arrive at Hagerstown, 1.30 A. M.

From Washington. Purchase tickets by B. and O. Full information can be obtained from ticket agents. For the benefit of those who desire to visit Washington special rates will be made from Hagerstown.

Cumberland Valley Railroad.—Leave Harrisburg 4.35 A. M. and 12.20 P. M. daily; 7.45 A. M. and 3.45 P. M. daily except Sunday. Special excursion rates on main line and branches.

ALBERT MOTT,
Chief Consul Maryland Division.

IN REPLY TO MR. WELCH.

Editor Bicycling World: In answer to communication of W. L. Welch, No. 19,308, in issue of May 24th WORLD, I would suggest the use of travelers' letters of credit, Brown Bros. & Co., New York, Philadelphia and Boston, and Alex. Brown & Sons, Baltimore, issue letters of credit in dollars, available in all parts of the United States. There are also other banking houses that issue dollar credits. As a letter of credit is signed by the purchaser as well as the banker, his, the purchaser's signature, is his means of identification. Very truly, 10,514, H. TROTH.

THE GREAT CENTURY RUN OF 1889.

THE clans began to gather early on Friday, the 7th, and supper hour found thirty wheelmen and women at the Mountain House, discussing the threatening weather, roads, schedule, etc., not to mention a very fair meal. Each evening train brought in batches, and at 10 o'clock sixty-one were safely tucked away in their little beds — perhaps. They wouldn't be cyclists without the ingredients of practical mischief in their make-ups, and I won't be quite as hard on the occupants of "41" as I might.

I said sixty-one; the sixty-second was Warner, Gordon L. He didn't reach the hotel. Says the wind whistled sohe couldn't "razor" 'nough strengeth to climb the hill, and so gave up from sheer exhaustion. But the time came when Morpheus got the best of it, and even Billy's patented foghorn dog-scarer was laid aside, and nothing but mosquitoes were abroad. Their bills were about the only things we had to take without a rebate.

Through the sleepiness of the clerks we were allowed to over-sleep nearly a half hour, and did not get away until nearly 4.30. At Orange light O. W.'s were picked up, and at Newark the Essex boys.

Freylinghuysen Ave. and the Roselle road from Elizabeth were in fine condition and after passing through several showers and making a brief stop for a drink all 'round at Dr. Kinch's we made Plainfield on schedule time.

At the Plainfield Bi. Club's headquarters we were regaled with plenty of rich milk and sandwiches, and left on time for New Brunswick. The roads were very bad and the rising head wind made the travelling rather slow and hard, and the arrival at Rutgers College was a little straggling. Mrs. Cossitt, on her safety finding the going too hard, gave up, and taking the train went through to Philadelphia, while Mr. Cossitt, getting off at Princeton, rode back to Kingston to meet us, and finished the whole distance.

Not far below New Brunswick Isbell of K.C.W. broke his handlebar and fell out of the run at Kingston, in company with Capt. Clarke, and Lester Beasley, of K. C.W., the former having his rear tire come off, and the latter re-spraining his ankle. Isbell rode nearly ten miles with one hand.

Princeton was reached on time and then, after the hardest ten miles on the run, Trenton and grub. The latter was good and lots of it.

Meantime Capt. Clarke had come on ahead by train and arranged for photographs, and after dinner and considerable trouble got the boys into position in front of the State Capitlo, with the wheels stacked on either side with Miss Welch, mounted on her tandem in the centre.

They got five shots at us; the man in the street three, and the "man in the window" two.

The start from Trenton was a little behind schedule, on account of the photos, but the party struck to a fair pace and got into Philadelphia but a few minutes behind.

Along the streets of Frankford and Philadelphia, thousands were gathered to see them come in. They were taken in charge of by the Century wheelmen, at whose house they left their wheels, and arrived at the hotel about 9 P. M.

Among those who made the entire distance was Miss Kate W. Welch and her brother Warren L. Welch, members of the L. A. W. and the Wissahickon Wheelmen, Germantown, mounted on a tandem bike. Miss W.'s riding was superb, and the boys to a man are willing to stake their fortunes and their lives in the defence of the claim in Miss W.'s behalf, that she is the first lady to ride a century per bicycle in this country.

On Sunday, the 9th, the party left the Continental at 9 A. M., and the Century Club's house at 10, for a run through the park to the Philadelphia Bi. Club's house, and thence, after a brief halt, to Strawberry hill, where various cooling preparations were served. The heat was very great, and the shade of the fine old trees about the Strawberry mansion was very welcome.

A special car awaited our wheels on our return, at the Columbia Ave. station of the Reading road and after packing them away we were not long in gettingback to the Continental for one of the finest dinners we had ever eaten. Our special car was a beauty and we left at 3.30 on the B. & O. express, picking up our wheel car on the way.

Nobody had anything but praise for the kind and courteous treatment by the R. R. officials.

Probably no party of wheelmen has ever travelled so comfortably and so cheaply before; $1.60 from Philadelphia to New York, including wheels.

The following gentlemen started but did not finish, and below is given the places where they stopped and causes.

No. 1, L. A. Clark, No. 9, N. H. Weed, No. 10, B. M. Cole, No. 18, F. M. Cossit, No. 19, Mrs. F. M. Cossit. No. 24, J. W. Sheehan, No. 25, C. E. Clements, No. 28, C. C. Lock, No. 30, L. W. Beasley, No. 45, Frank Beeraft, No. 34, C. M. Isbell, No. 81, Mr. Crawford.

No. 1 lost his rear tire at Kingston; Nos. 6 and 7 stopped at Trenton; Nos. 9 and 10 stopped at Plainfield; Nos. 18 and 19 took train at New Brunswick, 19 to Philadelphia and 18 to Princeton, riding back to Kingston and then to Philadelphia, 80 miles in all; 24 and 25 were riding tandem in good shape when they were forced to retire through the breaking of the neck of the machine near Westfield; one man stopped at Plainfield; 30 made his already bad ankle worse by a side fall near New Brunswick and retired at Kingston in company with Nos. 1, 45 and 34, the latter breaking his handle bar to miles above K. and pluckily riding that distance with one hand; 81, joining at Crawford, broke his handle bar before reaching Westfield, took train for New York, bought a new one, and returned to Trenton in time to join the run at that place.

The following are entitled to one *.

K. C. W.—W. F. Murphy, M. L. Bridgeman, W. Bonner, A. L. Ward. L. I. W.—G. G. Teller, O. E. Parker. C. W., Philadelphia.—W. L. Degn, C. W. Dallson. B. B. C.—W. A. Meeteer, C. Quimby, H. D. Fay. S. E. W., Philadelphia.—C. L. Dimon. Orange Wanderers.—C. A. Lindsay, F. B. Jewett, C. W. Freeman, John Long. Newark—F. J. Keer, H. C. W., H. Russell, E. B. C., A. F. Rummell, E. B. C., A. H. Scudder, E. B. C., C. H. Edge, E. C. Harris, W. C. Swain, C. S. Swain, R. L. Prindle, J. T. Logan, Mr. Uhl. C. B. C.—J. V. Hoffman. Y. B. C.—H. E. Crober.—W. G. Hillier, Rosemount, Pa., H. D. Cline, Bryn Mawr, Pa., Warren L. Welch, Miss Kate W. Welch, of Germantown, Pa., on a tandem. C. B. Scudder, C. E. Grumman, both of Huntington, Pa. R. W.—J. L. Miller. H. W.—W. H. De Graffe. B. C.—F. B. Oakes.

The following are entitled to two **:

L. A. Clark, Capt. and Chairman of Committee, W. E. Fuller, of Brooklyn, Committee, J. L. V. Pierson, Bloomfield, N. J., also Committee, F. R. Miller, Riverside, N. J., J. L. Bromley, W. G. Speirs, both of Philadelphia, A. W. W. Evans, New Brunswick, N. J., H. M. White, Trenton, N. J., Gorden M. Warner, Brooklyn N. Y.

Of the above those whose names are marked thus, *, are entitled to mark their badges "Survivor." Survivors of '88 and '89 are marked **, as having finished the 100 miles. Messrs. Frank Brock, of Newark, and Amzi T. Dodd, of Orange, also claim a century, but were not on our lists.

Photographs may be obtained by sending 75 cents to D. S. Crystal & Co. (the man in the street), No. 208 Broad St.; or 50 cents to L. Holdridge (the man in the window), No. 4 South Green St., Trenton, N. J. The former are 8 x 10 and the latter 11 x 14.

A memento pin of the run will be furnished at the exact cost — $1, to particpants only. Send in your names to L. A. Clarke, No. 25 Broad St., New York City, as early as possible, enclosing cash. Actual participants only get these. "ENO."

DESIRES TO EXPLAIN.

Editor Bicycling World: I hope you will give a little space in your paper for this word of apology to the century run. We are very sorry that nothing was provided for their refreshment at their rest in our place, but the emphatic denials of Mr. Clark to stop led us to think it would be of no use to provide anything. We thought they were going right through; and then they halt, take us by surprise, and we are chagrined for having nothing provided, and only cold water to offer them. Our distress is greater on account of the ladies who accompanied the run. We enjoyed the visit they gave us last year, and hoped for a repetition of it this, but the Commander said he could not stop, and so nothing was prepared. We hope another time to have our own way, and prepare such entertainment as we wish, and that Westfield will be put down as a resting place. FRED. R. KINCH, JR., M. D.

Westfield, N. J., June 8, 1889.

MR. CORCORAN TO MR. DAVIS.

Editor Bicycling World: In reply to Davis' letter on the Davis-Clark foul, I would state that it is not necessary for me to reply to Mr. Davis on this matter, as the Referee and others have done so for me, but I will state that I do not propose to recognize any rules that Mr Davis or any of his advisors may suggest. Mr. Clark and the bicycle team at Yale have respect for the L. A. W. rules, and the Yale Athletic Team did all in their power to prevent safeties from riding in the bicycle race, while Mr. Davis and the Harvard team defied them. I know enough about racing to recognize rules that were made for racing, and would not stoop to take a mean advantage of any man or weakness in racing rules, and defy Mr. Davis or any of his advisors to point to one mean act of mine in my career as a bicycle trainer.

In conclusion, I would respectfully call the attention of your readers to the fact that Mr. Davis is an amateur who defies the amateur racing rules of the L. A. W., while I take pleasure in signing myself a professional who respects the amateur racing rules of the L. A. W., and further insist that all amateurs who place themselves in my charge must respect them also.

WM. J. CORCORAN, Bicycle Trainer.

Boston, Mass., June 6, 1889.

RACES AND RECORDS ON ROAD AND TRACK.

AT ST. LOUIS—Lumsden returned from St. Louis well pleased with his reception there, while his club mates were equally well pleased at the result of the race. Fred Ingalls brought back one solitary iron dollar the only money he could get a chance to cover on the result of the race, and intends to have it framed and presented to the club as a memento of the occasion. The race was a waiting one, like the first, until the last lap when Stone, who set the pace began to get up speed and half way down the back stretch was some forty feet ahead of Lumsden and St. Louis sent up a joyous shout, "He wins! He wins!" but it soon died out as Arthur closed up the gap, and as they rounded the turn into the home stretch they were even up and remained so until about 100 ft. from the tape, when Arthur made a spurt and rolled over the line some 10 feet ahead of Stone. And our "third rate man" had won the race and the series. The third race, the 20 mile one, will probably be declared off, Stone having asked this favor. The slow time, 9.45 for the three miles, shows nothing as to the speed of the two men, except as to their spurting qualities.

AT OMAHA, NEB.—Track.—The Cyclennes vs. horses six days' race at Omaha, which finished June 1, resulted as follows: Horses, total, 395 miles 3 laps; bicycles, total, 393 miles 6 laps.

AT NEW ORLEANS.—Road.—One mile series in the A. M. Hill medal—first race June 1. The entries were as they finished. Bert Sprigg, R. L. Carey, A. M. Hill and George Salomon. No time was taken, but it was done in a rattling pace. The course run was from Soniat street to the upper end of the Exposition grounds on St. Charles avenue. A large number of wheelmen was present to witness the race.

AT LOS ANGELES, CAL.—L. A. W. Division Meet.—Large crowd, and local records broken. One mile novice, John Tufts, Jr. (1), T. Romero (2); time 2.54. One mile State championship, W. S. Wing (1), J. P. Percival (2); time 2.47, which is record for the Pacific coast by 1 1-2 seconds. Quarter-mile dash, walkover for D. L. Burke: time 43 1-4. Half-mile dash, D. L. Burke (1), James Lancaster (2); time 1.26 1-4. One mile safety, John Tufts, Jr. (1), J. J. Archibald (2); time 3.04 1-4. Three mile National L. A. W. championship, J. P. Percival (1), W. S. Wing (2); time 9.48 1-4. One mile, 3.15 class, John Tufts, Jr., (1), F. Schiedler (2); time 2.57. One mile, D. L. Burke (1), J. Lancaster (2); time 2.52 3-4. Half-mile, boys under 18, Will Tufts (1), W. J. Allen (2); time 1.37 1-4. Five miles States championship, W. S. Wing (1), J. P. Percival (2); time 15.40 1-4, which is State record by 8 3-4 seconds. Los Angeles now holds five Pacific coast championships: Half-mile, A. W. Allen, 1.22 1-2; one mile, W. S. Wing, 2.47; one mile safety, J. Tufts, Jr., 3.04 1-4; three miles, W. S. Wing, 9.30; five miles, W. S. Wing, 15.40 1-2. A large crowd witnessed the bicyclists hill-climbing contest. W. S. Wing and N. R. Bradley both climbed the Olive street hill from Fifth to Third streets. Wing made the journey in one minute and 48 seconds, while it took Bradley 2.08 3-4. W. S. Wing and J. Phil Percival both climbed the Second street hill from Olive to Bunker Hill avenue.

AT NEW YORK.—Manhattan Athletic Club games, May 8. Track.—One mile and a half, handicap heats, W. F. Murphy, 60 yds. (1), H. L. Powers, 60 yds. (2); time 4.35 1-5. There were also started W. G. Class, J. Bensinger, S. B. Bowman and J. W. Shoefel, but all these men went down in a heap on the last turn.

AT ST. LOUIS.—Track.—After two postponements the Stone-Lumsden race came off at 5.30 o'clock, June 5, and the result was anything but cheering to our local cyclsts. After three minor events had been run, the gong sounded for the race of the day. Stone won the toss and took the outside, and Lumsden, following the same tactics as in the previous race, forced him to take the lead, which he held for 11 1-2 laps. The pace was a waiting one, not a single mile being ridden under 3.07, until within 80 yards of the finish, when both men put forth their best efforts and strained every nerve to win, but the best Stone could do was not sufficient, and the Chicago boy crossed the tape a winner, 9 feet ahead of Stone, in 9 minutes 44 seconds. The last 80 yards of the race was

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

as pretty an exhibition of fast riding as was ever seen here, and will be long remembered by all who saw it. There is no question about it that Stone was not in the condition he should have been, as he had not crossed a wheel but once after the race of May 25. This was caused by bad weather, and his inability of getting training ground. The track was in fine shape, and neither Lumsden nor Jordan had one word of complaint to make on this or any other score. A number of other events were on the programme, and resulted as follows: Half-mile, Frank Mehlig (1), Knight Wade (2); time 1.30 1-5. Prizes, gold medal to first, bicycle shoes to second. One mile novice, A. G. Harding (1), W. G. Dunham (2); time 3.17 4-5. Prize, Brooks' cyclometer. One mile handicap, E. N. Sanders, scratch, (1), Frank Mehlig, scratch, (2); time 3.12 2-5. Prizes, gold medal to first silver cup to second. Half-mile safety for boys under 14 years, H. Kauffman (1), J. Ring (2); time 1.44 3-5. Prize, silver medal. One mile handicap for safeties, Richard Hurck, scratch, (1), E. M. Knapp, 40 yds. (2); time 3.22 1-5. Prizes, silver-headed cane to first, pair sleeve buttons to second. Quarter-mile bicycle for boys under 14 years, H. Kauffman (1), A. H. Annan (2); time 46 4-5 seconds. Prize, silver medal. Two mile handicap, A. G. Harding, 25 yds. (1), Frank Mehlig, scratch, (2); time 6.36. Prizes, silk umbrella to first, Jersey suit to second. LINNEUS.

ON BEDFORD ROAD, ENGLAND.---The fifty miles handicap road race, under the auspices of the North Road Club, resulted as follows: First, R. J. Ilsley, Ord. 30 m., 3 h. 9 m. 39 s.; second, W. M. Crosbie, Ord., 25 m., 3 h. 15 m. 22 s.; third, G. P. Mills, Tri., 15 m. 3 h. 05 m. 44 s.; fourth, A. Nixon, Tri., 55 m., 3 h. 45 m. 47 s. M. A. Holbein, on a safety from scratch, rode the distance in the English record time "in competition" in 2 h. 56 m. 34 s.

AT JACKSONVILLE, ILL.---Track.---On June 5, the Jacksonville Wheelmen, of Jacksonville, Ill., held their first races, which were run on a dirt track. Two mile ordinary, won by Irving Woods, time 6.44; one mile safety, won by Arthur D. Black, time 3.25; half-mile ordinary, won by Lee Schureman, time 1.36; three mile safety, won by J. B. Johnson, time 11.58; one mile ordinary, won by George Henry, time 3.19; five mile free for all, won by Irving Woods, time 18.33; half-mile safety consolation, won by C. C. Henry, time 1.54; half-mile ordinary consolation, won by Will Duer, time 1.44.

HARTFORD WILL HAVE A TOURNAMENT.

AT the monthly meeting of the Hartford Wheel Club, held June 11th, it was voted to hold a race meet at Charter Oak Park, on September 4th and 5th.

It was decided that it be a strictly amateur race meet, as former experiences with professionals have proven far from satisfactory.

It is the intention of the club to make this the greatest two-day bicycling tournament ever held in this country.

The club has invited the Connecticut Division L. A. W. to hold a meet here at that time. At a meeting of the Board of Officers of the division the invitation was accepted and a generous sum appropriated for the entertainment of League members.

It behooves every wheelman in Connecticut to join the League at once in order that he may be enabled to enjoy the festivities of that occasion. The club has appointed the following committee to have full charge of the tournament: Louis A. Tracy, Chairman; W. M. Francis, Secretary, P. O. Box 745; Jos. Goodman, E. A. DeBlois, H. N. Wilcox.

FOR THE JOHNSTOWN SUFFERERS.

AT a meeting of the West End Bicycle Club, of Rochester, N. Y., held last evening, it was unanimously resolved to contribute $25 toward the relief of the Johnstown sufferers, and the Secretary was instructed to write your paper of the fact, thinking that when published it might induce other clubs to do the same, as the object is certainly a most worthy one. LORTE G. MARRITT,
Secretary.

[The West End Bicycle Club of Rochester has placed itself on record as having a generous lot of members. The club is only about two years old, but has now a membership of some 140. They are a live club, and the account of the race meeting held May 30, appeared in our last issue.---ED.]

LEAGUE MEET NOTES.

CLUBS are readily seeking accommodations at the hotels and boarding houses at Hagerstown for the coming meet. The night mail of the 5th and that of the morning of the 6th, brought in 105 applications for rooms. The mails the past week being very heavy, owing to the communication with Hagerstown, on account of the flood, being entirely cut off for several days. The Pennsylvania Club has engaged quarters for 30, the Washington Cycle Club for a like number, and the District Cyclers for 15 persons. A bureau of information has been formed, which holds daily sittings at the Hamilton House.

The events and prizes of the races are as follows: One-mile novice.—First prize, gold medal. L. A. W. national championship—First prize, gold medal; second prize, silver medal. One mile safety (L. A. W. national championship)—First prize, gold medal; second prize, silver medal. One mile tricycle (L. A. W. national championship)—First prize, gold medal; second prize, silver medal. Two-mile handicap—First prize, gold medal; second prize, leather traveling bag. Half-mile, heat race (three heats)—First prize, gold medal; second prize, silk umbrella. One hundred yards slow race—Prize, gold medal. One mile club championship (H. Bi. Club)—Prize, gold medal. One mile team race (three from each team)—Prize, silk banner. All events open except club championship. The order in which races will be run will be determined after entries close.

SHOW YOUR TICKETS.

Editor Bicycling World: In your issue of May 3d, No. 3032 asks why it is that the League Committees on Transportation and Hotels do not have a distinct understanding that a wheelman must show his League ticket in order to obtain either free transportation for his wheel or reduced hotel rates.

As a partial answer to his inquiry, I would like to refer him, and all other readers of the WORLD, to the hotel contract in force in the New York State Division which Chief Consul Bull has succeeded in obtaining. A general synopsis of this contract will be found in your issue of May 17th. Among its provisions is one that requires the wheelman, in order to obtain the privileges secured by it, to show his League ticket for the current year, and the landlord agrees that he will not accord the benefits of the contract to any wheelman except such as shall so furnish his ticket. Chief Consul Bull evidently believes with the writer of the article referred to, that non-League wheelmen have sponged upon the League long enough, and proposes to confine, as far as possible, the benefits of its labors to its own members, thus making it an object to all wheelmen to enroll themselves upon its membership list. This contract, if lived up to, will also do away with another serious complaint on the part of wheelmen, and that is, that landlords are very willing to accept the benefits of the contract in the added custom its brings them, but are prone to give inferior accommodations. Under this contract landlords are required to furnish L. A. W. members as good accommodations, *in all respects*, as those furnished its regular guests, at the rates specified in his contract. Those terms can be easily learned by referring to the record book which each landlord also keeps for the exclusive use of L. A. W. members. Notwithstanding the fact that such is the contract, there may be occasional cases where wheelmen may be imposed upon, and in all such cases the wheelman should immediately write to the Chief Consul, stating fully the facts of the case. Mr. Bull is working solely for the benefit of the organization, and I feel sure will be only too glad to give such matters all the attention they may require. He has accomplished much in securing such a contract, and a great deal more can be accomplished if all League members will join with him in insisting that it be carried out in its letter and spirit.
No. 11,893.

ROUTE FROM WASHINGTON COURT HOUSE (O.) TO HAGERSTOWN WANTED.

Editor Bicycling World: Would you be so kind as to give the notice below, space in your next issue: Would some one who is acquainted with the country, please give us the best route from Washington Court House, Ohio, to Hagerstown, Md., as we expect to make the run for the L. A. W. meet.

Yours fraternally, CYCLONE CYCLERS,
Washington Court House, Ohio.

ROUTE BETWEEN PROVIDENCE, R. I., AND NEW YORK CITY.

Editor Bicycling World: In regard to inquiry in last week's WORLD as to best route from New York City to Providence, R. I., the answer is: Let the rider in New York City cross by Twenty-third street Ferry to Brooklyn, ride a-wheel to Bedford station L. I. R. R., there train as far at least as Jamaica (though Islip would be better) thence along the *south* shore of the island to Greenport: a pleasant place to stop over night is to take the ferry at Greenport for Shelter Island (if the summer season has opened) and stop inexpensively and comfortably at the Prospect House. The next morning ride over Shelter Island and return to Greenport in time to take afternoon boat for New London, Conn. Thence, if the afternoons are long enough, ride by wheel to Westerly, R. I.; thence by train to East Greenwich, R. I., where a stop will have to be made over night (Updike House). E. G. to Providence is fourteen miles, and with the exception of a mile or two just after leaving the village the riding is excellent all the way into the city.

Last fall the writer on a tour through the Berkshire Hills and down the Hudson River by bicycle, found after much study before and inquiry after starting, that this was by far the best, and I will almost say the only, way to cycle from New York City to Providence, R. I.

But if your inquirer attempts any other way he will greatly oblige myself, and others who have asked me this question personally, if he write me the result of his experiment.

Providence, R. I., 6 June, 1889 (REV.) S. H. DAY.

WE SHOULD SAY YES.

Editor Bicycling World: The road luxuries are many in this city, and bicycle riders have the opportunity to speed their wheels.

The summer visitors are now arriving in vast numbers, and there seems to be nobody so important as the liveried coachman who sits on the high box and flaunts his whip over the heads of the lowly passers by.

This morning I left my safety in front of a store on Thames street, and was not in the store over three minutes, when I saw a two horse carriage drive in towards the curb directly in front of my wheel, and then backed in until it hit my wheel and turned it over on the sidewalk. The coachman paid no attention to it, however, so when I came out of course he deserved a good blowing up, which I can assure you he got. I would like to ask you if there is any redress in such a case; my wheel was not hurt to any extent, although the handle bar was bent somewhat. It is not for the damage done the wheel that I am after, but the wheelmen in this vicinity do not want this thing to contend with all summer.

The city ordinance does not permit bicycles on the sidewalk, and if nothing can be done in this case I shall invent a bicycle-awning strap.

Please let me hear from you, and by so doing you will confer a great favor on the Newport boys. Yours respectfully,
CLARENCE A. HAMMETT, Newport, R. I.

[We should say there was recourse in law vs. the employer of coachmen, if it could be proven that the coachman was careless or malicious.—ED.

ROUTE FROM NASHVILLE, TENN., TO NIAGARA FALLS, N. Y.

Editor Bicycling World: I noticed in your issue of May 10th an inquiry from E. H. Gierach, asking the best route from Cincinnati to Cleveland. Mr. E. D. Fisher, of Nashville, Tenn., who with several others made the trip from Nashville to Niagara Falls, awheel. He passed through Cincinnati and Cleveland, and in answer to my inquiry from him he writes as follows:

"Left Cincinnati and passed through Hamilton, Trenton, Middletown, Miamisburg to Dayton, 60 miles. From Dayton, through Fairfield, Enon to Springfield, 26 miles. From Springfield, through Urbanna to Fountain Park, 30 miles. From Fountain Park, over good roads through Woodstock, Marysville, Richwood, Prospect, Marion, (two miles from Marion the pike came to an end and we had dirt road through) Caledonia to Galion, 70 miles, 24 miles of this being dirt road. Same dirt road through Leesville, West Liberty, Shelby, Plymouth, Greenwich, New London, Rochester, 51 miles. Dirt road through Wellington to Elyria and from Elyria to Cleveland over mixed dirt, sand and plank roads, 50 miles. Yours truly,

L. A. W. 17,856. FRED J. BOWEN.

W. WINDLE RULED A PROFESSIONAL.

THE Providence *Journal* has the following to say about the suspension of W. Windle: "The axe has fallen. William Windle, of Milbury, Mass., is no longer an amateur. The fastest man on the amateur race track in this country, and perhaps the fastest man in the world, can no longer compete in the amateur events. He is not likely to compete as a professional. The Racing Board, which has already displayed remarkable energy and straightforwardness about it, and has given indications of possessing no nonsense, has not hesitated to act when the victim of the guillotine was a young man of attractive personal accomplishments, without a stain on his record, and perhaps the most popular young fellow on the race track to-day. Windle has lost his amateur status through violation of the L. A. W. by-laws, Article V., Section 4, Clause D."

SIDWELL AND SABEN.

A NEW FIRM.—ANNOUNCEMENT.

WE wish to announce that we have taken the floor at 152 Congress street lately occupied by the Rudge agency, and are prepared to furnish all styles of bicycles and tricycles at the regular manufacturers' prices. We also carry a large stock of second-hand machines of all makes and sizes, and can sell at prices to suit all purchasers.

We have also a perfectly equipped repair shop, for the repair of all styles of wheels in the most thorough manner and at a reasonable price. Mr. Arthur Sidwell has been identified with the bicycle industry during the last ten years: four years of which he was foreman of Rudge & Co. repair shops in Coventry, Eng., and four years as foreman of the Rudge Agency repair shops in this country. This experience has made him familiar with all kinds of repairing necessary to any make of wheel.

Mr. H. M. Saben was connected with Stoddard, Lovering & Co. for three years, was manager of the Rudge Agency during the season of 1888, and late head salesman for the Pope Mfg. Co.

We are thus enabled to give our customers the benefit of a large and varied experience which will be of great value when selecting machines, or giving estimates and attending to the various repairs needed. Your patronage is respectfully solicited.

SIDWELL & SABEN.

THE Light Champion surprised a great many people at the great May tournament in Chicago. Ned Reading, with the same machine he made his hundred-mile indoor world's record at Omaha not long since, won the event of the week, the six-day professional race, while the most important amateur races were won by Light Champion riders.

ONE of the neatest little extras we have seen is the attachment made by the Singer Mfg. Co., for the purpose of holding the handle-bars and front fork of a Singer safety stiff when it is desired to lean the cycle against a wall or post. We all know how difficult it is to steady a safety when leaning it against anything. This device does away with the annoyance at once. It is easy of attachment and instantaneous in application and removal. Those who have Singer safeties will do well to write Messrs. Singer & Co., for circular and prices.

We have been told that nearly every tourist who makes a tour exceeding a thousand miles, rides a Columbia.

HOWARD A. SMITH & CO., Newark, N. J., have improved the spoke grip so that old riders say it is about perfection.

STILLMAN G. WHITTAKER is again on the road for the Gormully & Jeffery Mfg. Co. He spent last week in St. Louis, looking after the interests of the American cycles, and is now in Louisville.

HOWARD A. SMITH & CO., Newark, N. J., can supply the trade with Tucker's Elastic Straps, by mail, 25 cents.

RIDERS of Columbias still continue to win the road and path races. Lumsden recently won the time medal for the best time in the Pullman handicap road race on the 30th of May, and at the same time men on Columbias won twelve out of twenty prizes.

AFTER two or three years' experience Howard A Smith & Co., Newark, N. J., have secured a perfect Graphite Lubricating Compound which is stated as the greatest thing for safeties yet placed on the market.

DECORATION DAY was a gala one for the Light Champion. Under Frank Bodach it won the Pullman race in the best time of the day, bar the time of the three scratch men. Bodach chose an American Rambler as first prize. The Light Champion under John Bensinger took the time cup in the great Irvington-Milburn road race also.

The Pope Mfg. Co. have enlarged their repair shop at their Boston office, fitting it up with new machinery and a powerful electric motor. The repair shop is devoted to local business, and is one of the best of its class in the country.

A very pretty ride and one that is indulged in by many wheelmen is the trip from any of the suburbs of Boston to Highlandville, where the Springfield Bi. Mfg. Co.'s factory is situated. In going from Boston, the shortest way is to take Beacon street to Newton Centre, then take the road to the left crossing the railroad track and on past the Pettee Machine Works up into Highlandville. From the centre of Highlandville it is about a two-minute ride and wheelmen will be cordially welcome by Mr. J. B. McCune, President of the company. The factory is fitted with Pratt & Whitney's finest machinery, and to the ardent cycler who loves to see how every little detail is made it is very interesting and will certainly repay any one who took the trouble to see how bicycles were manufactured. The factory is very pleasantly situated and combines a great many natural advantages. About 125 men are employed at present, although at times a night gang have been employed to catch up with orders.

One of our most original advertisers is the Sterling Cycle Co. They have always something to read or see in their space that will catch the eye. Mr. Eliott understands "the art."

John W. Badger rode a "Singer" Safety 5 miles "hands off," on the 9th inst., through and around "Back Bay" Park, this city. He claims this a record for safety bicycle. John B. Souve, W. L. Ross and others witnessed the ride.

The Gormully & Jeffery Mfg. Co. furnish employment to about 300 men at their factory in Chicago. They write that they have been running over time the entire season and are still far behind their orders. Unlike most manufacturers and importers they have found a lively demand for their ordinaries. This, they claim, is probably due, for the most part, to their wildly scattered clientage, which they say is by no means confined to the cities where the safety craze is in vogue.

Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

The California Division held its meet and parade at Los Angeles, May 30. The Seventh Regiment Band headed the procession. In the afternoon races were held, results of which we give in our racing columns.

Two races have already been run between Lumsden and Stone, one at St. Louis and one at Chicago. Lumsden won them both on a Columbia racer. The third is yet to be run.

FIXTURES.

JUNE.

17—Massachusetts Division Spring Meeting at Squantum, Mass.
18—Third Annual Meet of Tennessee Division, L. A. W., at Nashville, Tenn.
22—New Orleans Bicycle Club's Race for the Hill Cup.
28, 29—Kings County Wheelmen's Annual Meet, at Washington Park, Brooklyn. Address W. C. Nellis, 1,255 Bedford avenue.
29—Handicap Road Race of Milwaukee Wheelmen, over Wauwetosa course. Entries close June 24.
30—Massachusetts Union run to Massapoag House, Sharon. Address Capt. A. W. Robinson, 33 Winter street.

JULY.

1-2—C. W. A. Annual Meet at St. Catharines, Ont.
3, 4—Missouri Division Meet, Sedalia, Mo.
2, 3, 4—League Meet at Hagerstown, Md. Entries close June 26, with Harry B. Irvin, 34 West Franklin st., Hagerstown, Md.
4—Brookville, Ind., hill climbing contests and trick riding. Address E. A. Rockafeller as above.
4—Race Meet at Brownsville, Pa.
4—Illinois Division L. A. W. Meet, at Ottawa.
4—Tournament held by Lancaster (Pa.) Bicycle Club.
4—Fort Schuyler Wheelmen, Utica, N. Y., 50-mile Road Race.

OCTOBER.

23-29—Macon, Ga., Race Meet.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street,
BROOKLYN, N. Y.



Price $115. Lightning stands a small chance de of this Wheel.

How Some Records Are Made.

A THREE-MINUTE HORSE.

Friend—I understand, Zeke, that you have a fine horse there.

Uncle Zeke—Yes, 'ndeed, boss. My Lucy am a fine trottah. She am a t'ree-minnit hoss.

Friend—You don't mean to say that the animal can go a mile in three minutes?

Uncle Zeke—Who's talkin' 'bout a mile? All rockods in dis yere kentry, boss, am fur quattah-mile. She am a t'ree-minnit hoss, boss, a t'ree-minnit hoss.

Our new VOLANT is now ready. Send for our Catalogue, and if we are not represented in your locality, let us hear from you.

Springfield Bicycle Mfg. Co.,
178 Columbus Ave., Boston, Mass.

Browning, King & Co.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.
COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

BARGAINS.

Victor Tricycle, LATEST model; good as new; $110. 52-inch Royal Mail Bicycle; balls all round; used only 50 miles; for $75; cost $137.50. 46-inch Ideal; A No. 1. $25.

Bicycle Hoist, by mail, $1.50.
LINCOLN HOLLAND & CO.,
Worcester, Mass.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

REPAIRS.

We have the only complete

Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.
We are prepared to do

Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.*
Correspondence solicited.

HARRIS & HABERER,
Successors to
E. N. Bowen's Bicycle Repair Business,
585 Main Street, - - Buffalo, N. Y.

CAN'T SELL

Your old wheel, on account of the Safety craze?

.·. WE CAN .·.

Write us and see; enclose stamp if you care for reply.

CLINTON CYCLE CO.,
CLINTON, - - - - Mass.

PEDAL LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents Wanted.

Enamel, $5.50. Nickel, $6.00.
Write to
W. T. BOWERS, Saco, Me.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty

BARGAINS.

One 52-inch and one 54-inch Victor Light Roadsters, warranted good as new. $90. buys either. WRITE NOW.

CLINTON CYCLE CO.,
No. High St., - - Clinton, Mass



$3.00 $3.00

Toulmin's Buffalo Bicycle Shoe,
Made only of Genuine Kangaroo, $3.00.

Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York.

BARGAINS.

One Crypto geared Pony Extraordinary Safety, nearly new, fine hill-climbing wheel, with lamp, cyclometer and bell. Offers solicited. Columbia Tandem Tricycle, used one year, $175. 54-inch Expert Columbia, full nickel, fine order, balls all round, '85 pattern, with Lakin Cyclometer, $80. 54-inch Columbia Lt. Roadster, '88 pattern, nearly new, $100. Quadrant Tandem Tricycle, good as new, $200.

Eisenbrandt Bros.,
424 E. Baltimore St., BALTIMORE, MD.

H. W. HIGHAM,

905 G St., Northwest, WASHINGTON, D. C.
—DEALER IN—
American and English Cycles and Sundries.
First-Class Repairing ONLY.
Every attention given to repairs from the South.
Parts and Sundries Supplied for all Machines.
RIDING SCHOOL OPEN SHORTLY.

Sporting Goods of Every Description.



SMITH MFG. CO. P. P.,

Nos. 121 and 123 Fulton St.
NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

$75.00 to $250.00 A MONTH can be made working for us. Agents preferred who can furnish a horse and give their whole time to the business. Spare moments may be profitably employed also. A few vacancies in towns and cities. B. F. JOHNSON & CO., 1009 Main St., Richmond, Va. *N. B.—Please state age and business experience. Never mind about sending stamp for reply. B. F. J. & Co.*



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

Special Rate for League Meet.

A special rate of one and a third regular fare to League Meet at Hagerstown has been obtained. Certificate plan as heretofore has been adopted.
S. C. MILLER, Trans. Com.
Hagerstown, June 11, 1889.

Maine Hotel.

I have appointed the following as League Hotels:
The Tontine Hotel, Brunswick.
Hotel Exchange, Boulton, Me.
DR. GEO. E. DOW, Chief Consul.

Connecticut Consul.

I do hereby appoint Mr. Wm. R. Gilbert, Consul of Wallingford.
C. E. LAROM, C. C.
New Haven, June 8th, 1889.

Missouri.

At a meeting of Missouri Division Racing Board the half mile and two mile State Championship were awarded Sedalia to be contested July 4th.
W. H. WAHLIG, Chairman.
St. Louis, Mo., June 7th.

Illinois.

SIR: The annual meet of the Illinois Division L. A. W. will be held July 4th and 5th at Ottawa.
Yours fraternally, W. A. DAVIS,
June 4th, 1889. Chief Consul.

Reinstatement

The Racing Board has voted to reinstate W. A. Turpin, of Rochester, N. Y. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Windle a Professional.

Wm. W. Windle is declared to have forfeited his amateur status and amateurs are warned against competing with him. C. S. DAVOL, Chief Consul.

Suspensions.

For competing in a handicap race, not handicapped by the district handicapper, as required by clause 3 of Racing Rule F, Messrs. G. H. Parkington, C. L. Bartlett and F. E. Weaver, H. C. Backus, T. J. O'Tell, and J. M. Verhoeff, who rode at New Haven, May 30, are hereby suspended until July 1st, 1889.

For a like offence at Rochester, May 30, Messrs. E. O. Rasicoe, W. S. Campbell and G. E. Kahler are suspended until July 1st, 1889. Amateurs are warned not to compete with either of the men during suspension.
CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Suspended.

Pending investigation of their amateur standing, B. R. Millison and H. H. Everest, of Wichita, Kansas, are hereby suspended from the race track until August 1, 1889. Amateurs are warned not to compete with either during their suspension. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Rhode Island.

Chas. B. Mason Esq., of Warren, is hereby appointed a member of the Committee on Rights and Privileges, of the Rhode Island Division, vice Geo. L. Cooke resigned. CHAS. S. DAVOL, R. I. Chief Consul.

Pennsylvania Chief Consul.

The resignation of Chief Consul Jessup of Pennsylvania, dated May 10, 1889, is accepted with much regret.

Mr. Jessup has been a faithful and efficient worker in League matters and were it not that it has been impossible to induce a reconsideration upon his part and the fact that his business engagements preclude his continuance in office, his resignation would not have been accepted.

Mr. Jessup leaves his office with the warm regard and consideration of all who have met and known him in the L. A. W.

By the authority of the Constitution and By-laws of the League of American Wheelmen—the Vice Consul having advised me that he cannot undertake the duties of the office—Mr. John J. Van Nort of 435 Adams avenue, Scranton, Pa., is hereby appointed Chief Consul of Pennsylvania for the unexpired term.

CHARLES H. LESCOMB, President L. A. W.
280 Broadway, N. Y., June 11, 1889.

New York State Division.

Consuls and Hotels.

List No. 2.

To the members of the New York State Division:

All appointments of Consuls and Hotels not issued by W. S. Bull, Chief Consul, are hereby revoked.

All regular appointments will appear in there lists.

Members are urged to patronize "League Hotels" solely, as only by concentration of patronage will we be enabled to perfect our Hotel system.

Look for the Hotel Certificate and ask for the Record Book.

Place.	Consul.	Hotel.
Angola,		Angola Hotel
Auburn,		New National
Batavia,		Hotel Richmond
Bath Beach, L. I.,		Avon Beach Hotel
Binghamton,		Hotel Bennett
Cambridge,		Union House
Canandaigua,	Wm. H. Welch.	
Cayuga,		Titus House
Chatham,		Chatham House
Cincinnatus,		Cincinnatus House
Coeymans,	W. B. Holmes.	
Coeymans Junction,		Pulver House
Cohocton,		Warren House
Cooperstown,		Hotel Fenimore
Downsville,		Downs House
Dryden,		Dryden Hotel
Elbridge,		Monroe House
Franklinville,		Globe Hotel
Geneva,		The Kirkwood
Gloversville,		Alvord House
Hamburg,	P. M. Thorn,	Kopps Hotel
Hillsdale,		Mt. Washington Hotel
Holley,		Mansion House
Hornellsville,	C. H. Baldwin,	Page House
Jamestown,	Alex Falconer,	Sherman House
Le Roy,	E. P. Cochran,	Lampson House
Little Falls,		Metropolitan
Marathon,	L. T. Wilcox,	Marathon House
Mechanicville,	A. B. Orcutt.	
Montgomery,		Palace Hotel
Mt. Vernon,	F. T. Davis.	
New Brighton, S. I.,		Pavilion Hotel
New York City,	W. E. Findley, N.Y. Bi. C.	
	J. L. Miller, R. W.	
	Wm. Gray, Jr.,	St. George
Oneanta,	M. E. Potter,	Windsor
Pavilion,		Johnson House
Port Byron,		Howard House
Rochester,	Chas. J. Iven, W. E. Bi. C.	
Rome,	J. H. Putnam.	
Rushville,		Park House
Salem,		On-da-wa
Schuylers Lake,		Bullion House
Scott,		Scott Hotel
Sherman,		Dean House
Sinclairville,		Sylvester House
Tonawanda,		American
Troy,		Mansion House
Walden,		St. Nicholas
Whitehall,		Hall House

Yours fraternally,
W. S. BULL, Chief Consul.

Additional R. I. Consuls.

No. 9—H. M. Gardiner, Barrington.
No. 10—H. A. Potter, Corliss Safe Co. Auburn.
No. 11—Rev. W. P. Stoddard, Pascoag.
No. 12—Allen, Aldrich, Howard.
No. 13—Chas. T. Lakey, Georgiaville.
No. 14—S. Herbert Jenks, U. S. Cotton Co. Central Falls.
No. 15—H. G. Lee, Pawtuxet.
No. 16—Rev. B. F. Simon, Portsmouth.
No. 17—F. N. Macleod, P. O. Box 296, East Providence.
No. 18—E. R. Darling, 129 Main st., Woonsocket
CHAS. S. DAVOL, R. I. Chief Consul.

Tariff on Bicycles.

To the members of the New York State Division:

At a meeting of the Trunk Line Passenger Committee held at the office of the Trunk Line Association, 346 Broadway, New York City, Tuesday, June 4th, 1889, it was

"Resolved, That bicycles, when accompanied by their owners, be carried free of charge *over all lines in the Trunk Line Association;* this action to be in effect immediately."

Alleghany Valley R. R.
Baltimore & Ohio R. R.
Boston & Albany R. R.
Boston, Hoosac Tunnel & West. Ry.
Buffalo, Rochester & Pittsburg Ry.
Cairo, Vincennes & Chicago Line.
Central Vermont R. R.
Chicago & Alton R. R.
Chicago & Atlantic Ry.
Chicago, Burlington & Quincy R. R.
Chicago & Grand Trunk Ry.
Chicago, Rock Island & Pacific Ry.
Chicago, St. Louis & Pittsburg R. R.
Chicago & West Michigan Ry.
Cincinnati, Hamilton & Dayton R. R.
Cincinnati, Ind. St. Louis & Chicago R. R.
Cincinnati, Jackson & Mack. R. R.
Cincinnati & Muskingum Valley Ry.
Cincinnati, Wabash & Michigan Ry.
Cincinnati, Washington & Baltimore R. R.
Cleveland, Akron & Columbus Ry.
Cleveland, Col. Cincin. & Ind. Ry.
Cleveland & Marietta Ry.
Cleveland & Pittsburg R. R.
Columbus, Hocking Val. & Tol. Ry.
Dayton & Ironton R. R.
Delaware, Lackawanna & West. R. R.
Detroit, Gd. Haven & Milwaukee Ry.
Detroit, Lansing & Northern R. R.
Evansville & Terre Haute R. R.
Fitchburg R. R.
Fort Wayne, Cincinnati & Louisville R. R.
Grand Rapids & Indiana R. R.
Grand Trunk Ry.
Indiana, Bloomington & Western Ry.
Indianapolis, Decatur & Western Ry.
Indianapolis & St. Louis Ry.
Indianapolis & Vincenes R. R.
Jefferson, Madison & Ind. R. R.
Kanawha & Ohio Ry.
Lake Erie & Western Ry.
Lake Shore & Michigan Southern Ry.
Lehigh Valley R. R.
Louisville, Evansville & St. Louis R. R.
Louisville & Nashville R. R.
Louisville, New Albany & Chicago Ry.
Michigan Central R. R.
N. Y. Central & Hudson River R. R.
New York, Chicago & St. Louis Ry.
New York, Lake Erie & Western R. R.
New York, N. H. & Hartford R. R.
New York & New England R. R.
New York, Ontario & Western Ry.
New York, Pennsylvania & Ohio R. R.
Ohio & Missippi Ry.
Ohio & North-western R. R.
Ohio River R. R.
Pennsylvania Company.
Pennsylvania R. R.
Peoria, Decatur & Evansville Ry.
Philadelphia & Reading R. R.
Pittsburg, Ft. Wayne & Chicago Ry.
Pittsburg, Cincinnati & St. Louis Ry.
Pittsburg & Lake Erie R. R.
Pittsburg & Western R. R.
Saginaw Valley & St. Louis R. R.
Scioto Valley Ry.
Terre Haute and Peoria R. R.
Toledo, Ann Arbor & No. Mich. Ry.
Toledo, Columbus & Southern Ry.
Toledo & Ohio Central R. R.
Toledo, Peoria & Western R. R.
Valley Ry.
Vandalia Line.
Wabash Ry.
West Shore R. R.
Western New York & Penna. R. R.
Wheeling & Lake Erie Ry.

Yours Fraternally, W. S. BULL, Chief Consul.

Rhode Island.

C. A. Foster, of Washington, is appointed L. A. W. Consul for Washington and Anthony.

The Updike House is appointed League Hotel, for East Greenwich.

CHAS. S. DAVOL,
Rhode Island Chief Consul.

Massachusetts Division.

The regular monthly meeting of the Massachusetts Division Board of Officers was held at the Clarendon on Saturday, June 8.

In the absence of Chief Consul Emery, Vice Consul Robinson presided.

It was voted expedient to issue another edition of the Road Book after it shall have been revised and corrected, and the addition of new routes made. The Chief Consul and Vice Consul were appointed a committee to carry out this work.

A committee consisting of Chief Consul Emery, Vice Consul Robinson, Dr. W. G. Kendall, Abbot Bassett and C. S. Howard was appointed to arrange for the annual outing of the Division at Cottage City during August next ensuing.

The following resolutions were unanimously adopted:

Whereas, The Chief Consul of the Massachusetts Division has made a very favorable contract with a Boston firm for the making of uniforms from the cloth adopted as League cloth by the National organization, and

Whereas, Under that contract Massachusetts League members can obtain the uniform at a much less price than is charged by the official tailor of the League situate in New York; and moreover a great majority may enjoy the advantage of being measured and fitted by the tailor who is to make up the goods, and

Whereas, Under this arrangement Massachusetts members are saved the money they have been paying to tailors for taking their measures, are saved upwards of a dollar on each uniform, and in addition a profit is paid to the League on the cloth sold, and

Whereas, It has been demonstrated that five wheelmen will wear the uniform if it is made in Boston, where one will wear it if it is made in New York, and

Whereas, Massachusetts members of the L. A. W. believe that the affairs of the organization should be conducted for the benefit of the members, and not to the benefit of dealers at the expense of the members, and

Whereas, The Uniform Committee of the L. A. W. has taken action which debars us from the full benefit of the favorable contract made by the Chief Consul, now be it

Resolved, That we, the Massachusetts Board of Officers, respectfully but firmly protest against the action of the Uniform Committee in taking away from the Secretary the privilege to sell League cloth.

Resolved, That we deem it disadvantageous and expensive to have uniforms made by a firm so far distant from us as the official tailor, and an unjust tax on League members to allow any single firm a profit of thirty-three cents a yard on cloth made for and controlled by the League, thus giving them this large margin of advantage over every tailor in America who may have an order from a member to make a uniform.

Resolved, That we believe League members are paying too much for the uniform, since three Boston firms of good standing will pay the official tailors a profit of thirty-three cents a yard on the cloth, and still make the uniform at a much less price than is demanded by said official tailor.

Resolved, That we believe the States should have the right to appoint League tailors within their own borders, believing that members can get better fits and pay less money for the uniform, and thereby lead to a more general adoption of the same.

Resolved, That we ask for a reconsideration of the action taken by the Uniform Committee.

Resolved, That, in the event of a refusal of our request, we deem it for the best interests of our Division to adopt a uniform of its own, made from cloth that shall be controlled by the Division.

Resolved, That a committee of three, consisting of of the Chief Consul and two others whom he may select, be appointed to first confer with the Uniform Committee and the Executive Committee with a view to procuring a reconsideration of the action of the Uniform Committee.

Resolved, That if the present disadvantageous and expensive process of procuring the L. A. W. uniform is continued this committee shall be empowered to procure samples of cloth and bids for making up the same preparatory to the adoption of a Massachusetts uniform, and they shall report their doings for adoption to this body.

The meeting then adjourned.

ELMER G. WHITNEY, Scc. pro tem.

Pennsylvania Division.

The nominating committee are now ready to receive nominations for the following offices: Chief Consul, Vice Consul, Secretary Treasurer, Representatives.

Please send in your names at once to the following committee: W. R. Tucker, Philadelphia; D. K. Trimmer, York; J. J. Van Nort, Scranton.

By order of the Chief Consul, J. G. CARPENTER, Secretary-Treasurer.

Show Your League Ticket!!

To the members of the New York State Division:

Your attention is called to the following Circular Letter to Hotel Keepers:

All violations of the agreement on the part of the hotels should be at once reported to this office:

"Dear Sir—I desire to again call your attention to the following extracts from the agreement with this Division signed by you:

"That I will during the continuance of this agreement furnish to any member of the L. A. W., producing his Membership Ticket for the current year, accomodations equal in all respects to those furnished regular guests, at the following rates:

That I will not accord any privileges, reductions, use or inspection of the "Record Book," or other benefits derivable under this agreement to any Wheelmen except members of the L. A. W., who shall produce their individual Tickets of Membership for the current year.

To aid you in carrying out these provisions, which were inserted in the agreement in order to protect both the hotels and the L. A. W., from imposition by wheelmen not members of the organization, I enclose a Facsimile of the Membership Ticket for the current year which please preserve for comparison."

Yours respectfully,
W. S. BULL,
Chief Consul.

Attention, Members of Missouri Division.

The annual meeting of this Division will be held in the city of Sedalia on the third and fourth days of July. The programme so far as completed is herewith appended. The Sedalia cyclers have make arrangements for a great time, and their hospitality will be dispensed in true Missouri style. Correspondence relative to transportation facilities should be addressed to Robert Holn, care Anheuser-Busch, St. Louis; entries for the races may be made with Walter Wylie, care Transcontinental Association, Odd Fellows' Building, St. Louis. Sedalia is easily reached from all parts of the State and those who attend this meeting will have no cause to regret. Yours fraternally,

W. M. BREWSTER, Chief Consul.

Programme.

First Day, July 3d, 1889.—Reception of wheelmen, and escort to hotels; run to McAllister Springs, leaving hotel at 9.30 A. M.; dinner at McAllister Springs Hotel; return to Sedalia on special train at 6.30 P. M.; supper; social entertainment and smoker.

Second Day, July 4th—Wheelmen's parade, 9 A. M.; Missouri Division Meeting at 11 A. M.; dinner; Races 2.30 P. M.—Events: No. 1, one mile bicycle, open; 2, half-mile bicycle, Mo. Div. championship, only for L. A. W. members; 3, one mile bicycle, handicap; 4, two mile bicycle, Mo. Div. championship, only for L. A. W.; 5, one mile safety, handicap; 6, one mile team, open (3 men in each team all from one club); 7, one mile novice, open only to those who never won a prize; 8, two mile bicycle, handicap; 9, one mile safety, open; 10, one mile consolation; banquet at Sicher's Park Hotel.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 193—Total 156.

BOSTON, June 14, 1889.

CALIFORNIA DIVISION—1.

Unattached.

23377 Starr, Geo. W., Grass Valley

COLORADO DIVISION—1.

Unattached.

23431 McCloskey, Fred, 522 E. Kiowa, Colorado Springs

CONNECTICUT DIVISION—0.

New Haven Bi. Club.

23416 Rowe, Ernest C., 21 Clinton ave., New Haven
23432 Wilton, Andrew L., 08 Howe st, "

Rambling Wheelmen.

23433 Hurd, Frank H., 353 Main st., Bridgeport
23434 Stevenson, W. Shelton, Housatonic R. R. "
23435 Wallace, J. G. 72 Hanover st., "

Torrington Wheel C.

23325 Tiley, Curtis B. Torrington
23323 Brooks, John N., "
23324 Pidge, Henry L., Box 603, "

Unattached.

23471 Catlin, Frederick Thomas, 274 Howard ave., New Haven

DISTRICT OF COLUMBIA DIVISION—8.

Columbia Athletic.

23378 Steinmetz, Sam., 1233 Penna ave., Washington

Unattached.

23368 Edwards, Robert, 417 Second st., N. W. "
23436 Bowen, E. C., 1348 Wallach Pl., "
23437 Scrivener, Jno., 1710 New Jersey ave., "
23438 Baxter, James A., 1337 V st., N. W., "
23439 Hosford, J. E., 1726 15th st., "
23440 *Chester, Miss Lilly* A., 512 E. Capital st, "
23441 *Stewart, Miss Carrie*, 510 E. Capital st., "

ILLINOIS DIVISION—5.

Chicago B. C.,

23386 Matthiesson, F. W. Jr., La Salle

Unattached.

23327 Hieronymus, R. E., Eureka
23326 Cohenour, Elmer, Jacksonville
23369 Warner, A. L., Springfield
23442 Johnson, J. B., 1068 West State st, Jacksonville

INDIANA DIVISION—2.

Unattached.

23387 Carmany, Frank P., 310 So. William st. So. Bend
23388 Pine, Leighton, 316 N. Michigan st., "

IOWA DIVISION—3.

Unattached.

23385 Hubbard, Ackley, Spencer
23444 Collins, Will, What Cheer "

KANSAS DIVISION—1.

Ottawa Wheelmen.

23345 Howard, R. W., 322 No. Main, Ottawa

MARYLAND DIVISION—9.

Centaur C. C.

23370 Weitzell, Jos. L., 1840 N. Caroline, Baltimore
23399 Tillman, A. J., 1118 E. Fayette st., "

Chesapeake B. C.

23389 Dietz, Henry D., 1120 N. Gilmor st., "

Unattached.

23418 Briggs, Fred Foye, 1200 McCulloh st., "
23417 Roberts, Howland, 1428 West Fayette st., "
23446 Olinghuff, Harry Lee, 210 W. Balto st., "
23412 Rodgers, E. S., 302 W. Hoffman st., "
23325 Watson, Jno. Jr., Catonsville
23445 Brown, William A., 717 E. Pratt st., Baltimore

MASSACHUSETTS DIVISION—28.

Berkshire Rovers.

23362 Phelps, Henry A., 4 Brown st., No. Adams

Whittier B. C.

23393 Perry, Walter A., High st., Amesbury
23394 Brown, Francis, Box 94, "
23395 Spofford, Harry L., "

Lincoln Cyclers.

23449 Becker, Aug., 92 Lexington, E. Boston

New Bedford C. C.

23342 Fish, F. R., 59 Sycamore st., New Bedford

No. Easton Wheel Club.

23472 Gilmore, A. A. Jr., North Easton
23483 Gilmore, Howard, "

Unattached.

23468 Batchelder, A. C., Brighton ave, Allston
23391 Bliss, Wm. H., 14 Federal st., Boston
23367 Gill, Ellison S., 122 Chandler st., "
23446 Pratt, Geo. E., 142 St. Botolph st., "
23344 Barnard, C. A., 88 Johnson, Lynn
23343 Nye, Herbert E., 125 Fourth st., New Bedford
23341 Soloman, Frank L., 4 Berkeley st., Somerville
23419 Farrar, Elmer L., 102 Tenth st., Springfield
23345 Jacques, Chas. H., 35 Webster st., Worcester
23483 Garfield, Elmer W., 8 Allen st., New Bedford
23452 Emery, Daniel L., 22 County st., Fall River
23447 Pierce, Wm. I., 80 I st., So. Boston
23448 Piper, ames, 202 Lexington st., East Boston
23450 Jenkins, James E., Nat'l Bank, Lynn
23451 Foster, Geo. D., Swampscott
23474 Bruce, James C. Purvis, Westboro
23475 Steigleder, Chas. H., 384 Elm, Northampton
23476 Clark, E. A., 53 Walnut, New Bedford
23477 Wood, Albert K., 53 Walnut, "
23478 Sanborn, W. E., 4 Quincy Pl., Roxbury

MICHIGAN DIVISION—4.

Ann Arbor B. C.

23360 Swift, Brown Fred, 11 Jefferson st., Ann Arbor

Star Bi. Club.

23347 Partridge, C. E., 627 3rd ave., Detroit

Unattached.

23371 Campbell, D. W., 317 Park st., Port Huron
23350 Case, Fredk. S., People's Sav. Bank, Detroit

MINNESOTA DIVISION—5.

Noxasippi Bi. C.

23397 Betts, S. E., Little Falls
23396 Cary, F., "

Unattached.

23331 Griswold, A. W., 3447 Garfield av., Minneapolis
23330 Scofield, M. F., 3042 Stevens ave., "
23454 Gallicn, Wm. G., 215 Ellen st., St. Paul

MISSOURI DIVISION—1.

Unattached.

23455 Ives, F. S., 3887 Washington ave., St. Louis

NEW JERSEY DIVISION—4.

Freehold Cyclers.

23420 Lake, W. D., Freehold

Y. M. C. A. C. C.

23400 Mitchell, Wm. H., 166 Wm. st., Orange

Unattached.

23399 Genung, Harvey J., 98 Speedwell ave., Morristown
23398 Conover, Arthur Hale, 225 Broad st, Newark

NEW YORK DIVISION—30.

Albany Wheelmen.

23372 Stephens, Fred J. 277 Lack st., Albany
23373 Becker, John A., 448 Broadway, "

Columbia Bicycle.

23466 Bailey, W. H., Crandall House, Buffalo
23404 Leigh, Harry, Crandall House, "
23410 Swope, C. L., Crandall House, "
23468 Irey, Ira S., 1031 William st., "
23469 Stacy, Geo. H., 1019 William st., "
23465 Stevens, Fred, 1020 William st., "
23403 Watkins, C. F., 1031 William st., "
23467 Moore, D. W., 997 William st., "

Manhattan Bi. Club.

23348 Simons, W. J., 205 E. 72d st., New York
23349 Pedersen, Wm. H., 182 Seventh ave., "
23350 Enste, Chas. H., 238 W. 40th st., "
23351 Chester, A. T., 57 B'dway, "
23352 Borkel, Geo., 30 Beekman Pl. "

Syracuse C. C.

23362 Walker, Jay, De Witt Centre
23393 Bradley, A. L., 213 E. Fayette st., Syracuse

Zig Zag B. C.

23402 Halleck, Alfred H., 917 Seventh st., Buffalo

Fort Schuyler Wheelmen.

23458 Manning, Geo. E., 40 Howard ave., Utica

Waterloo Bi. Club.

23457 Reed, Chas. G., Waterloo
23456 Booth, Lewis G, "

Unattached.

23361 Holsten, Geo. D., M. D., 340 Lafayette ave, Brooklyn
23401 North, Rev. Walter, 83 14th st., Buffalo
23354 Dambach, Wm. C., 371 Linwood ave., "
23422 Gates, Frank H., Brocton
23411 Lacy, Will, Dryden
23332 Meyer, Ernest, Box 161, Johnstown
23353 Mason, Chas. B., 26 Broadway, New York
23409 Winspear, C. W., Buffalo Plains
23479 Meidenbauer, J. G, M. D., 291 Maple st., Buffalo

OHIO DIVISION—10.

Hicksville Wheelmen.

23462 Dowell, T. G., Hicksville

Toledo C. C.

23460 Lewis, Chas. L., Toledo
23461 Segur, Dan'l "

Unattached.

23459 Langmead, Harry, 271 Central ave., Cincinnati
23333 Smith, Sam'l J., 751 Russell ave., Cleveland
23334 Betts, Geo. F., care Warner and Swasey, "

23321	Roberts, H. C.,	Cuyahoga Falls
23354	Forney, Chas.,	Lectonia
23356	Barnett, John C.,	Springfield
23355	Valentine, F. E.,	"

PENNSYLVANIA DIVISION—16.

Allegheny Cyclers.

23328	Sauers, A. H., 819 Penn ave.,	Pittsburg
23329	Day, Byron, 8th ave. and Market,	"
23330	South, Wm. A., 293 Federal st., Allegheny	City

Alert Bi. Club.

23313	Barber, R. B. Jr.,	Hazleton

Apollo Wheelmen.

23365	Hartman, W. E., 527 No. 6th st.,	Allentown
23366	Schantz, Milson P., 44 So. 10th st,	"

Warren C. C.

23323	Davis, W. W.,	Warren
23325	Baker, H. W.,	"
23326	Dennison, L. W.,	"
23324	Walker, E.,	"

Unattached.

23337	Sisler, G. Price, 911 Chestnut ave.,	Altoona
23335	Stanwood, Frank W., 924 Chestnut st.,	Philadelphia
23336	Somers, Lewis S., 1622 Park ave,	"
23357	Snow, E. O., 1815 Columbia ave.,	"
23327	Davis, H. A., 64 4th ave.,	Pittsburg
23358	Cochran, Wm. C., 141 E. Gay st., West Chester	

RHODE ISLAND DIVISION—6.

Unattached.

23359	Barker, F. Eugene, 110 Main st.,	Pawtucket
23363	Hudson, Charles E., 169 Angell st.,	Providence
23361	*Cranston, Anna F.*, 20 Maple st.,	"
23339	Gay, Osmond H., 483 Potters ave.,	"
23344	Child, Edgar A., 589 Broad st.,	"
23353	Thomas, Arthur C., 420 Prairie ave.,	"

VIRGINIA DIVISION—1.

Norfolk C. C.

23374	Savage, P. H., 127 Freemason st.,	Norfolk

WEST VIRGINIA DIVISION—2.

Blennerhassett Wheelmen.

23367	Lang, E. P., Box 444,	Parkersburg

Wheeling Wheelmen.

23315	Gilchrist, G. E., 1404 Chapline st.,	Wheeling

WISCONSIN DIVISION—4.

Milwaukee Wheelmen.

23375	Stecker, Adolph L., 268 West Water st.,	Milwaukee

R. B. C.

23368	Korst, P. H.,	Racine
23360	Rapps, E. W.,	"

Unattached.

23370	Waechter, William,	Sheboygan

FLORIDA—0.

Jacksonville Bi. Club.

23379	Dull, Joseph,	Jacksonville
23380	Perry, A. F.,	"
23381	Haskin, Le Grand,	"
23382	Saunders, E. P.,	"
23383	Osborn, M. V.,	"
23384	Adams, Solan A.,	"

Renewal List.

BOSTON, June 7, 1889.

List No. 11.			
California	16	Texas	1
Colorado		Vermont	
Connecticut	2	Virginia	2
Delaware	1	W. Virginia	
Dist. of Col.	7	Wisconsin	7
Illinois	2	Alabama	1
Indiana	2	Arkansas	2
Iowa	2	Dakota	1
Kansas	1	Florida	5
Kentucky	1	Georgia	1
Louisiana		Mississippi	
Maine		Montana	
Maryland	8	New Mexico	
Massachusetts	11	No. Carolina	
Michigan	2	South Carolina	1
Minnesota	1	Utah	
Missouri	3	Wyoming	
Nebraska		Canada	
New Hampshire		England	
New Jersey	5	Nova Scotia	
New York	87		
Ohio	27		218
Pennsylvania	16	Previous	6632
Rhode Island	8		
Tennessee	1	Total	6850

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date*..... *1889.*

Enclosed find $1 in.....*for dues to April 30, 1890.*

1888 Number,..... *Name*,.....

Original Number,..... *Street and No*.....

Club,..... *City*,.....*State*,.....

Enclosed..... *for Holder.*

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED stamps of a denomination above two cents will not be received.

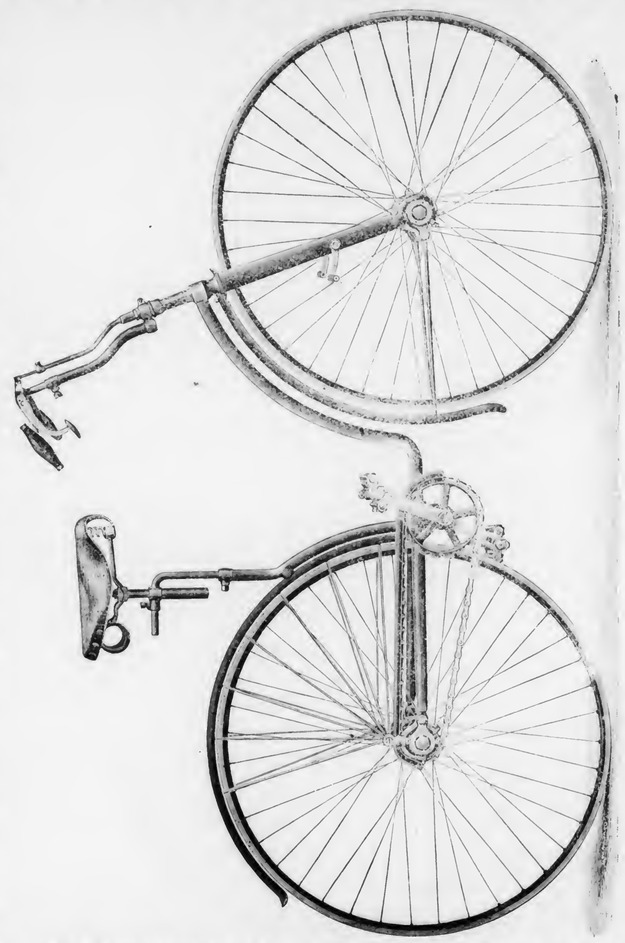
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WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a 3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout--No Castings.

THE PERFECTION OF CYCLE MECHANISM.

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W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street, New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.



Psycho Light Roadster, Weight, 38 Pounds.



Ladies' pur Gentlemen's Psycho. Three Weights, 39 lbs., 44 lbs. and 50 lbs.

Psycho Cycles

FOR 1889.

7 Forms of Safeties,

Varying in Weight, Size and Construction.

4 Weights for Ladies, ALL

Suitable for Men.

The Bicycle of the future will be a dropped frame machine suitable for BOTH SEXES.

Beautifully Illustrated

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Free on Application.

CAPITAL CYCLE CO.

Washington, D. C.

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

THE CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

Schoverling, Daly & Cales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Elliott W. Johnson
A. Malcom Beckwith Committee
E. C. Bimmel

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, stroug, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chicago

FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,

Sole Agents,

NEW YORK AND CHICAGO.

The trade supplied.



GET THE BEST!

THE

Standard

Cyclometer.

Greatly Improved for 1889.

No more **Rattle.**

Simplest and Best Instrument ever Invented.

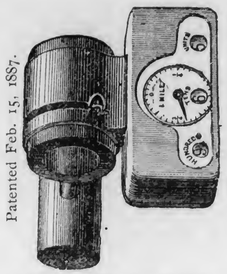
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Registers 2500 Miles.

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Ordinary Bicycle, $10.00
Safety Bicycle, $11.00

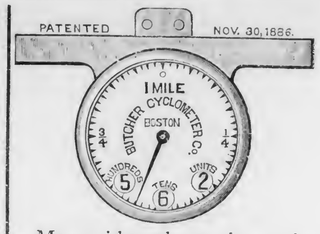
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Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

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BOSTON, MASS.



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,
Dealers and Repairers,
33 Page St., Providence R. I.

S. L. HOUSE & CO.

BICYCLES

Psycho or Singer Safety	
Tandem Bicycle,	$200
Ladies' Psycho,	145
Gents' Psycho,	145
Royal Singer,	140
Ladies' Singer,	135
Gents' Singer,	135
Apollo Safety,	125
Courier Safety,	70 00
Courier Safety,	75 00
Wyman Safety,	15 00
Little Jewel,	$12 to 25

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe,

without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.



NO. 1 SHOE BEARS OUR LABEL.

High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Wholesale Agents:

J. P. Lovell Arms Co., E. C. Meacham Arms Co., H. B. Smith Machine Co.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched,	$5.00
No. 2, " " "	$3.50
No. 1 Ladies' Tricycle Shoe, - -	$4.50
Ideal Racing Shoe, - - - - - -	$6.00

STRICKLAND & PIERCE,
RANDOLPH, MASS.

PRIZE MEDALS,

Badges, Emblems & Pins

Made to Order.

J. HARRIOTT,
3 Winter Street, Boston.



New York Bicycle Co.

No. 4 East 60th Street,
NEW YORK,
DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

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PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,
243 Columbus Ave., Boston, Mass.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

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PROVIDENCE, R. I.

SIEGRIST BROS.,

MANUFACTURERS OF

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Price $4.75



OUR SPECIALTIES:

Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price $4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

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237 Canal St., cor. Centre, New York.

REPAIRERS If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.

Write to **BROWN BROS. MFG. CO., CHICAGO, ILL.**

THE ELLIOTT HICKORY QUADRICYCLE.

Weighs but 62 lbs. Will Carry 250 lbs. Price $110.

It is no longer or wider than an ordinary tricycle, but is much safer and easier to mount and propel, is very steady in coasting, and steers well at all times. **A GREAT HILL CLIMBER.** Strong and durable, not liable to injury from ordinary accidents, and hence a very profitable machine to "let."

Is particularly well adapted to carrying a child's seat, which we keep in stock and can attach in a moment to any machine of this style.



STERLING CYCLE CO.,
Newton, Mass.

ELASTIC TIP CO.,

MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.



Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	$1.50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.25 per box
Electric Tape	.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



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Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

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FRANK FAIRBAIRN, ESQ.,

Dear Sir: Your favors of 16th and 29th ult., duly received. Am well satisfied with fit and neatness of entire suit. Respectfully yours,

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Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

		Factory Price.	Our Price.
NEW	48 in.	$50 00	$27 00
ACME	46 in.	45 00	25 00
BICYCLES.	44 in.	40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,
18 So. Broad Street, Philadelphia,

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago,



Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

Ladies' and gents'; the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

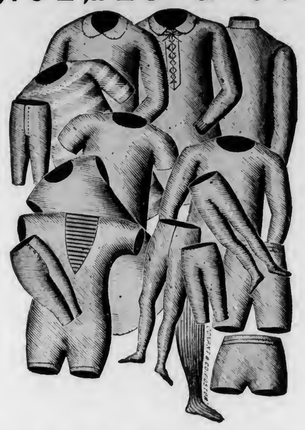
Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

JerseyFitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing. Base Ball and Foot Ball. Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.

3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00



Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

Howard A. Smith & Co's

Second-Hand List,

ORATON HALL,

NEWARK, N. J.

☞Note the Reduction in Prices.

List No.	Size	Make	Bearings	Finish	New price	Price now	Condition
325	54	Club,	Ball,	Nick.	$180.00	$55	Good
402	50	Club,	Ball,	Nick.	175.00	60	†
471	54	Am. Star,	*	2-3 Nick.	100.00	40	
479	52	British Chal.,	Ball,	2-3 Nick.	160.00	60	Good
486	48	Am. Star,	*	Nick.	100.00	45	
489	54	Harvard,	Ball,	Enam.	140.00	30	
503	54	British Cham.	Ball,	Enam.	137.50	55	
508	51	Special Star,	*	Enam.	140.00	55	†
519	50	Premier,	Ball,	Enam.	120.00	35	
521	52	Royal,	Ball,	Enam.	135.50	70	Good
522	50	Royal,	Ball,	Enam.	130.00	60	†
539	53	Col. Lt. R.,	Ball,	2-3 Nick.	137.50	85	†
544	48	Royal,	Ball,	Enam.	120.00	60	Good
545	50	Expert,	Ball,	Enam.	140.00	65	†
561	51	Special Star,	*	Enam.	135.00	60	†
570	50	Expert,	Ball,	Nick.	142.50	75	†
577	50	Am. Rudge,	Ball,	Nick.	102.50	50	
579	54	Am. Club,	Ball,	Enam.	160.00	35	
583	51	Special Star,	Ball,	Enam.	125.00	50	Good
597	50	Volunteer,	Ball,	Enam.	100.00	70	†
606	52	Expert,	Ball,	Nick.	140.00	55	Good
609	50	Ideal,	*	2-3 Nick.	60.00	40	
612	54	Am. Star,	*	2-3 Nick.	80.00	50	Good
614	54	Expert,	Ball,	§	145.00	60	Good
617	52	Expert,	Ball,	Nick.	142.00	90	†
638	42	Ideal,	*	Enam.	35.00	20	Good
641	54	Am. Club,	Ball,	2-3 Nick.	160.00	35	Good
649	56	Expert,	Ball,	2-3 Nick.	145.00	65	†
650	52	Expert,	Ball,	Enam.	125.00	50	Good
653	50	Am. Club,	Ball,	Nick.	140.00	60	Good
657	50	Humber,	Ball,	Enam.	130.00	60	†
658	40	Youths,	*	Enam.	35.00	25	New
659	42	Ideal,	*	Enam.	40.00	20	Good

Tricycles and Tandems.

511	48	Victor,	Ball,	Enam.	$160.00	$50	†
534		Humber,	Ball,	Enam.	185.00	75	Good
556		Humber,	Ball,	Enam.	285.00	90	Good
500		Star,	*	Enam.	100.00	80	Good
627		Victor,	Ball,	Enam.	160.00	40	Good
651		Humber,	Ball,	Enam.	280.00	75	Good
652		Col. 2-track,	Ball,	Enam.	150.00	40	Good
643		Sparkbrook,	Ball,	Enam.	185.00	90	†
655		Invincible,	Ball,	Enam.	185.00	45	Good

* Plain. † First-Class Condition. ‡ Shop Worn § Full Nickel.

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address, C. O. D., with the privilege of examination, providing a remittance of $5.00 accompanies the order as a guarantee for express charges both ways in case machine is returned.

☞In ordering, state second choice in case first one has been taken.

New Jersey Agents for the Stars, Columbias, Victors, American, Warwicks, Coventry Machinists, etc.

Store and Riding Hall Open evenings. Special hours for Ladies' Class learning to ride the Ladies' safety bicycle.

Largest Sundry House in the United States.

Send for Illustrated Catalog and Price List.

Agents wanted in unoccupied Territory.

RENTING: New Machines only offered for Rental. Safeties, Ordinaries, Tandem Tricycles, Tandem Safeties, Tricycles. Hour or week. Terms moderate.

REPAIRS: Complete Plant. Experienced workmen. Parts of all machines supplied. Estimates furnished.

ENAMELING: Specially constructed oven on Premises. Finish equal to the best. Promptness guaranteed; no delays.

STORAGE: Cycles stored, Cleansed, oiled and always in order. Moderate monthly charge.

STOCK: All leading makes, New and Second-Hand. Trial of Columbia, Hew Mail, Victor and Psycho Safeties given to Purchasers.

INSTRUCTION In riding Safety and Ordinary. Lessons Private. Special Hours by appointment. Floor space 80x100 clear. Hours reserved in advance.

It is no trouble to answer questions or send Circulars giving further details.

GEO. R. BIDWELL,

313 W. 58th St.,

NEAR 8TH AVENUE,

NEW YORK.

Testimonials.

E. C. MEACHAM ARMS CO.,
Powder, Arms and Ammunition,
515 and 517 Washington Avenue,
ST. LOUIS, Mo., May 29, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gents: Since I received my 39x24 Star and having used it and given it a thorough trial, I have now convinced myself that it is all that is claimed for it. For hill climbing in particular---well, I can only say that it is the boss of them all, and cannot be excelled; handles. It is much lighter than any of the road riding safeties, and I feel confident that in the near future the safety riders will find that the 39x24 Star will be worth consideration, and it will not take much to convince them that it is "the wheel" for safety and all around riding. Respectfully,

HAL W. GREENWOOD,
"Champion Hill Climber of the World."

DERBY SAVINGS BANK.
Wm. E. Downes, President.
Thos. S. Birdseye, Treasurer.

H. B. SMITH MACHINE CO., Smithville, N. J.

TAYLORVILLE, Ill., May 23, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Dear Sirs: My new 39x24 Star machine is very satisfactory and I think it is the best machine on the market. Yours truly,
J. ED. LONG.

Office of the Blair Iron and Coal Co.
HOLLIDAYSBURG, Pa., April 9th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping



THE NEW STAR, 39x24

it is the best wheel for road riding, and can be easily controlled on rough roads; it is not as sensitive as the ordinary chain safeties of the crank pattern, and can be easily handled in rutty roads. I find that almost any rider of the ordinary bike can mount and ride it at first trial, and are pleased with the way it

Gentlemen: The 39x24 is the machine for this immediate country. No machine on the market is its equal on the hills or rough roads, in my judgment; I except no machine, and we have seven different kinds in this town. Yours, etc.,

THOS. S. BIRDSEYE.

that the Star will continue as popular in the future as in the past, I remain,
Yours sincerely,
JOS. D. IBBOTSON, JR.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

Form No. 2.

THE WESTERN UNION TELEGRAPH COMPANY.

Receiver's No.	Time Filed.	Check.

Send the following message, subject to the above terms, which are hereby agreed to. Chicago, May 30, 1889.

To

The Pullman Handicap Road Race was run to-day amid wind and rain. 70 started, 58 finished. A. E. Lumsden won the time medal for the best time, covering the distance in 56.45, a remarkable record taking into consideration the weather and condition of the roads. Men on Columbias won 12 out of 20 prizes. * * *

LUMSDEN vs. STONE.

SERIES OF THREE RACES.

1. CHICAGO, 1 MILE - - Won by LUMSDEN, on a Columbia Racer.

2. ST. LOUIS, 3 MILES - - Won by LUMSDEN, on a Columbia Racer.

3. To be ridden.

FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1 00 a Year.
5 cents a copy.

BOSTON, 21 JUNE, 1889.

Volume XIX.
Number 8.

YOU'VE HEARD OF

The Great 25-Mile Handicap Race

over the Irvington-Milburn course. You know what preparation there was for it, and what a field of entries. As for machines, all the leading makes were seen. There were a number of Victors, and when the end came it was found that these had somehow sifted through to the front in such a way as to pull down **10** out of the **19** prizes—of course including the 1st. Victors have a habit of showing up in such order as this.

They had a team race between the Denver Ramblers and the Social Wheel Club out at Denver the same day. The first man to get through rode a Victor Light Roadster.

They are built to win.

Overman Wheel Company,

MAKERS OF VICTOR BICYCLES,
BOSTON.

A CARD TO THE PUBLIC.

In spite of the persistent efforts of Boston's would-be monopolists to crush us out of business, we beg to announce that we are still importing QUADRANT SAFETIES, and we shall continue to import them as long as they continue to be superior to American made wheels. We are ready to pay a royalty to any firm who can prove that the machines we import really infringe any of their patents, but we think that parties who seem to think it necessary to crush out competitors in order to find a market for their own wheels, must be in a pretty bad way.

We believe that American riders are entitled to the very best, and we, therefore, propose to keep on importing QUADRANT SAFETIES, which we guarantee to be, not only ten pounds LIGHTER, but absolutely STRONGER in every respect than the safeties manufactured by our Boston competitors.

We keep a full line of Quadrant parts on hand, which we can supply instantly on receipt of order.

STRONG & GREEN CYCLE CO.,

707 Arch Street, - - - - - - - - - Philadelphia, Pa.

Have You Heard of the Pullman Race?

There was a field of 70 starters, and 20 prizes, contributed by the trade.

It was won by Frank Bodach of the Æolus Cycling Club on an ordinary

American Light Champion.

He was over the tape first by about four minutes.

The American Cycles have **BEARINGS,** and their riders a capacity for bearing on the pedals. Hence they get there.

Mr. Bodach chose an American Rambler as first prize instead of the gold medal we had offered.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

Remember our 80-page Catalogue is FREE.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BARGAINS—Cunard Tandem, fine condition; only $140. 51 inch Star, nearly new; $45. 52 inch Rudge, $50. 3 Stars, 45 and 48 inch; balls, hollow, splendid condition; $75 and $85. Write for cheapest list ever offered. All taken in trade for new Victor Safeties. PHILADELPHIA BICYCLE CO., Lim. 811 Arch st., Philadelphia.

A BARGAIN—52-in. Expert Columbia, full nickeled; balls all around, hollow cow-horn bars; spade handles, Kirkpatrick saddle and in fine condition. Will sell cheap, as owner intends to change his residence. Address Box 518, Columbia, Pa.

SECOND HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

WHEN YOU ATTEND THE MEET take a pack of our handsome L. A. W. cards to exchange with your friends. **100 Cards $1.00.** Send name, club, residence to SEVING & CO., 1 Hopkins place, Baltimore, Md.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

PATENTS

procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,836.)

Great value for 50 cents.

The Cycle Brush Tool.



FOR SALE BY THE TRADE.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the order. ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

People will have Safeties.

For this reason we are enabled to sell good Second-Hand Wheels at prices never before reached in high-grade wheels, viz.:

52-inch Victor, nearly new, '88 pattern	$75.00
53 inch Rudge Light Roadster	90.00
50-inch Rudge Light Roadster	90.00
50-inch Columbia Light Roadster	85.00
50-inch Invincible, new	95.00
Light Marlboro Club Tricycle	75.00
Quadrant Tricycle	75.00
Premier Tricycle, new tires	55.00
Rudge Bicycle	65.00
Rudge Bicycle, nearly new	110.00

This is a sample of the bargains, and it will pay you to write us before purchasing, stating size and make desired.

SIDWELL & SABEN,
152 Congress St., Boston, Mass.

COLUMBIA VOLUNTEER, 52 inch; shop worn; only $85. 1 Columbia L. Roadster, 54 inch; good as new; $55. Both big bargains. W. N. WHITE, Portsmouth, Va.

FOR SALE—Victor Light Roadster, 1888 pattern, standard finish; used but little; ball bearings all around; perfect condition, will send privilege of examination. $95.00 net. Address J. EDWARD SEARLES, Little Falls, N. Y.

$60 WILL BUY ball bearing Springfield Roadster in A1 condition. L. A. HOWELL, Millville, N. J.

FOR SALE—Victor Safety, '88 pattern, in good condition. Price $110. Address D. H. ACKERT, No. 6 Freeman ave., No. Adams, Mass.

FOR SALE—'88 Victor Safety, with Butcher hub cyclometer; run 250 miles. In good condition. Price $100. L. A. Walker, Bradford, Pa.

$75. FULL nickeled Expert; 54 inch. A bargain. Wish to sell, as I can find no time to ride. LOU. D. FOUQUET, Fishkill, N. Y.

A BICYCLE "SNAP." SPECIAL STAR, 38x24; balls to front wheel. Regular price $115, but will sell for $105 cash.

STAR LEVER SAFETY. Regular price $135, but will sell for $125 cash. Both are new and this year's wheels, and have never been ridden. W. S. RANDOLPH, Box 250, Trenton, N. J.

HOW'S THIS? Springfield Volant Safety; new, $100. 52-inch Royal Mail, full B. B. First-class condition, $55. Address H. D. SWEET, Agent, 124 Congress st., Troy, N. Y.

FOR SALE—A Marlboro' Tandem; Columbia double grip pedals; ball bearings all around; automatic steering, and double brake; in perfect good condition. Will sell for $115 cash. Call at 24 Cushing St. EDWARD STONE, Waltham, Mass.

FOR SALE—Columbia Two-Track tricycle; first-class condition; $125. Just been re-nickeled and painted. J. G. WITE, 1417 N. 15th st., Philadelphia Pa.

FOR SALE—A Yale bicycle and a British Extraordinary bicycle, each $50. Address GEORGE R. HOWELL, New York State Library, Albany, N. Y.

COLUMBIA RACER CHEAP—54-inch; almost new; not ridden 75 miles; in perfect condition; nickeled to outside tires; must sell immediately; will deliver. Address FRED T. MERRILL, "Cycle Castle," Portland, Oregon.

HOW IS THIS? One Velocé Columbia, prime order, $95. One Columbia Surprise Tricycle; ridden less than 100 miles by a lady only; shows no wear. $115. F. C. Weston, Bangor, Me.



FRONT VIEW

Indispensable to Bicyclists, Athletes and the Gymnasium

Call's No. 5 Supporters' jock strap, with elastic back, lace front and adjustable back straps. A sure fit. Bicyclists who know the value of a light, easy and durable supporter which opens back and front, will see the great advantage of this supporter. There is nothing in the back to interfere with the saddle, and no chance of chafing the wearer. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter, attached to sides (no pocket), $1.00. No. 8, with pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.



BACK VIEW

S. B. CALL, 358 Main St., SPRINGFIELD, MASS.

SIDWELL & SABEN,

New & Second-Hand Machines.

All Kinds Of

CYCLES REPAIRED AT REASONABLE RATES.

Workmanship Guaranteed.

Spade Handles for all Kinds of Machines, $2.50 Per Pair, fitting on 50cts. extra.

Note Address,

152 CONGRESS STREET

BOSTON, MASS.



Improved Automatic Telephones.

Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

Price Per Set, $7.50.

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

EDW. E. HARBERT & CO.

Dealers in Telephone and Electric Supplies of Every Description.

159 Le Salle Street. - - - Chicago, Ill



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 6th avenue, New York.

GREATEST DEVICE INVENTED! **LYNCH LOCK BUCKLE**

Used with strap or chain.



SECURES Satchels to Seats of Cars or Waiting Rooms. EASIEST Bicycles, Grips, Packages, Riders in Buggies, Dog Collars, Horses, Trunk, Telescope and Valise Straps. Complete with Yale Lock. Neatly made and Nickeled. SO CHEAPER CAN AFFORD TO BE WITHOUT IT.

LYNCH MFG. CO.

75 Cents. Madison, Wis.

"Why Certainly."

Post Office Telegraph.

Cappoquin, Ireland, May 28, 1889.

Singer Mfg. Co., Coventry:

Will you give in trade two Singers for two ————? Answer. Dungarvan, care Elwell Party. W. N. Estabrook

The above telegram was received at the end of the first day's trip on the road.

Knowing what we DO know, we expect to make further exchanges, and

Why Not?

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

SPECIAL OFFER!!

DON'T MISS IT.

As we are completely sold out on second-hand wheels and need a few, we offer to **TAKE IN TRADE** a few good second-hand wheels in trade for

NEW MAIL ORDINARIES.

Write us description of your old mount, stating size, condition, and your valuation of it, and we will state what we can allow. Certainly a good opportunity to obtain one of the noted New Mails—the wheel of wheels. Write at once as we shall take only a limited number.

WM. READ & SONS,

107 Washington St., BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 21 JUNE, 1889.

ON to Hagerstown! This is about the last time that we shall be able to speak to our readers before the League meet at Hagerstown. These columns (both unofficial and official) have been full of information on the subject. There is no doubt but that those who go will rejoice that they did so, and those who do not or cannot go will and do regret the sad fact. We, alas, are among those who cannot go, but we shall be represented by "Jack," so what is our loss is the readers' gain, for who can write so pleasant and readable a report as this very same "Jack?"

AND yet there are people who superciliously ask "what good does the League anyway?" We think such items as the following, which was taken from a North Adams, Mass., exchange, should be a good answer to such "carping critics:" "Among the many good results of the recent change in selectmen is that of greatly improved roads. The streets of North Adams were never in better condition than now, and much credit is due to Superintendent Lally for his good work in that respect. To be sure, they are temporarily ruined each day by the street drenchers, much to the annoyance of people with fine carriages, but a few hours of sunshine render them serviceable again. By the way, the State law, providing for the appointment of Superintendents of Streets, was secured by the efforts of the League of American Wheelmen, and there are none so enthusiastic over its successful working as the drivers of carriages."

MASSACHUSETTS SPRING MEET L. A. W.

OWING to rain the spring meet, at Squantum, of the Massachusetts Division L. A. W. has been indefinitely postponed.

"JACK" ON LEAGUE MEETS.

NOTWITHSTANDING the generous and manly letter of Chief Consul Mott, it is to be hoped that the Hagerstown L. A. W. Meet for 1889 (July 2, 3 and 4) will not be characterized by the gorgeous expenditures which have marked so many of our L. A. W. meetings. Let us for once in our proud history of L. A. W. gatherings have a sensible entertainment, where members can meet one another and have a good old-fashioned four-course dinner with plenty of men's food and drink, such as the old savage Britons used to indulge in, when the menu card, the napkin and the finger-bowl (and childish dinner souvenirs) were unknown at the board where Gurth, the swine-herd, did see that his liege-lord and masters' platter and goblet were kept charged to overflowing. Let us for once in our lives revel in a day of barbarity—sybaritic barbarity—so to speak. Possibly a little life under canvas might suit the tastes of many who, weary of the irksome dress suit and starch fds ties of latter-day civilization, with its attendant lung troubles and congested minds and bodies. "The nearest approach to happiness," says a well-known writer, "is a state of semi-barbarity." By barbarity I mean nothing "cawse or vulgah," nothing like that. Men used to a knife and a fork need not lack these aids to cleanly food transportation. That is not what I mean. I mean a nice free and easy entertainment for gentlemen who are acquainted with (though somewhat weary) of the restraints and mockeries of a fashionable gathering. Just two or three days when we could be to ourselves, and live on "wild honey and locusts," and have no eye from the outside world prying around and seeing if you have the complete number of suspender buttons, (boys with marriageable sisters never have.) I think that a day or two of clean living among the trees and woods and flowers would strike a key-note in a majority of the boys, while an elaborately programmed scrimmage for food and drink at a leading hotel (where a presiding genius on the hotel register looks disdainfully over his waxen mustaches at the crowds of grown men in knee breeches) might only be a tiresome experience.

There are some men to whom a spotlessly white tablecloth and a couple of chops, and a potato, dry and sparkling with a chrystaline whiteness, washed down with a bottle of Bass, is much preferable to an elaborate feed where fish, flesh, and fowl of all nationalities go headlong to feed the inner man, there to wrangle for dyspeptic supremacy. Poor inoffending stomach! how you have been ill-treated ever since Adam discovered the love-apple which was such a source of subsequent torment to poor Eve. Poor lass! she was but human after all, and I'll always stick up for a girl anyway.

I could enlarge, on the idea of a meet on simple yet sybaritic lines, but I dread your fearful blue pencil and so I spare your feelings (and mine also); besides tonight I am busy on a little fish culture fairy tale called "The Higher Education of Fish, or How the Salmon Became Disgusted With Volapuk."

AN APPEAL.

THE Illinois Cycling Club of Chicago send out an appeal for old and new clothing to be sent to the Johnstown sufferers. It is earnestly requested that the members and their friends will send any article of wearing apparel, boots, shoes, or hats to the clubhouse at 845 W. Adams Street. Prompt action is urged. Already four large dry goods cases have been sent, but, the club want more. Ladies are especially asked to send underclothing for women and children.

Contributions may be left at clubhouse with the janitor. If to large to carry we will gladly send for them on receipt of notice.

Address communications to W. J. Nichols, 95 Fifth Ave. It is trusted that you will give this appeal the response it merits.

The appeal is signed, "The Directors of the Illinois Cycling Club, per T. L. Sloan, president."

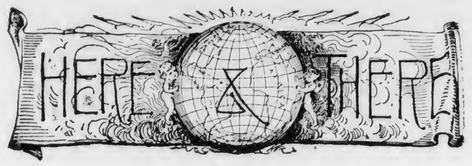
MEET NOTES.

CHAIRMAN J. T. CHISM, of the transportation committee, announces that special cars, exclusively for wheelmen, will leave here (Baltimore) at 4 P. M., July 3, and 4.10 A. M. on the Fourth. Local wheelmen proposing to take either of these should notify their club captain, who will in turn inform the transportation committee, so that some idea may be obtained of how many cars will be required.

The ladies of St. Paul's M. E. church will serve refreshments during the meet.

The race track is being worked upon and will be in prime condition before it is needed for use. The track grandstand will seat 2200. A stand will be erected that will adjoin the judges' and which will be exclusively for the press.

NORVAL.



NEW YORK.

"HAWKSHAW."

We are congratulating ourselves here that an era of enlightenment in street construction is upon us, and that in consequence we will witness the decadence of Belgian block and the advancement of asphalt as a pavement for our streets. While we are thus hugging ourselves with the idea that at last we are going to have perfect pavements, I see that London is considering the proposition of German engineers to introduce there, in place of asphalt, a system of rubber pavements, which are declared to be much superior to asphalt, and to have been so demonstrated by an extended trial in Germany. Well, maybe rubber is better than asphalt; I don't know. I never rode on any greater amount of rubber than constituted the tire of my wheel, but I am willing to suffer by my ignorance, when I declare that asphalt is plenty good enough for me, and that I for one won't cry for rubber pavements if the present plan of Belgian block is superseded by any of the modern systems of smooth roadways. Anything different from the present streets will be an improvement, it matters not what it may be.

I think Pauline Hall has come the conclusion that the advertising possibilities of the bicycle have become exhausted, as I see her almost daily driving a dog cart through the park, and no longer meet her awheel, as I formerly quite frequently did. Well, if she has forsaken the wheel, I am more sorry for Miss Hall than for the bicycle; she owes more to the machine than it does to her. The advertisement and exercise she got from cycling, she will find difficult to secure from the seat of a dog cart, no matter how handsome it may be,

The members of the L. A. W. have ever since the formation of the League, wrangled over the Flora McFlimsy question of what they should wear, and now they are at it again. The general opinion here seems to be decidedly in favor of Massachusetts and her desire to get the uniforms of her members both better and cheaper, if she can do so. It is a duty that the Division owes to its members, that it get for them the most and best for their money, and if that end can be accomplished nearer home than New York, I am sure no fair minded member of the League will say it nay.

The statistics of the weather bureau here show that since the organization of that department never has there been as much rain fall as during the past two months, and yet, despite this aqueous condition of affairs, club mileages show that an increase of nearly fifty per cent. over the figures of this time last year, which demonstrates the hold that cycling has taken upon this village. Mighty is the wheel, and it must prevail.

LOS ANGELES.

"VINDEX."

The fourth annual meet of the California Division is a thing of the past, and proved to be an enjoyable occasion. There was one element lacking, and that was a large attendance of wheelmen. Northern California was represented by not over six, while even the southern country did not attend as the importance and good programme arranged justified. The meet itself was a success in every particular. The races were fast and hotly contested. W. S. Wing of this city lowered the Pacific coast one-mile record from 2.48 1-2 to 2.47, and the five-mile coast record from 15.49 to 15.40. There is only one thing to regret in connection with the races, and that is, there wasn't a solitary representative of the Northern California's racing cracks; but it is generally admitted it would have been their Waterloo if they had come.

Chief Consul Mohrig, of San Francisco, who was in attendance at the meet, accompanied by his wife, made a host of friends while here. Mrs. Mohrig rides the ladies' cycle with rare skill and becoming grace. She rode to Santa Monica last Sunday on her two-wheeler. The distance is 18 miles.

Last Sunday was a great day for the wheelmen at Santa Monica. Over fifty cyclers rode down and spent a very enjoyable day at the beach. The wheelmen, encased in bathing costumes, caused considerable amusement by their gymnastic performances, such as forming pyramids, turning somersaults, etc. It was the biggest assemblage of wheelmen ever at the beach, and the day will be long remembered.

S. H. Knapp (or Kid-Napped) of San Francisco was in attendance at the meet. Mr. Knapp is one of the greatest wheel tourists on the coast. There is hardly a picturesque spot near the Bay City he has not visited.

Frank Olds of this city has constsucted a ladies' wheel, which would do credit to a bicycle manufactory. He constructed every portion but the bearings. The finish is nickel, which is elaborately done.

"Hawkshaw," your facile but bucolic New York correspondent, is evidently suffering from a bad attack of indigestion. He rails at Fate that decrees he must read letters from California and the South, extolling the climates of these two sections of the country. The glorious climate of California gives "Hawkshaw" a pain, for which he should put himself under treatment. His illnatured letter is certainly in bad taste, to say the least. If letters about the climate of this State, or any other State for that matter, have such a bad effect on "Hawkshaw's delicate constitution he should by all manner of means avoid reading them. Sabe?

Owing to the great distance between extreme sections of this State, causing poor attendance at meets, there is a movement on foot here to divide the State into two divisions. It will no doubt be done, as both portions of the state recognize the justness of the proposition. Take, for instance, the meet here last week. San Francisco is over 600 miles distant from this city, and it was not expected that a big party of the Bay City wheelmen would be present owing to time, distance and expense. The State will be divided into parts by the people in the near future. Action will be taken here and steps will be taken to consummate the formation of the new division.

J. W. A. Off, president of the Los Angeles Wheelmen, left last week for a trip east as far as Chicago. He is prepared to give Easterners points about conducting a successful race meet.

Vice-Consul J. Phil Percival does not like the class racing rules as they now exist, and his argument is not without favor. He states he enters a race, gets second place, but is obliged to run in the same class as the first man in the race. He doesn't think this a square deal.

CHICAGO.

THE "STROLLER."

Wheelmen riding in a body on our south side boulevards after dark now have to secure a permit for the same. The solitary wheelman and the stragglers are not affected by this order.

Tuttle has had a session with a cycle thief and now mourns the loss of his safety, a prize won at the late tournament here. Tuttle warns the boys to sleep with their wheels if they want to keep them, as he is bound to get even. The boys do not seem to fear Tuttle's warning despite his size, but say they would like to witness a meeting between the thief and "Tut," as they think it would be animated and interesting for a short time.

The State meet at Ottawa promises to call forth a big delegation of Chicago wheelmen. The fare for the round trip is only $2.36, the hotel rate $1.50 per day, and the ball the eve of the 4th will be productive of many a clawhammer coat and knickerbocker accompaniment. June 26 the Lincoln Cycling Club will be present at the Madison Street Theatre, at 8 P. M. sharp to witness Offenbach's operetta, "The Rose of Auvergne" The cast includes a number of well-known local singers. A pleasant evening may be enjoyed by all who attend, and the coffers of the club will probably be greatly enriched thereby.

Ex-Pres Skinkle was in town for a few days last week and spoke very highly of the good fellowship extended to him by the Cleveland wheelmen.

Lumsden is organizing a new club in the classic shades of Kenwood, some say to get even the C. C. C.'s, while others say not. He left for Detroit Friday to take a whirl at some of the Detroit flyers at the Athletic meet there. Lumsden thinks that Banker of Pittsburg is not over anxious to race him, but says if he is, that he can be accommodated.

They had a peculiar accident in the repair shop at Spaldings the other day. A wheel with backbone in need of repair was brought and Mr. Backbone placed in the forge to start the brazing. Pretty soon there was an explosion that shook things up lively and melted grease flew in every direction, setting on fire every inflammable thing in the shape of paper, waste, etc., in the repair shop, and severely burning one of the workmen. "Conk" got a spurt on him that took him out of danger, Spooner came down two flights of stairs as if it was the last lap in a 100-mile road race, while Pres. Gerrould bravely held the fort in the second story. It seems that there was a rattle to the aforesaid backbone, and the owner to stop it had filled up the backbone with tallow, and when it was placed in the forge and began to get hot the tallow got in its work in great shape.

The Chicago's have a run to Milwaukee on the 30th. Burley Ayres is engaged in picking out a pastoral run for the boys over "sand-papered" roads. The club will leave on the three o'clock train for the Cream city; Saturday, the 29th, will take in the Hess Opera Co. at Schlitz's Park in the evening, and Sunday, Burley will lead forth his victims for the run—or slaughter.

How is this for a clincher as to the merits of two different makes of bicycles: A prominent dealer here in arguing with a prospective buyer springs the following: "Why, there was one of our safeties stolen the other day and it was standing beside a —— safety at the time, but the thief, being a judge of wheels, took our make and left the other, proving beyond the shadow of a doubt the superiority of our wheel." Next!

I suppose our new constitution will be voted upon at the State meet, or it will be impossible to suppress it longer. That is, I hope it will be.

MINNEAPOLIS NOTES.

"PARSON."

The M. B. C. members are happy, as Colie Bell won three of his races at the L. A. W. meet in Ottawa, Kan. Bell is certainly a very fast man for one who has had no more experience than he, and if he takes proper care of himself will make a good showing wherever he goes this season.

E. J. Hale, W. D. Walsh, J. R. and Frank Stockdale took a run to Long Lake on Sunday last, with the intention of fishing, but ran across a ball game and as they are all base ball cranks of the worst type they did not have any time to fish but did see a dog fight and a prize fight, so must have had a very interesting time.

The Chief Consul of Missouri has been heard from in regard to holding a joint L. A. W. meet here, and as they are very anxious to join us, there is hardly a doubt but what we shall have the meet in this city.

Minneapolis wheelmen are not bothered with "road hogs" much, but one evil they have is the "sidewalk rider" there are a certain few here who will persist in using the walks to ride on in all kinds of weather. The M. B. C. should take some action on this matter and put a stop to it as there are very few cities when cyclists enjoy as many privileges as wo do.

Speaking of road hogs reminds me of one I saw completely "knocked out" two years ago. "Jack" was at that time a reporter on the Minneapolis *Tribune* and being out late every night had a permit from the Chief of Police to carry a "gun." "Jack's" gun was a marvel, being a 44 Colts. He and myself were going down to Minnehaha Falls (he riding a tricycle) when we met two "bloods" in a light buggy who had more "corn juice" than they could conveniently carry. One pulled up the horse and with an oath ordered us to get out of the road or they would run over us. "Jack's" southern blood was up in a second and so out came the 44 Colt, coupled with a pleasant invitation to "come on." Needless to say they did not "come" but turning square around flew for St. Paul. Jack dropped a bullet in the road beside them "just for the fun of the thing" as he said, and we afterward learned from the soldiers at Fort Snelling that they fairly flew past that place and reported that they had been attacked by "*tramps*" down the road.

DENVER.

"OCCASIONAL."

W. H. Barber, the fancy rider of Rochester, N. Y., is in the city this week with the Thatcher, Primrose and West Minstrel Co. Last Tuesday evening, while doing the stand still on the front part of the stage, Mr. Barber was in some unaccountable manner thrown (perhaps tumbled would be a better term) over the foot lights into the orchestra. The result of this fall is a badly sprained ankle, that will prevent Mr. B. mounting his wheel for several weeks to come.

J. H. Ambruster, of St. Louis, "wheeled it" into Denver last week, having used twenty-six days in making the trip. During nine days of the twenty-six it rained, the only disagreeable portion of the trip, so says Mr. Ambruster.

The female bicyclists are advertised to appear at the Broadway Athletic Park for a six days', two hours a day, race, beginning Monday, June 10th. Perhaps we can stand two hours a day of it, but more than that I wouldn't answer for.

Mr. Editor, haven't you made an error in saying that Mr. Gerwing won the *team* race that we had here May 26th? Gerwing, of the Ramblers, certainly came over the tape first, but *his club* did not win the race until the eleventh came in, as will be seen by the score sent you.

During the last six weeks Denver has enjoyed (?) more rain than at any period of the same length in the last eight years. Three out of a possible six are all the runs that have been taken. As a general thing three postponements would carry us through the season.

It is observed: That Colorado has no Chief Consul.—That the Social Wheel Club are looking for more commodious quarters.—That the Denver Ramblers are more than ever of the opinion that their team is *the* team.—That the number of Eastern wheelmen at present visiting Denver is quite large, and that they always ask to see a copy of the Bi. World.

PENNSYLVANIA.

"ARIEL."

Thirty-eight men of the Pennsylvania Bicycle Club report 14,000 miles up to May as their mileage for the season. McDaniel heads the list with 1,267 miles; then comes Draper, 1,242; Mears, 1,066; and Merrihew, 1,037. These are the only four above 1,000.

The captaincy of the Century Wheelmen will probably lie between Messrs. Collins, Sulzer and Speier. It is a matter of great regret that two of the main city clubs should lose their captains at once.

W. T. Fleming has not yet started on his Western tour, having been delayed by the non-arrival of his machine. He has ordered an especially-built 54-inch light roadster without brake fitting or brakes, as Capt. Fleming believes in no brakes at all. J. E. Gould of the Pennsylvania Club expects to accompany him.

So the New Yorkers and Jerseymen think their teams are much better than the Wilmington quartet. Well, all they have to do to to back up their belief is to issue a little challenge, and I have reason to believe that there will be prompt acceptance on the part of Messrs. Dampman, Merrihew, McDaniel and Elliott.

Notices have been issued by Capt. Supplee of the Pennsylvania Bicycle Club calling for signatures for the Hagerstown meet, and a large turnout is expected. A special train has been engaged for the Philadelphia wheelmen leaving here Monday evening at 5 P. M. over the B. & Ohio R. R.

Another accident last week to point the oft-repeated lesson of caution. A lady and gentleman on a tandem-bicycle were coasting down a winding hill when, on rounding a turn, they met a team. Usual result,—damages, bruises more or less severe, and internal injuries on the part of one of the pair. All this with a prospective suit for damages. The fool-killer hasn't been around *here* lately, that is evident.

PORKOPOLIS NOTES.

"STAR."

It would have been worth a year's subscription to the World to have seen the expression on the "Duke's" face when he learned that it was Whittaker that he had attempted to scorch. The boys enjoyed the joke hugely. Their pleasure was somewhat alloyed, however, by the fear that the "Duke's" conduct might result in his expulsion from the League on the ground of having *set the pace for a professional.* [The L. A. W. does not recognize road racing, excepting a *cash* prize was run for, hence the "Duke" is safe.—Ed.] In the future the Mascot will consult his album of cycling celebrities before attempting to teach strangers how to ride.

To a lady who was intending to buy a tricycle and who came to me for advice, I suggested the ladies' bicycle and was astonished to hear her say, "I wouldn't ride a bicycle if you would give me a hundred dollars a day!" I explained the nature of the machine and its superiority in lightness and speed to the trike, but was unable to change her views and am unable to account for her prejudice unless it is the natural perversity of these who persist in wearing bustles, corsets, high-heeled shoes and kindred impediments to healthy exercise.

On the evening of the 10th inst., the C. B. C. perpetrated a very pleasant surprise on their Secretary, Dr. Wm. D. Kempton. He was cornered in the wheelroom by the innocent-looking Bennett and listened patiently for over an hour to a statement of the advantages of a certain type of wheel. At the conclusion of the lecture, as the boys had all gone home, the Secretary mounted his

wheel and followed their example, only to be greeted on his arrival by, "What's the matter with Dr. Kempton?" and to find that about 30 of the club, with Whittaker of Chicago and Taylor of Boston, had taken possession of his house. After a general hand shaking the company sat down to a generous spread to which they did wheelmen's justice. At the conclusion of the repast, President Longley made an eloquent address to the Secretary, in which he reminded him that on that day he had reached the fortieth mile post in the race of life, and presented him with a handsome easy chair (a very appropriate present by the way, considering the secretary's capacity for rest.) To say that the Secretary was overwhelmed but faintly expresses his surprise. During the rest of the evening a number of musical selections were rendered by the irrepressible Buckles on his mud fife, the inimitable Marqua on his mouth harp, the silent Nelson with his voice, and the irresistable Cole on the piano. When the party broke up and the members took their leave of the Secretary they wished him many happy returns.

THE Athletic Cycling Club, in imitation of the C. B. C., intend to run three championship races this season. The first one will be on the track. The character of the other two has not been decided as yet.

MEMPHIS.

"ANCHOR."

SINCE my last letter nothing new has been done in regard to wheeling, only that a ten-mile handicap road race was to have taken place on Saturday, the 8th, to be participated in some of the members of the Racing Association of Memphis, an organization that was formed some six months ago, and which has held four ten-mile races since it was formed. The rule of this club is that at each race a gold medal, value to be $25, to be given the winner, and also a medal for second place. The race set for the 9th was not run, on account of there being no competitors present. I think that when a race of this club is to be run off, a meeting should be called among its members, and as the by-laws specially provide, that such a race shall be published one week before it is run. The announcement of this race was only published one day before the race, and besides no meeting was called or held in regard to the same. I do not say that this was done in this way to hurt the feelings of any member, or that it was done otherwise than for the best, but allow me to say here that it did not prove for the best.

TENNESSEE is to have a grand time at Nashville, on the 18th of this month. Mr. Scherer received a letter from Mr. Wilson, Chief Consul of the State, inviting him and the rest of the members to same, but if they will attend I cannot say. The long distance race is still on the go. The score was taken June 8th, and reads: Julius Seelig, 207.8 miles; George Phillips, 186.8 miles; A. F. Alberts, 96.1 miles; William Wood, 70.0 miles; W. A. Whitmore,* 60.0 miles; J. Wood,* 54.0 miles; Haylie,* 36.2 miles.

* Dropped from race.

"JONAH'S"

JOTTINGS.

THE echoes of the great road race are still reverberating in the club rooms. It is the universal opinion that the "long-felt want" has been supplied by the institution of these contests, for I think there is little doubt that others will follow the first, at annual or semi-annual intervals. If the strong demand for them continues it will be to the interest of the cycling trade to see that sufficient inducements are offered for their continuance. They certainly are the biggest kind of an advertisement for the wheel. Cycling is not quite so far advanced in this country as to flourish and grow, without the aid of adjunctive attractions. The open handicaps will probably stand in the way of team associations, but perhaps it is better that they should, as they furnish opportunities for both the weak and the strong, must tend very materially to the development of a large body of sturdy road riders, whose performances will add to the fame of wheelmen and strongly set before the public the possibilities of the wheel, and will thus advance the interests of the sport and the power of the fraternity.

IN some quarters I hear mysterious hints now and then that the powers that be among League officials are to put a stop to racing over this course, on the ground that road racing will interfere with the battle for good roads. Be this true, as it may be with regard to other districts of the country, it certainly does not hold here. I would be the last one to advocate the continuance of anything that would stand in the way of highway improvement. If in certain sections there be this strong prejudice on the part of the public against racing on the roads, by all means let these prejudices be respected. Here, however, there has never been one whisper of disapproval. On the contrary the races have drawn enormous crowds of spectators from the surrounding country, to which these contests have been most enjoyable events and have aroused the greatest interest in the wheel. When the objection comes and is reasonably general then let the stop be made, until then hands off. The so-called official opposition (what little actual or threatened has expressed itself) has done an immeasurable injury to League interests in this section and has done not a little to retard the growth of the organization hereabouts, if it has not actually lost it many members, or at least warm friends. There is no need to interfere now, and when there is there will be no lack of influential backing in the enforcement of salutary regulations for the benefit of all. Until there is, take the advice of one who is acquainted with the general sentiment and keep hands off.

AGAIN permit me to sing another verse of a song that is now old but none the less popular hereabouts. A Road Engineer has at last been appointed, and as soon as he finishes his survey the contracts will be given out for the immediate construction of the great system of macadam highways in Union County, which will complete the greatest district of good roads in the United States and make this one of the leading wheeling centres of the country. And once again let me remind you that this was accomplished almost entirely by wheelmen setting in motion the powerful machinery of the press.

OMAHA.

"JIM."

A CURIOSITY in a century run of 118 miles was called for a short time ago, and at 4.15 A. M. the morning of the run, eighteen members of the Omaha Wheel Club started at a brisk pace towards Red Oak, Ia. Why the Captain should have called a run to this town is a mystery, only known to himself, as the roads between Glenwood and that town are some of the worst and hilliest within 200 miles of Omaha. Before Glenwood was reached three men were disabled by hard falls, one of them hurt quite seriously, striking on his head (a good thing for him that he didn't strike on any other part of his body or he might have been killed outright). Red Oak was reached in due time by ten of the boys, the rest having taken the train home from various railroad stations along the road. Only four (we understand that they now call themselves the "Big 4") finished the run between 10.30 and 12.30 P. M., during a heavy shower. Two of these gentlemen having walked eighteen miles in the mud.

A LARGE amount of credit may be given to Porterfield, a new rider, who, though riding a 48-pound wheel, made the whole distance. The club is talking about sending him to some of the Eastern road races, and he will probably hustle your cracks in Chicago, Boston and Philadelphia the coming season.

WE had the pleasure of meeting Mr. Colie Bell, of Minneapolis, on his return from Ottawa, Kas. He scooped the Kansas boys to a tune of two L. A. W. championship medals and a gold watch. Wish that we had such men as Bell in Omaha.

A BENEFIT for the Johnstown sufferers was held at the Coliseum June 9, which included a tricycle race between Sandy Griswold, sporting editor of the *Bee*, and A. Jackson, sporting editor of the *Republican*. Chas. Lay gave an exhibition in trick riding, and a sack race between Morgan, Knapp, Neilson and Bennett finished the entertainment. Albert Schock and Signor Mardis, the "champion of New Mexico!" had a 10 mile race.

JOHN S. PRINCE is still willing to meet all comers, and continues in his quiet, unassuming manner to win the hearts of the Omaha people, especially of the gentler sex.

JAMES JOSEPHI has been appointed Local Consul of the L. A. W. for the current year.

NEWS

AND COMMENT.

THE Boston *Herald* seems to be mystified because the "wheel papers" have been so strangely silent on the Windle suspension. No need to be mystified, Mr. Kerrison, the problem is simple. In our issue of the 7th we stated that Windle was up for investigation. The official decision of the Racing Board did not reach us until June 8th, too late to use in ours of the 7th. No very great mystery about that, eh, Kerrison?

WILL some members "along the line" please inform Mr. Percy D. Garth, of Danbury, Ct., as to the condition of the roads between Newburg, N. Y., and Akron, O.?

W. S. DOANE desires us to correct the statement which appeared in these columns, to the effect that he had ridden College Hill *once*. The facts are that he rode up and down *three* times, and he wore his ordinary clothes. He also wishes to emphasize the fact that his attempt on the hill was after a hard afternoon's racing on the track.

IF the Meriden cyclists and those of New Haven really mean business and are aching to get at one another a chance will be



The above cut is taken from photograph of W. A. Clark, who rode the "Eagle" up Eagle Rock Hill, Orange, N. J., and shows the exact position taken by a good rider of the "Eagle" while riding leisurely over an ordinary road.

It will be seen that it is not necessary for a rider to bear his weight upon the handles, neither does he have to lean forward, or pedal at all backward. He is directly over his work, and his weight is applied to the best possible advantage in propelling the wheel. The position is Erect, Easy and Natural, and the movements and appearance are very nearly the same as in walking.

HUNTINGTON, N. Y., June 10th, 1889.

THE EAGLE BICYCLE MFG. CO., Stamford, Conn.,

GENTLEMEN:

I went through on my "Eagle" on the Great Century from Orange to Philadelphia on Saturday, the 8th, without so much as a loose spoke, and the roads in some places were enough to try the stiffest wheel made. I noticed another "Eagle" in the run, and he also went through O. K.

Very truly yours,

C. B. SCUDDER.

Catalogue Free. Apply for the Agency.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.



The Swift.

The Buffalo Express, May 29, says:

"James S. Hedge of the Buffalo Bicycle Club made the first century run of the year on May 26th. Leaving the club house at S A. M., he rode via Seneca Street, Potter's Corners Road, Orchard Park, and Colden to Springville. Here a stop of two hours was made fordinner, and return was made via Boston and Hamburg to the club house, arriving at 6.45 P. M. Starting again at 7 P. M. he pushed on out to Bowmansville and return and rode three times around the meadow, arriving at the club house at 10.25 P. M. Hedge rode a Swift Safety, and considering the fact that he did not start out to make a 'century,' and did not think of it until he had ridden about 70 miles, made very good time, his riding time being 10 hours and 30 minutes for 105 miles, or an average of 10 miles an hour. Four hours and five minutes were used in stops. This is the first time a century run has been made by a rider in this city on a safety, and it is also the first time a century has been made over this route, there being a great many short steep hills to climb."

CATALOGUE FREE.

Way Behind Orders On Premiers.

So while we are waiting a few days for another big Invoice that will make everybody happy, we will have our little say about BARGAINS. We haven't a big lot, but what we have is good and cheap, almost too cheap you may think to be good, but we guarantee every Wheel sound, and will refund the money, less carriage, to anyone who finds a Bargain less value than we claim for it. First a small line of Genuine Beeston Humbers, good as gold, fine as silk and bran new. A full nickelled 48-inch Humber Light Roadster, cow-horn bars, hollow rims, a little gem, list price $150, our price $85. A 54-inch ditto, enameled and nickelled, beautifully lined in color, $85. Nothing finer than these wheels built. A Humber Cripper with the noiseless patent-leather chain-cover. Light, strong, easy running, $125, reduced from $187.50. Another, run a little, $95; good as new for any use. Now for the gem of the lot! A 30-inch Ladies' Cripper, fitted with every possible improvement and costing $217.50; $140 buys it; just $3 a pound! Humber Racers can't be beat; light, staunch and WINNERS every time. A 56 1-2-inch and a couple of 58-inch, $50 a piece. A Racing Cripper Tricycle, 38 lbs., strong enough for road use, $65. Cost $190. Racing Humber D. S. Tricycle, $50; best hill-climber on the market. That settles the Humbers, "the London Favorite." A Columbia, Kangaroo-pattern Safety, good order and ball pedals, handy machine for a heavy weight; $45 takes it. A couple of nickelled 50-inch Experts, hollow bars, ball pedals, $60 and $65. Another, full enamelled, solid bars, $45; a full nickelled 52-inch, hollow bars, $65. All Experts, known "around the world." A 52-inch Standard, cow-horn bars, wonder saddle, $35. "To the Victors belong the spoils." Well, we will take the spoils and you may have the Victors. A 52-inch, $60. Another, fine finish, $67.50. A 54-inch, $65. "Compressed" tires and patent bearings, a very choice lot. Now the Wheels are growing bigger and prices inversely smaller. A 56-inch Expert, spades and cow-horn bars, Fish saddle, $60. 58-inch ditto, $35, good strong wheel for a big man. A 56-inch Premier, cow-horn bars, full nickel, very strong and durable, $50. A 50-inch "Spalding," $40; all these big values for the money. Ah! we nearly forgot that 51-inch Special Star; cow-horn bars, silent two-way ratchets, Cricket saddle, $45. What is the matter with that? If it isn't giving the machines away it is "Very near it." And here are a couple of little fellows that nearly escaped our attention. A 48-inch Special Sparkbrook [that's a Daisy] good as new and gold, $90. A 49-inch Columbia Light Roadster, $65. Nothing the matter with this elegant Sparkbrook-Humber Tandem, double brakes and ball pedals at $125. Nor this 52-inch Expert at $55. Nor th's 56-inch British Challenge at $50. As our worthy Philadelphia friend poetically remarks, "Don't be a Clam." Don't let some other fellow snap up the wheel you want, but write to us at once. It will pay you.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - - - ORANGE, N. J.

given them at Hartford on Sept. 4th or 5th, as we are advised that the Hartford Club will give special prizes for a team 20-mile road race between Meriden and New Haven cyclists, or if these men desire to test their comparative speed on the track a team will be made up for them on the track on one of the dates of the Hartford tournament. Now Meriden, now New Haven, pick out your teams and go to work training.

THE Connecticut Division of the L. A. W. will appropriate $200 to be used for the special entertainment of League members who visit the Hartford Wheel tournament Sept. 4th and 5th.

A VALUED correspondent from Jacksonville, Fla., writes us as follows: "Just think of a straight away road for forty miles as smooth and hard as almost any race track. That is what we Floridians in this vicinity have in the way of a track. Only forty minutes' ride from Jacksonville we have a little summer resort called Pablo-by-the-Sea, and stretching eight miles on one side and thirty-two on the other, we have one of the finest beaches in America, and at all tides rideable, being from 100 feet to 300 yards wide and as hard as one can imagine. Think of that for a course! We have some very promising riders. Lampkin did, on Decoration Day, five miles, with ten dead turns and half the course against the wind, in 17.10 on a roadster. If the fact of this beautiful track of beach were known I think a great many wheelmen would be induced to bring their wheels along when they came South in winter. We have a League club here of some twenty-six members. I am glad to see the stand you take in reference to the L. A. W. racing rules."

THE Fort Dayton Wheelmen, of Herkimer, N. Y., will hold a tournament July 4.

DE CIVRY, the well known French professional, and until lately the Rudge representative in Paris, is in trouble, and has been arrested on charge of tampering with the cash accounts, brought by Mr. Woodcock. Our exchanges state that the gambling tables of Monaco, poker at the Grand Café, Paris, and baccarat at one of the betting clubs of Paris, is the cause of the downfall.

HERE is a criticism of *Bi. News* on the American party: "Of the thirty tourists quite a third must be under twenty-one years of age, the youngest being sixteen and the oldest member of the party is fifty-one. Most are quietly disposed, with occasionally a suggestion of dryness in their manner; but all are gentlemanly, and 'all right when you know them.'"

THE Highlandville, Mass., wheelmen will hold a race meet at Highlandville, July 4th, and among the events are the following: Twenty-five mile handicap road race for bicycles, to start at 8.30 A. M. sharp; one-mile bicycle, novice; one-mile bicycle, open; three-mile bicycle handicap, and five-mile bicycle handicap; the last four to take place in the afternoon. There will be three prizes in every event except the novice race. Entries to be made to W. E. McCune, Highlandville, on or before July 1st. Entrance fee for all events except the 25-mile, 50 cents; entrance fee for 25-mile handicap road race, $1.

THE Louisville (Ky.) Cycle Club will hold a "Floating Concert" July 17, and already 1000 tickets have been issued. Eichorns' celebrated band has been engaged for the occasion by the Cycle Club and it is the intention of the club to make it *the* event of the season.

MANY of our wheelmen are yachtsmen as well. To such we can most heartily commend *The Yachtsman*, a publication devoted to that noble sport. The weekly cartoon of a famous yacht which they issue is alone worth the price of subscription, while the letter press increases its value as a record of news and events, and a collection of articles of a scientific value. The paper is published at No. 12 Pearl st., Boston.

THE city of Salem, Mass., has appropriated $5000 for the purchase of a steam road roller, and the local wheemen are rejoicing at the prospects of better roads. This city, abounding with interesting antiquities has always been a favorite resort for the touring cycler, and it is hoped that the fine riding surface that is the result of steam rolling may be the means of attracting more wheeling parties to the city.

THE Buffalo Club, at a late meeting, took a very decided stand on the question of scorching and coasting on the asphalt pavement of the crowded part of the city and officially put themselves on record by the following resolution: "Resolved, That the Buffalo Bicycle Club express their thorough disapproval of such practices, whether upon the part of members or others."

THE tour of the Tennessee Division will cover a distance of 201 miles. The start was made on the 19th inst, and was to end on the 22d inst.

AT the same meeting the nomination of Mr. W. S. Bull of the club, for election as Chief Consul, New York State Division L. A. W. was, upon motion of Dr. C. S. Butler, L. A. W. representative, unanimously endorsed, and his election recommended to all wheelmen throughout the State. Mr. Bull is at present acting Chief Consul and is doing yeoman service for the League.

THE Nashville Bicycle Club Constitution and By-Laws forbids sidewalk riding and insists that the laws governing vehicles on highways be respected.

A good deal of fun was washed out of the Kentucky Division meet at Danville, June 10th, by the rain. The road race was postponed and the cyclists made themselves happy (?) under cover.

ELI E. MILLETTE, of Randolph, Mass., 15 years old, while riding a bicycle the other day, was run over by a four-horse barge and was seriously injured. The bicycle was completely demolished.

THE two days', June 28-29, racing at Brooklyn of the L. I. W. and K. C. W. promises to be one of the most important meets this season.

THE Cambridgeport Club would have sent thirty men to Squantum on June 17 had the day been propitious and had they not been required to send their own lunch. The "commissary difficulty" decided the port boys not to go to Squantum.

COMPLAINT is made that a certain local club in passing through Canton, Mass., last Sunday made themselves obnoxious by singing, shouting, etc., while passing the churches in which service was being held. That kind of thing won't do.

CHELSEA, Mass., will have its usual Fourth of July races.

MR. EDMOND R. WYATT, a member of the Manhattan Bicycle Club of New York, recently died.

MR. W. O. ALDRICH, Box 423, Whitinsville, Mass., desires route along coast through Maine to St. Andrews, N. B.

WE have received our copy of the League programme, and a very attractive affair it is.

MR. W. F. PENDLETON writes: "In your issue of the 14th you published the names of successful century riders, but omitted the following: W. H. Putney and Jno. Post, Manhattan B. C.; Dr. A. C. Griffen and C. F. Johnson, unattached; Wm. F. Pendleton, N. Y. B. C. Please give us this much credit, as we need it I think after riding such a road."

CONNECTICUT DIVISION meet at Bridgeport, Ct., July 8.

THE Providence *Journal* takes us to do for the excision of the phrase, "no bigod nonsense," and refers to it as a quotation from Dickens. We do not yet believe that the expression is covered all over with good taste and we were surprised to see it in the columns of our contemporary, since in the same edition they reject a little poem as "unfit for publication," by reason of the use of the word "d—n." Old Jo Bagstock used to interlard his conversation with this word. Overhaul your Dickens, and when found make a note of it.

"JACK IS IN FOR IT."

Editor Bicycling World: You can through the medium of the BICYCLING WORLD impress Mr. W. Van Wagoner of Newport, R. I., with the fact that I shall either send him $10 or pay the bill, presented, for a $10 (sakes alive!) gold medal when he rides a bicycle a mile on any description of safety bicycle in *less* than three minutes with both hands tied behind his back. Mr. Van Wagoner may have three trials, one a day, all three to be ridden in public, before at least five well known cycling gentlemen, and within the space of two weeks between first and last trials. If Mr. Van Wagoner does not ride inside of three minutes in one of these trials he loses.

The mile must be one with 1760 yards in it, and an accurate stop-watch must be used to time with (Waterbury's and oil cans barred). In the event of his failing to do this phenomenal performance, if he will send me a $10 box of cigars (50 in a box), I shall take great pleasure in getting my friends to smoke the health of Mr. W. Van Wagoner of Newport, R. I., U. S. A.

Concessions: Five yards will be allowed to start off in and shall not be included in the timing. This distance of five yards is not included in the mile of 1760 yards which I have herein specified.

A chew of tobacco for balancing purposes shall be permitted.

Funeral expenses, if any, to be borne by Mr. Van Wagoner's friends. The agent for the machine which Mr. Van Wagoner rides shall be considered a competent judge of this wager.

N.B. The coast must be kept free of dogs, applewomen, policemen, clerks of the course, and other obstacles. Believe me, sir, ever to be, faithfully,

JAMES CUNNINGHAM PURVIS-BRUCE.

[Name is given in full at request of Mr. W. Van Wagoner of Newport, Rhode Island, U. S. A.]

LADIES' RECEPTION ROOM.

[All communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—Ed.]

President Kinghorn of the Providence Club writes of a run to Sookanosett Chapel, six miles from Providence, to a strawberry festival. Thirty-five gentlemen and six ladies attended. Before this the wheelmen of Providence have on several occasions made church festivals, basket parties, and the like the objective points of the runs. Indeed, it is not unusual to see a party on the return with handle bars piled high with irregular packages suggestive of prizes won, and to learn that pocketbooks have been emptied into some fair one's hands who has been simply irresistible as a worker. Thursday night it was strawberries and cream on the lawn for the benefit of the Auburn Free Library, and it wasn't the wheelmen's fault if the library didn't jump clean out of debt.

Cards are out for the marriage of Miss Georgia Blackmar to Mr. George R. McAuslan. The happy event is down for June 19 at Providence. They have been bright particular stars on many a festive wheeling occasion. They rode as a tandem till the bicycle came: then they parted, and now each rides alone. Now they join fortunes for the journey of life let us hope they will find the greatest pleasure in travelling together. My congratulations are heartily extended, and I wish I might have been with them on the happy occasion.

Mr. A. B. Irvin of Rushville just writes as follows: "Rushville has two lady bicyclists, Miss Mary Irvin and Miss Effie Irvin. The latter is my daughter and is only eight years and eight months old and rides a lady's bicycle, and can ride it well, too, being able to make a 10 or 15 mile run in ten days after getting the wheel. Both the riders learned to mount, ride, and dismount in three days, showing that the favorite is easily mastered. So far as I know these are the only lady riders in the State, and Miss Effie, I think, can lay claim to being the youngest road rider on a full-sized high grade wheel in the United States."

I congratulate the young ladies on their success. They will find much pleasure on the wheel and their health will be greatly benefited; but I think I have said a word of caution before to very young riders, and it may not be out of place to repeat it here. Ride carefully, don't overdo, else the young frame may be injured. There is no danger if care be taken.

From what one of the "sterner sex" suggests. T-bike and T-trike are the proper names, and still another from a different sourse: "Call them 'Bi-tandem' and 'Tri-tandem,' if those names are better than 'Tandem bicycle' and 'Tandem tricycle.'" Have we not had about enough of this discussion?

A Milwaukee correspondent writes that a new club is being formed in that city, and that fifteen ladies at least will join it.

There are two ladies' clubs at Buffalo. One has the use of the Buffalo Bicycle Club house and the other has no quarters yet. Miss Eva Chase, who is in the employ of Mr. Bowen, is filling up the membership of one club and she promises the largest ladies' club in the State, if not in America.

The Middlesex Cycle Club had a picnic at Humphrey's Point, Lynnfield, on Decoration day. Some thirty or forty cyclists gathered in spite of threatening weather. There were 17 ladies in the parlor. A picnic lunch, originally intended for serving on the grass, was served in a neighboring cottage. A very happy day was spent though the serenity was somewhat disturbed by ominous-looking clouds.

Miss Mabel Beers of the Middlesex Cycle Club rode from Everett to Newburyport June 1, a distance of 42 miles, making but one dismount in 25 miles. She rode back the following day as far as Ipswich, 12 miles, where the rain forced her to take the train.

DR. AGNEW'S DENIAL.

After nearly two weeks spent in the endeavor, I have to-day been enabled to interview Dr. Agnew as to the authenticity of the remark that "if he were shown a man who rode a bicycle, that he would in turn show in the rider a case of spinal complaint." I handed the Doctor the newspaper clipping in which he was credited with this new discovery, and as he read it his face for the moment was a study. At first a flash of anger swept over it, which was quickly followed by a pleasant smile as he handed the clipping back to me with these words: "I am so accustomed to being credited in the press with saying and doing things that have happened only in the brains of those who wrote them, that I have become used to the misrepresentation, and do not any more take the trouble to contradict, but since you have taken the pains to ascertain the truth of the statement in which I am accused of having said that any man who rides a bicycle has as a resultant therefrom a spinal trouble, you may say from me that it is as false a statement as it is an idiotic one. I never wrote, or in any other way became responsible for such an absurd statement, and you have my full authority to deny my having any connection with it."

Now this is the second time I put in no little labor to run to earth a lie against the physical benefits to be derived from judicious cycling, and I am getting tired of doing so. It seems really too bad that the idiots who have penned these articles against wheeling, can't find something else to devote their talents to, outside of putting in the columns of the press such uncalled for and untrue items. It can always be demonstrated that they are not true, but the demonstration of the untruth does not always reach the reader who has read the lie itself, and thus the evil that such items cause are of much greater magnitude than one would at first sight suppose.

Hawkshaw.

THE TOURISTS IN IRELAND.

Referring to a band of wandering "tramps" at present masquerading in Ireland under the guise of American cyclists, pray allow a little space in your esteemed paper. To begin at the beginning, or rather to begin at the ending of the last screed, we sighted land (Ireland) at daybreak Monday, May 27th. Never was there a sight more welcome than that of the green hills and water-eaten rocks on the coast of the "ould sod." After a few hours of feverish excitement, we seemingly crawled on towards Queenstown. At last came lunch, and in the midst of it the Jackal, the Queenstown tender, hove in sight.

A few moments more and we were all on deck, answering with unearthly shouts the greetings of the crowd of fine Irish wheelmen who were there to welcome us.

Another few moments, and we were literally in their arms and on their necks. What a time! What a crowd! What a greeting! The Cephalonia steamed away amid our loudest cheers, with many newly made, but none the less esteemed and regretted friends, and as she faded from sight in the distance, the last we could see was the American flag which Priest was waving. Then, the steamer gone, we were "in for it." Owing to the calculations having been made for our arrival on Sunday, one day too soon, we were obliged (to keep on our programme) to take train to Cork, and after getting our wheels, leave by train the same evening for Youghal, twenty-five miles.

To retrace steps: Among the many hearty fellows on the tender to welcome us were Jack White, of Dublin, Chief Consul for Ireland, Mr. Brennan, Consul for Lismore and district. Mr. Allport (to whose care our wheels were sent, and to whose ready and energetic assistance we owed much of our comfort on arrival), and many others of Cork, Dublin, Limerick and different cities and counties. On arriving at Youghal we met an immense crowd of wheelmen, and the Devonshire Arms was owned and occupied that night by over a hundred cyclists. Before supper, under escort of the local men, we visited the old church,—A. D. 1300,—and also the house of Sir Walter Raleigh, saw the spot where he planted the first potato in Europe, and the yew tree under which he sat when the servant threw water on his head to extinguish the fire and smoke of the then new habit of smoking, thinking him to have been on fire internally. After tea came a rousing evening of song and good cheer (liquid and otherwise), in which all the very best endeavors (and they were many and successful) of the noble-hearted Irish wheelmen were used to make our first night in Ireland a memorable one. At some time about "to-morrow" the revelling and roystering ceased, and the "Ammurricans" were allowed a few hours to rest before starting on the "rocky road to Dublin."

Bright and early next day we were up and off on the first day's riding of the great tour, and revelling in unlimited mud and rain. Dinner was taken at Mt. Mellerey Abbey, where the monks gave us a splendid and substantial greeting. The afternooa was a repetition of the rain and mud, but all that was forgotten in the grand reception tendered the American tourists as they entered the town of Dungarvan. Under arches and flags and amidst the plaudits of some thousands of people, we wheeled single file to our hotel. On arrival, through the kindness of Mr. Brennan, of Dublin, and that of the proprietor of the baths, all were enabled to enjoy a hot sea-water bath, which was fully and gratefully appreciated. The evening which followed was spent at the house of wholesouled Mr. Brennan, who spread a banquet for our entertainment.

Next day, after lunch at Kew Ross, where had it not been for the O'Faed we should have starved, we arrived at Emns for the night. The evening was devoted to an entertainment and supper by a local temperance society, and where the bright smiles and pretty faces more than atoned for the absence of "Ballyhooly."

Next day rode for lunch to Gorey, where we saw the monthly fair and spent the night at at Rathdrum. This was the first and last evening on which we were allowed to find amusement for ourselves in Ireland. While on an after supper stroll through the village a cart was hired, and swarming on we led a rabble rout of villagers a pretty dance up and down their native hills.

Friday afternoon we visited the home of Charles S. Parnell, outside of Rathdrum.

Saturday morning was the beginning of our last day's ride to Dublin. Some preferred train, but the majority rode. A few, under escort of R. J. McCredy and his wife on a tandem, visited Glendalough.

The O'Faed got in up to his knees in the lake, more than once. On nearing Dublin the weary Yankees and their escort found a lunch spread for them by the proprietor of the Wicklow Hotel. After lunch they proceeded to "The Scalp," a pass through a cleft hill ten miles out of Dublin, where they rested until the Dublin boys, to the number of 200 or 300 at the very least, had gathered. Then the procession moved on to a suitable place, where a large group was photographed. The remainder of the ride was a triumphal progress, and all arrived at the Wicklow in good order and condition, save an unfortunate couple who had gone astray, and (so missing the lunch) arrived half famished.

After a couple of hours to cool off and dress in, all repaired to the "Shelburne," where a magnificent banquet awaited us. After the many good things were finished and cigars lighted, "the feast of reason and the flow of soul" began. Mr. J. E. Beal responded to the toast, "The President of the United States:" Mr. Elwell to that of "Our Visitors:" Mr. P. H. Rielly proposed the toast of "Cycling in Ireland," responded to by W. Tyner, Esq., and H. A. Quinton, Esq.; "The Cycling Press," by W. Percy Low, Esq., "The O'Faed," "The Scorcher," and other notable men in the cycling world.

The American yell was given with a vim, and after the toast of "The Chairman," by W. Baynham, Esq., "God Save the Queen," "Auld Lang Syne," "For He's a jolly Good Fellow," the great banquet came to a glorious end, and will dwell forever in the memory of those fortunate Americans who were present at it.

Sunday was spent quietly in resting, writing, church-going, etc., and to-day has been allowed that all may make necessary purchases and refit ship. To-night we take boat for Liverpool direct (change in programme), and after breakfasting there, ride to Chester for the day. In concluding it would be unnatural should I not express the ten times ten thousand obligations under which our warm hearted Irish fellow-cyclists have put us, and I would reiterate Mr. Elwell's words that should they ever (as we hope they may) visit our land, we could not in any manner repay them for their unbounded and unsparing good fellowship and assistance. In this connection it is only just to mention the name of "Jack" White, Chief Consul for Ireland, who has been our Mentor night and day since we sighted the tender at Queenstown; Colie O'Connell and T. O'Brien, who came from Limerick and rode to Dungarvan; Mr. Brennan, of Dungarvan, who did all man could do, and opened both his heart and his doors to us; The O'Faed and Mr. Jo Pennell, to whose experience and assistance we owe much of our comfort; and Mr. R. J. McCredy, who with Mrs. McC. met us outside Rathdrum. To these and to a hundred others whose names have slipped from a feeble memory, but whose kind deeds and words shall never be forgotten, we (I think and feel sure I may speak for all my fellow tourists) are forever most deeply indebted, and should any or all of them ever come to America, it is the duty of all American cyclists, both as Americans and cyclists, to see that the right hand of fellowship is stretched out to meet them everywhere.

Pedals.

Dublin, Ireland, June 1.

LATER.—TOURISTS IN ENGLAND.

(*From Bi News.*)

A very rough passage was endured from Dublin to Liverpool, over thirteen hours being occupied upon the voyage, and the sea being so disturbed that no less than fifteen of the tourists were seasick. Breakfast having been taken on board, no prolonged stoppage was made at Liverpool, but the ferry was at once taken and wheels were mounted, a fine sunny morning enabling the ride to Chester to be accomplished before noon, first impressions of England being very favorable. After lunch, small groups set out upon separate tours of inspection of the interesting old town, and a party of twenty chartered a drag and drove to Hawarden, visiting the church and castle made famous by association with W. E. Gladstone, and thence to Eaton, the seat of the Duke of Westminister, the interior of whose magnificent mansion was inspected with keen appreciation of its costly adornments. A charming glimpse of one of the most sylvan stretches of the river Dee was enjoyed on the way back by the three—Collins, Cooper, and "Faed"—who elected to accompany the drag on their cycles; and after dinner several parties went boating on the Dee.

The absence of any local demonstration is a positive relief. We are told that all Chester was agog for our coming, on Sunday, and greatly disappointed at our non-arrival; but there is an evident impression that the welcome demonstration business was over done in Ireland; and the tourists will unquestionably prefer to be the recipients of such mild attentions as being escorted over local roads and having local "lions" indicated to them, rather than there should be a multiplicity of processional displays and big crowds.

Wednesday was an uneventful day, the ride being in a very commonplace district, and no local men joining except Oscar Taylor, who met us at Chester. Lunch was taken at Nantwich, and Stafford was reached with ease by 6 o'clock, the day being fine and warm, and the hills slight, but the surfaces indifferent. The attention of the Society for the Suppression of Vice is directed to the circumstance that the vile cobble stone *pave* in such village as Tarporley and Nantwich is calculated to provoke ebullitions of language totally unfit for publication.

LATEST.

(*Cable to New York Herald.*)

London, July 15.

The Stanley Cycling Club gave a dinner to the visiting American cyclists at the Inn's Court Hotel last evening, which was attended by nearly all the visiting wheelmen as well as by about sixty other advocates of rotary locomotion.

Toasts were drunk, speeches were made and songs were sung without number, and indeed everybody spent a most enjoyable evening and laid plans for the cycling excursion to Ripley to-morrow, when the American guests will be entertained by the Ripley Club.

JULY FOURTH IN HAGERSTOWN.

There is at least one place in this broad eagle stamped country where the rights of an American citizen are respected and unrestricted on the Fourth of July, and that place is Hagerstown, Maryland.

In that patriotic city you do not have to skulk up an alley, with one eye on the fire cracker and the other on the watch for a policeman, neither do you have to get a permit from the Mayor and go out in a ten-acre lot if you want to watch the frisky sky rocket scoot through the baby blue of our forty-five-mile atmosphere, to play tag with the comets and shine in opposition to the torches of space. No, you simply saunter down the street and toss the sizzing cracker in a friend's pocket, between the policeman's feet, at a stray dog, give it to a goat, or throw it in an open window, watch the result and keep an eye on some other fellow who has a bunch. When it comes time to give the sky rocket the grand send off, or in plainer words "the bounce," ten chances to one if you haven't a match the Mayor will furnish you one, and if it happens to go through some citizen's third story window, instead of where all good, well regulated sky rockets should go, the patriotic and light-hearted citizens will, if you want it, run upstairs and get you the stick.

In referring to my log book I find that I have spent two Fourths in Hagerstown.

In 1886 the Hagerstown Club sent an invitation to come up, have a parade, do up the road hog, etc., etc. This invite was extended to all the clubs, and members from nearly all were there.

A party of our club left Baltimore on the cars, bound to Winchester on the train, to ride over the pike to H. Those of us who went direct to H., consisting of Al and I, rode down to Williamsport the morning of the Fourth to meet them. They came along in three detachments, and I as usual joined the last and with them arrived in H. too late for the parade.

After dinner the fun began. I saw Yates and Al come walking up the street. Some one asked the former what made him look cross eyed. Both of them were too intent on some errand to make reply. We saw them disappear in a little store and in about ten minutes emerge, their pockets stuffed with fire crackers, torpedoes, spit devils and Roman candles. They walked solemnly down to the hotel and lighting a pack of crackers tossed them in the lobby, that was the beginning. In ten minutes there wasn't a cycler who wasn't amply supplied with those articles, and half the citizens likewise.

Down in the market space there was a potatoe race started. There were seven or eight long rows of potatoes, numbering say thirty to a row; the contestants were white and black boys from twelve to sixteen years old. At the head of each row a basket was placed. At the signal the contestants ran to the other end for the last potatoe, and returned to the basket to deposit it and then rush away for the then last one. He was the winner who first gathered up his row of potatoes.

The boys worked with a will until the smallest darkey boy, in his haste picked up a fire cracker, which exploded in his hand, instead of a potato. His antics were so amusing that spit devils, fire crackers and cart wheels were thrown amongst the potatoes so thick

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

and fast that the contestants became demoralized and the race was stopped.

Strolling down by the hotel I noticed a cycler sitting in a chair tilted against the front wall, carelessly swinging his legs. "Zip!" a fiery ball struck the wall close to his head; blip! another struck him on the arm; clip! another caught him in the chest, followed by two others.

The astonished and scared cycler gazed with startled eyes straight before him, and there was Al. tossing the still smoking shell of a Roman candle away and preparing to light another, by which time his target had fled.

There was a parade later on, which was pretty thoroughly routed by the crackers, etc., thrown in it.

The end of the fun that day was late at night, and it was a tired crowd that went to bed.

But the greatest time we ever had in Hagerstown happened the night of July 3d the year before, that was 1885.

A party, consisting of Sam C., Ned LeC., Ned H., Al and I arrived there that night from Winchester. About 11 P. M. we started down the street accompanied by Geo. L. of H. and Charlie M. of our own club. We were on our way to the market space to listen to a contest between the home and, I think, the Williamsport band. There were in H. that night a number of country people and also four or five sets of visiting firemen, as that fraternity intended having a parade the next day.

We had gone about half a square when we heard the cry of fire! And sure enough there was the smoke pouring from the crevices between the window sashes in the third story of a four-story warehouse occupied by a hardware firm.

"Now," exclaimed Updy, "if you ever saw a circus you'll see one now."

And we did.

Everybody, men, women and children, rushed pell mell to the scene, shouting and hooting at the top of their voices. Horns were blowing, bands playing, shooting crackers bursting, Roman candles flaring, sky rocket hissing, dogs barking, and in the midst of the hubbub, up dash the hose companies. Everybody was there except the man who had the key to the door.

"Kick the door open, bust in the windows," were tossed back and forth by the spectators.

Then the hose lines were attached to the plugs, the Hagerstown reservoir is so high that the pressure alone will force the water as high as any of its buildings, so there is no need for engines.

Crack, crark, crack, comes the warning, as the water bursts from the brass nozzles and leaps high up to where the dark smoke issues.

"Hurrah!" yells the crowd as it falls against the windows but its long leap leaves it too weak to break them.

"Look out!" we hear the cry up at the corner and simultaneously with it see the crowd scatter to the right and left, as the long ladder ladened truck swings round, drawn by half a hundred excited men. Quickly the ladder is torn from it and eager hands began to rear it.

"Hurrah!" again cries the crowd, as they see its skeleton-like outlines rise up.

The end is fully twenty feet from the ground.

"Look out, everybody," cry the litters, as they suddenly release and spring from under it.

Down she came and flattened out from fifteen to twenty unwary victims.

"Ha! ha! ha!" laughs the crowd as they rise and limp away. "Bravo! here come some more greenies." And the ladder is again lifted and when the flies walk unsuspectingly under down it again comes. While one crowd of firemen are having fun with the ladder those with the different hose alternately water the front of the building and the crowd.

Everybody was bossing around and I was also out in the middle of the street, bossing as big and as loud as any one.

"Look out!" I heard a dozen voices cry. I saw those around me scatter and turning to find the danger, it, in the shape of a solid stream of water struck me square in the face, and in a moment I was drenched to the skin and gasping for breath.

The crowd laughed and rocked and clapped its hands as I beat a hasty retreat to the hotel. When I again appeared, decked in a coat that nearly twice encircled my thin frame, the fire, as I have it in my log book, had become tired of melting nails and spikes and had died out.

The windows of the first floor had been broken and it and the cellar flooded.

The crowd was dispersing, the firemen were reeling up their wet hose, and the truck bearing the deadly ladder was disappearing around the corner.

SECRETARY.

MISSOURI DIVISION MEET.

ABOUT 180 miles west of the city of St. Louis the traveller on the Missouri Pacific Railway will notice that the train toils laboriously up a steep incline, from the fertile valley of a small river. At the summit of the elevation such a beautiful panorama spreads out before him to enchant the lover of the beautiful and elicit expressions of wonder from the most callous and indifferent.

The rich prairies and intersecting fine roads roll away in billowy undulations to the west as far as the eye can reach. To the south the sinuous course of the Lamine river is outlined in the dim distance by the fringe of tall timber that skirts its fertile banks. To the northward the undulations break away in bolder swells to an irregular background of stately timber.

The train speeds on and in a very few minutes the billowy surface is seen to rise and fall in gentler and still gentler undulations. Farm houses dot the landscape, rich pastures sprinkled over with fine cattle and sheep float before the delighted traveller, orchards and flower gardens scent the balmy air, rich grasses and vegetables of all kinds spring from the pregnant earth, till the whole landscape seems a vast sea of emerald studded with islands of bloom. This, now, is Pettis County, of which Sedalia is the county seat, and who will open wide her doors to those that attend the Missouri Division meet on July 3d and 4th, concerning which I wish to add a few words. In the first place the division has much to be thankful for in having such a worker as Consul Joe H. Kelly, who has been hard at work early and late arranging a programme the like of which has never been offered by any city outside of the one having the national meet. Arrangements are now being made to have the "Little Nichol Base Ball Club," all of whose members belong to the Missouri Bi. Club, attend, and they will be pitted against the Y. M. C. A. ball club of Sedalia, on the morning of the 4th. The hotel arrangements have been perfected and Sicher's Hotel will be the League headquarters. Regular rates, $2 per day, with a reduction of 50 cents per day to League members. This reduction, however, will only be granted on presentation of League ticket. This rule will be strictly enforced and the committee will see that the cry "anybody can get those rates" will not be heard at this meeting, consequently be sure to bring your League ticket and also your wheel, as but a limited number if any will be for rent for this occasion. Chairman Holm of the Transportation Committee is hard at work to have tickets placed on sale on the evening of the 2d, at the one fare rate, and is in hopes of having the concession granted. If not, tickets will be on sale early on the morning of the 3d, and this will enable most of the visitors to reach Sedalia in time to participate in the first day's programme.

Sedalia is by common consent admitted to be one of the most beautiful and enterprising cities of the West. From a small beginning in 1860 it has grown into a populous city of 20,000 inhabitants, with all the appliances, conveniences and paraphernalia of metropolitan life. Beautifully laid out upon a rich rolling prairie, its ample streets afford abundant room for the ever-increasing traffic of its rapidly growing business, while its spacious avenues, flanked with handsome residences and embowered in rich green foliage, present a picture of industrial activity on the one hand, and of rest, comfort and contentment on the other, rarely equalled.

Chairman Kelly has arranged the following prizes for the races: 1, one-mile bicycle, open, prizes—First, gold medal; second, Butcher cyclometer. 2, half-mile bicycle, Missouri Division championship, open only to L. A. W. members—First, gold medal; second, diamond scarf pin. 3, one-mile bicycle handicap—First, B. L. double barrelled shot gun, presented by D. H. Smith Hdw. Co.; second, Smith & Wesson revolver, presented by T. W. Clouey. 4, two-mile, Missouri Division championship, open only to L. A. W. members—First, gold medal; second, L. A. W. diamond pin. 5, one-mile safety, handicap—First, elegant gold-headed cane, presented by F. E. Hoffman; second, Victor cyclometer, presented by Overman Wheel Co. 6, one-mile team, open, three men in each team, all from one club—Pope cup, presented by the Pope Mfg. Co. 7, one-mile novice, open only to those who never won a prize—First, gold medal, presented by Heinrichs, "my jeweler;" second, fine silk hat, presented by Shultz & Rockwell; third, pair Kangaroo shoes, presented by Van Wagoner Bros.; 4, gold pen and holder, by C. D. Dexter. 8, two-mile bicycle, handicap—First, gold medal; second, nickeled Kelly saddle, presented by H. B. Smith Machine Co.; third, Dunlap hat, presented by J. A. Lamy & Co. 9, one-mile safety, open—First, B. L. D. B. shotgun; second, Standard cyclometer, presented by Gormully & Jeffery Mfg. Co.; third, bicycle racing shoes. 10, one-mile consolation—First, silver medal; second, set boxing gloves; third, gent's toilet set, presented by A. T. Fleischman; fourth, one dozen fine silk handkerchiefs, presented by F. B. Meyer & Bro. Banquet at Sicher's Park Hotel at 8.30 P. M.; presentation of prizes, 11 P. M.

LINNÆUS.

RACES AND RECORDS ON ROAD AND TRACK.

AT BOSTON, MASS.—The handicap race of the Harvard Bicycle Club took place last Saturday. The course was six times around Chestnut Hill reservoir, a distance of seven miles. Davis and Greenleaf were handicapped so heavily that they came in three-quarters of a mile behind the winner. The most interesting part of the race was between Davis and Greenleaf, the latter winning by about 100 yards. Barron won the race, his time being 23 minutes 51 seconds. Barron is developing into an unusually good rider. His time was within 47 seconds of Greenleaf's, although he rode a heavy machine an inch too large for him. Below is the order of the finish with the handicaps and time: (1) Barron, '91, handicap 3 1-4 min., time 23m. 51s.; (2) Holmes, '92, handicap 3 1-2m, time 24m. 17 1-2s.; (3) Spencer, '90, handicap 5m., time 26m. 19 1-2s.; (4) Rodemann, handicap 5m, time 27m. 16s.; (5) Greenleaf, '92, scratch, time 23m. 3 3-4s.; (6) Davis, '91, scratch, time 23m. 13s.

AT BROOKLYN, N. Y., June 15.—Rain and heavy track did not prevent the races at the Brooklyn Athletic grounds on Saturday. The rain destroyed an excellent chance for good gate, not one-tenth the number of spectators being present that there probably would have been had the weather been propitious. The cinder track had been put into splendid condition, and good sport was anticipated, but the steady downpour caused the track to be partly covered with water. The events resulted as follows: One-mile race for novices, run in two heats and a final; T. B. Hesse and A. S. Farmer won the first heat in 3m. 31 2-5s., and the second heat fell to A. H. Miles and H. A. Ostermayer, all of the Kings County Wheelmen; time, 3m. 41 3-5s. Hesse won the final heat easily in 4m.. Farmer second. In the two-mile race for members of the Long Island Wheelmen, C. H. Wise and W. Schumacher, both allowed 50 yards start, made a rare fight until the last lap, when Schumacher forged ahead and won; time, 6m. 55 2-5s. George W. Kieger, who started, dropped out at the end of a mile. One-mile race for safety wheels only, W. F. Murphy, Kings County Wheelmen (70 yards), first; W. G. Class, Brooklyn Bicycle Club (80 yards), second; J. F. Borland, Brooklyn Bicycle Club (80 yards), third; time, 3m. 35 3-5s. One-mile handicap, in two trial heats and a final: first heat—T. B. Hesse, Kings County Wheelmen (80 yards), first; L. L. Clarke, Brooklyn Athletic Club (75 yards), second; time, 3m. 19 3-5s. Second heat—F. S. Brown, Kings County Wheelmen (55 yards), first; C. M. Murphy, Kings County Wheelmen (55 yards), second; time, 3m. 25 3-5s. Final heat—Hesse, first; C. M. Murphy, second; Burgess, third; time, 3m. 3 2-5s. One-mile for novices, open to members of the Brooklyn Bicycle Club—W. E. Sheffield, first; W. J. Masterson, second; time, 3m. 55 3-5s. One-mile ride and run (in this event the men rode one lap, dismounted and ran a lap, pushing their machines, remounted, rode another lap, and so on)—R. W. Stiver, Kings County Wheelmen, won easily; E. P. Baggot, Kings County Wheelmen, second; time, 4m. 54s. Three-mile handicap—W. Schumacher, Long Island Wheelmen (100 yards), and W. F. Murphy, Kings County Wheelmen (175 yards), had a good fight for first place, Schumacher winning; time, 12m. 24 1-5s. One-mile consolation—Won by H. O. King, Kings County Wheelmen; J. Hanson, New York Club, second; time, 4m. 1-5s.

AT DETROIT, June 15.—Track.—Two-mile bicycle race, A. E. Lumsden, first; time, 6m. 6 1-6.

AT NEW ORLEANS, June 9.—Road.—Fourth race for the Batson medal. The road was in poor condition, being inches deep in dust, and fast time was out of the question. W. C. Greyot, with a start of fifty seconds, did some good riding, and finished first, doing the three miles in 13m. 25s.; R. M. Sprigg (scratch), second, in 12m. 55s.; L. J. Frederic, (thirty seconds) "headered," and was buried out of sight in the dust.

AT PHILADELPHIA.—The races at the Odd Fellows' annual sports held at the State Fair grounds on Saturday were well contested, but, as usual, resulted in a walk-over for W. W. Taxis. This young man, who is but 18, is developing into a first-class rider, and with practice and training will, I think, make one of the coming flyers. I put him down as unquestionably the fastest man in Pennsylvania today. Six men started in the one mile race against a heavy head wind and a rough track. Taxis won, with Draper second, the latter losing a shoe in his final effort, with Pyle a short head back. The latter leaned too far forward and took a header right on the tape. In the two-mile race Taxis won, with McDaniel second and M. J. Baily third. Time of winner, 7 min. 13 3-4 sec. By the time the seven mile race was started it had commenced to cloud over, and when about two miles had been ridden the storm broke. The rain came down in torrents, and all the spectators who were housed in the grand stand, expected to see the contestants give up. It was too much for some of them, but Taxis, McDaniel, Draper, Kendrick and Baily kept on. Just in front of the grand stand one of the spectators in crossing the track got directly in front of Baily, giving him a header and throwing him out of the race, and Kendrick soon after skidded his wheel on the wet clay, and he gave out. Taxis, McDaniel and Draper were now the only three left, and they stuck to it until they were forced to dismount by the machines clogging with mud. Although off their wheels the race was not yet over, the riders trundling their wheels, and Taxis's long stride put him ahead of the others. McDaniel attempted to carry his machine, but he soon gave that up, and Draper and the M. C. A. man stuck it out for another lap through the mud and rain. They were then stopped by the judges, who awarded first prize to Taxis, amid the enthusiastic cheers of the spectators, who applauded the plucky riders again and again.

AT NEW YORK, June 15.—Under the auspices of the New York Athletic Club, Two-mile bicycle race was won by E. Valentine; time, 6m. 58 2-5s.

AT EXETER, N. H., June 12th.—Track.—Interscholastic tournament between Phillips Exeter and Phillips Andover. One-mile bicycle race, heats, first heat won by Burr of Andover, time, 3.19 1-4; second heat won by Hallock of Andover, time, 3.22 3-4; both beating records in each school. One-mile bicycle race, won by Hallock of Andover; time, 3m. 18s.

AT DENVER, COL., June 17.—The six days' female bicycle race, between Helen Baldwin, Jessie Woods, Kittie Brown, Jessie Oakes and Louise Armaindo, was concluded at the Athletic Park at 10.30 P. M. last night. Brown won by only 8 feet, making 185 miles 528 feet; Baldwin, 185 miles 520 feet; Armaindo, 175 miles 2 laps; Woods, 151 miles 3 laps. While on the track Tuesday Oakes took a header, which rendered her insensible for two hours and forced her to retire from the race.

AT BOSTON.—W. S. Doane, of the Dorchester Bi. Club, started out on Sunday morning, June 16, at 5 A. M., and rode to Providence, via Sharon and Foxboro', a distance of 45 miles, in four hours and five minutes. For 30 miles out of the 90 miles on the round trip the roads were beastly and the weather very warm. After stopping in Providence for about one and one half hours he climbed College Hill, a well known hill to wheelmen, and rode via Pawtucket and North and East Attleboro to Dorchester, arriving there shortly after 4 o'clock, with 94 miles to his credit, and then he started out again and finished the 100 miles in 10 hours 55 minutes total time, and 8.55 actual time, having stopped just three hours for rest, nourishment, etc. Between Foxboro and East Attleboro' he met the Cambridge Club on their run to Providence, and at Pawtucket met Mr. H. L. Spencer. At Foxboro' rode to Sharon with Mr. Rich and met several acquaintances of his at Cobbs'. Doane used a Butcher Cyclometer, and at the start it registered 6 miles and at the finish 113 miles and a small fraction, making a total distance of 107 miles in total time of 13 hours 20 minutes. This we think is the best time ever made on a safety in this country for 100 miles on the road, and also the longest day's run that has yet been taken. Doane's idea was not to run for time but just to see if he could run the 100 miles. His mount was a Royal Singer Safety geared to 57 inches, and weighing about 40 pounds.

GREAT CENTURY MEMENTOS.

THE G. C. R. memento pins will be ready about the 24th of June, and are being made by John Frick, New York, at a cost of one dollar each, but are only obtainable through the Chairman of the Committee of Arrangements, L. A. Clark, 25 Broad street, to whom the money should be sent as early as possible. Only those actually in the run are eligible to purchase them.

Each "survivor" will receive an extra bar marked with that word in relief. The design is that of a wheel, in relief, with five spokes on a disc of silver one and one eighth inches in diameter, among the spokes of which is twined a ribbon, containing the words, in relief, "Great Century Run—Orange to Philadelphia—June 8—1889," and in the centre are the figures "100."

The committee will take pleasure in presenting, on completion, one of the memento pins done in gold to Miss Kate W. Welch, of Germantown, as an expression of appreciation by the G. C. R., 1889, of that young lady's plucky ride. In this find the promised explanation of the expenditure of the balance remaining in the committee's hands.

Both Trenton photographs have been received in New York and are very good. They are fifty-four cents each, including postage, and may be obtained by sending that amount either to D. S. Crystal & Co., 208 Broad street, Trenton, or to L. Haldridge, 4 South Green street. The latter was the "man in the window."

A TRIP TO HALIFAX AND ANNAPOLIS, NOVA SCOTIA.

A PARTY of wheelmen will leave Boston about July 1 by boat to Halifax, N. S., and thence by wheel to Annapolis, a distance of about 115 miles over most excellent roads. At Halifax, from July 5 to July 10, a summer carnival of outdoor sports will be held, and it is the purpose of the wheelmen to take this in. The wheelmen of Halifax will take the visitors in hand and look after them during their stay in that city.

The Cambridgeport (Mass.) Club have the matter in charge, and are anxious to have wheelmen from New England, New York, Washington, Philadelphia, and, in fact, from all over the country, join them. It will be a most delightful trip, and the valley of the Annapolis is famed the world over for its beauty. The carnival at Halifax will be one of all kinds of outdoor sports, and the military and naval displays by the British garrison and fleet will be a novel feature.

The regular fare to and from Halifax by boat is about $10, but it is hoped to get a reduction from these prices. Wheels ridden by excursionists will be admitted into Nova Scotia free of duty on personal bond being given that they be taken back into the United States.

For further particulars address W. T. Roop, 557 Main, street, Cambridgeport, Mass.; or R. B. McLean, 407 Main street Cambridgeport, Mass.

A correspondent writes: "Mr. E. Elliott's quadricycle seems to be the popular machine for giving the babies an airing. I think there are no less than eight gentlemen in Newton who employ the wheel to give baby a ride, and I saw one the other day with a double seat add two babies on wheel."

HOWARD A. SMITH & CO., of Newark, N. J., report good returns from their advertisement in the BICYCLING WORLD. See their second-hand list as corrected in this issue.

"THE best thing yet!" That is the way a young man put it who made arrangements to work for B. F. Johnson & Co., of Richmond, Va. You can get further information by dropping them a card.

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

WE received a most elegant illustrated Guide to Boston, and we desire to acknowledge to Messrs. Singer & Co. our thanks for the same. The book contains 304 pages of most valuable information and the illustrations are excellent. The cover is in colors and is a work of art. To those visiting, or about to visit Boston, the Guide would prove invaluable.

MR. H. S. OWEN of the Capitol Cycle Co., of Washington, and importers of the Psyco, was in the city last Tuesday and we had the pleasure of a call from him. He reports business as being excellent and is making preparations for a still further increase.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



Price $115. GET A VOLANT OR GET LEFT.

"One Way to Take a Little Exercise."

Canon Moore, the late Vicar of Spalding, used to tell a good story against himself. In his capacity of magistrate he was once visiting the county jail, and, expatiated to a friend who was with him on the virtues of the treadmill. Warming with his theme, he declared that he often wished he had one at home to give him the gentle exercise he required, but was too lazy to take, except under compulsion; and, to remove his friend's scepticism, he asked the warder to give him a turn. Round went the mill, the Canon declaring that the movement was delightful, but after about two minutes of it he had had quite enough, and called on the warder to stop the mill. To his horror the warder answered: "Very sorry, sir, I can't; its timed to go fifteen minutes, and won't stop before."

L. P. Thayer, Editor of the Vermont *Bicycle*, writes: "The Volant goes finely, and has already made a favorable impression among the boys."

Springfield Bicycle Mfg. Co.,
178 Columbus Ave., Boston, Mass.

Second-Hand Wheels and Typewriters



of all kinds bought, sold and taken in exchange on any new wheel in the market—Safeties included. We constantly carry 300 to 400 wheels, including many rare bargains in **Second-Hand and Shop Worn Cycles.** Send for latest List and Catalogue describing every American make and many novelties in Sundries. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.

'CYCLES ON EASY PAYMENTS,

With no extra charge charge except 8 per cent. interest—Victors, Springfield Roadsters, Columbias, Champions, Rivals, Stars, Ramblers, Warwicks, Ottos, and ALL other makes. Prices on all wheels guaranteed as low as the lowest. Low rates by fast freight and express—13 railroads. Best makes boys' wheels cheap. Send for 40p. illus. Cata. with full particulars. Repairing and Nickeling.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.

Browning, King & Co.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W. UNIFORMS.**
COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

BARGAINS.

Victor Tricycle, LATEST model; good as new; $110. 52-inch Royal Mail Bicycle; balls all round; used only 50 miles; for $75; cost $137.50. 40-inch Ideal; A No. 1. $25.

Bicycle Hoist, by mail, $1.50.
LINCOLN HOLLAND & CO.,
Worcester, Mass.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

REMOVED.

Owing to large increase of business we have been obliged to remove our Repair Shop to more Roomy quarters. We are now situated so as to furnish our customers with first-class accommodations, and can execute all Orders for Repairing **promptly.**

HARRIS & HABERER,
15 West Chippewa St.,
BUFFALO, - - - N. Y.

CAN'T SELL

Your old wheel, on account of the Safety craze?

.·. WE CAN .·.

Write us and see; enclose stamp if you care for reply.

CLINTON CYCLE CO.,
CLINTON, - - - - Mass.

PEDAL LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents Wanted.

Enamel, $5.50. Nickel, $6.00.
Write to
W. T. BOWERS, Saco, Me.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 342 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty



$3.00 $3.00

Toulmin's Buffalo Bicycle Shoe,
Made only of Genuine Kangaroo, $3.00.

Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

Bicycle Hose.



We will send by mail one pair of our celebrated **BICYCLE HOSE** on receipt of

35 CENTS.

Colors—Brown, Black, Navy and Gray.

Be sure and send *size* and *color*.

We also will send by mail an **ELEGANT SILK BELT,** with a new design of Lawn Tennis Buckle, on receipt 25c.

Ira Perego & Co.
128, 130, 132 Fulton St., 87 Nassau St.,
New York.
Send 5c. stamp for new Illustrated Catalogue.

Sporting Goods of Every Description.



SMITH MFG. CO. P. P.,

Nos. 121 and 123 Fulton St.
NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

BARGAINS.

One Crypto geared Pony Extraordinary Safety, nearly new; fine hill climbing wheel, with lamp, cyclometer and bell. Offers solicited. Columbia Tandem Tricycle, used one year, $175. 54-inch Expert Columbia, full nickel, fine order, balls all round, '85 pattern, with Lakin Cyclometer, $80. 54-inch Columbia Lt. Roadster, '88 pattern, nearly new, $100. Quadrant Tandem Tricycle, good as new, $200.

Eisenbrandt Bros.,
424 E. Baltimore St., BALTIMORE, MD.

The "BICYCLE" Free

Send names of 10 who talk of buying a wheel this year, and we will send you the *Bicycle* Free.

BICYCLE West Randolph, Vt.

H. W. HIGHAM,

905 G St., Northwest. WASHINGTON, D. C.
—DEALER IN—
American and English Cycles and Sundries.
First-Class Repairing ONLY.
Every attention given to repairs from the South.
Parts and Sundries Supplied for all Machines.
RIDING SCHOOL OPEN SHORTLY.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

Have You Renewed?

IF NOT,

RENEW THIS WEEK.

Renewal Season Ends June 29th.

Uniform and Official Organ.

To all Chief Consuls:

Important questions having arisen relative to the League Uniform and as to official organs in and for Divisions, Chief Consuls of Divisions are requested to meet the Executive Committee for conference at Hagerstown, Md., July 2, 3, and 4, 1889, during the tenth annual meet.

In cases where Chief Consuls shall be unable to attend, they are particularly requested to have a representative at the meeting with authority to express their views. Yours fraternally, CHARLES H. LUSCOMB, President L. A. W.

280 Broadway, N. Y., June 12, 1889.

West Virginia.

Mr. Howard P. Wilkinson, having resigned as Chief Consul of West Virginia by reason of lack of time to attend to the duties of the office; upon his recommendation, Mr. Clarence E. Irwin of Wheeling, West Virginia, is hereby appointed Chief Consul for the unexpired term. CHARLES H. LUSCOMB,
President L. A. W

Minnesota Hotels.

I have appointed the following League Hotels:

Commercial House, Crookston, regular rates $2.00 L. A. W. $1.50.

Sank Centre House, Sank Centre, regular rates $2.00, L. A. W. $1.50.

The Griggs House at Grand Forks, Dakota, will also make a reduced rate of $1.50 to L. A. W. members.

Mr. E. C. Carruth is appointed Local Consul at Crookston.

T. M. SLOSSON,
Chief Consul Minnesota Division.

Minnesota Hotels.

The Commercial Hotel at Detroit is hereby appointed League hotel for that place. Regular rates $2.00, L. A. W. rates $1.50.

The Headquarters Hotel at Fargo, Dakota, will make a reduced rate from $2.00 to $1.50.

T. M. SLOSSON, Chief Consul Minnesota Div.
Minneapolis, Minn., June 13, 1889.

Massachusetts.

Circular No. 24.

To the members of the Massachusetts Division.

Notice is hereby given that the annual meet of the Division will be held at Cottage City, August 8, 9 and 10. These dates are given that members may arrange their vacation accordingly. Further notice of arrangements will be given at the proper time. Fraternally,

WM. H. EMERY, Chief Consul.

Circular No. 25.

To the members of the Massachusetts Division.

The supply of Road Books has been exhausted and new members will be obliged to wait until the new edition is printed, The will probably be ready in August. Fraternally, WM. H. EMERY,
Chief Consul.

Michigan.

I hereby appoint Lon M. Waters, Consul for Lansing, vice, L. J. Bates resigned, and E. A. Wallace, Consul for Ypsilanti, vice C. M. Glover resigned.

League Hotel at Detroit: "The Wayne, regular rates $2.50 per day, League rate $2.00.

League Hotel at Lansing: "Hotel Downey." Terms to L. A. W. members 20 per cent from regular rates.

League Hotel at Grand Ledge: "Tinkham House" 25 per cent discount from regular rates to all League members.

League repair shops—East Saginaw, H. D. Osborn, 123 N. Jefferson st., Walter L. Marr, 341 So. 7th street. Battle Creek, Central Mfg. Co., 303 West Main street.

Fraternally, A. B. RICHMOND,
Chief Consul.

Suspensions.

For violation of clause 3, of racing rule F, on May 30, at North Adams, Messrs. Chas. Lassor of Hoosick Falls, N. Y., McKee of Pittsburg, Mass., and Shields are suspended from the race track until July 1, 1889. Amateurs are warned not to compete with the men during suspension. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Tennessee Appointment.

Mr. Julius Selig is hereby appointed consul for Memphis, in the place of Mr. R. W. Slusser who has removed from Memphis. Mr. Selig's term of office expires September 1st, 1889. Fraternally,

JOSEPH R. WILSON, Jr., Chief Consul.

New York State Division.

Consuls and Hotels.

List No. 3.

Place.	Consul.	Hotel.
Albany,		Globe Hotel
Caledonia,		Annin's Trout Ponds
Lewiston,		Waggoner Hotel
Rossburgh,	J. Willis Stockwell,	
Salamanca,		Dudley House
Schenectady,	Ed. L. Davis,	Carley House
Upper Red Hook,		Park Hotel
Yonkers,		Getty House

W. S. BELL, Chief Consul.

Michigan.

To the Members of the Michigan Division:

I am very much pleased at the manner in which the members of the Division have attended to renewals. We are far in advance of last year, but there are still a great many laggards and as there are only a few days left in which to renew, please attend to it at once and see that your renewal goes in without further delay.

Fraternally, A. B. RICHMOND,
Chief Consul.

Kentucky.

The Kentucky Division L. A. W. met in Danville, June 10, 1889, with Chief Consul Cromінger in the chair. Owing to the absence of Secretary-Treasurer Watcher, Mr. A. J. Lamb was appointed Secretary pro tem.

26 members answered to the roll call. Minutes of meeting held July 4th, overlooked in the papers sent by Secretary.

Report of Secretary-Treasurer read and accepted.

Nominations for Chief Consul resulted in the mention of one candidate only, and as result, the election was made unanimous: A. J. Lamb, C. C., and G. E. Johnson, Secretary-Treasurer, both of Louisville.

Offer of photographer to take photograph of group at 75 cents per picture accepted. Run to Limetta Springs in afternoon decided upon, but rain prevented.

Invitation of Comedy Co. to attend their performance accepted, and 35 seats reserved.

Next meet to be held in Louisville, June 23rd, and take part in St. Johns Day parade.

Road-book to have the roads added to present map, and committee to be appointed by Chief Consul.

Adjourned, A. J. LAMB, Act'g Sec.-Treas.

Report of the Sec. Treas. Ky. Div. L. A. W.

RECEIPTS.

1888.			
July 4.	Balance		$75.13
Aug. 1.	Cash per Bassett's check for names in June; 3 at 37 1-2 cts.	$1.12	
Oct. 1.	Cash on account applications in July, August and September.	5.10	
1889.			
May 10.	Cash on account of July settlement for appl. and renewals.	24.20	
June 1.	Road Book—		
	For advertisements as follows:		
	Pope Mfg. Co.	$5 00	
	Chas. Banauer	5.00	
	Huber & Allison	5.00	
	Sold 2 books.	1.60	
		16.60	
			40.42
			$121.55

DISBURSEMENTS.

1888.			
July 10.	Hall rent		$2.00
	Circulars		1.00
Aug. 25.	Election expense, 100 stamped envelopes at 55 c. per 25	3.05	
	Sending same to A. J. Lamb.	.05	
Sept. 20.	Postage stamps to C. C.	2.00	
	500 printed envelopes	2.00	
	600 Note Heads	2.50	
1880.			
Feb. 11.	Postage stamps	2.00	
May 29.	Renewal blanks	1.50	
	Meet circulars	2.50	
	Envelopes, stamps, etc.	2.00	
June 1.	Road book—		
	Bill R. T. Morris, printing	$20.00	
	Bill H. C. Sherick, binding	1 00	
	Bill M. A. Harris & Co. maps	12 00	
		30.00	
			$57.20
	Balance June 10		$64.35

A. M. WATCHER, Sec.-Treas.

Danville, Ky., June 10, 1889.

Connecticut Division.

A meeting of the Board of Officers of this Division was held Monday, June 10th, in the rooms of the Columbia Cycle Club, Hartford.

Meeting called to order at 3.30, Chief Consul Larom in the chair.

The following gentlemen were present: Chief Consul C. E. Larom; Vice Consul, Chas. L. Brockway; Secretary-Treasurer, E. A. De Blois; and Representatives, D. J. Post and W. H. Squire.

An invitation from the Bridgeport Wheel Club and the Rambling Wheelmen to hold the next annual meeting of the Division at Bridgeport during the early part of July was accepted and the Secretary was instructed to notify them to that effect, and to also inform them that the Chief Consul would shortly appoint the date on which it would be most convenient for the Division to attend.

Motion to hold a Fall Division Meet at Hartford early in September, date or dates to be named by Chief Consul later, and that the sum of $200 be appropriated to be disbursed in entertaining the members of the Division, by a committee of three, Chief Consul chairman with power to appoint remaining members, was carried.

After some discussion it was decided not to re-issue another lot of Road Books this year, as it was thought enough remained on hand to last through the season.

Adjourned, E. A. DE BLOIS,
Secretary-Treasurer.

Kansas.

Fourth annual meet Kansas Division L. A. W. at Ottawa, Kansas, June 4th and 5th, 1889. Meeting was called to order by Chief Consul W. C. Bradley in the chair; no business coming on motion adjourned to 10 o'clock next morning.

Meeting called to order by C. C. Bradley in chair. Minutes of the last meeting were read and adopted. Secretary-Treasurer's report read and referred to Finance Committee. Report of Racing Board that they had given the Ottawa Wheelmen the half mile, one mile and five mile State championship, and the Atchison Wheelmen the two mile, three mile and ten mile State championship was accepted.

On motion of Charles Davis the election of Racing and Touring Committee be deferred until some routine business be brought up and carried. On motion that a committee be appointed to get up a goodly number of new hand books was carried. Otto H. Wuttekuhler and Chas. S. Davis were the committee appointed.

Then on motion, a committee be appointed to revise their Constitution and By Laws to conform with the National was carried, and F. W. Metcalf, A. R. Mulvane and Otto Wuttekuhler were appointed.

Then the following changes were separately adopted:

In Art. III. of Constitution to insert the following after the word "members," one representative from each League club of not less than 20 members, and an additional representative for each 50 additional members upon its roll on July 1st.

The term of office shall commence on the first day of September each year.

Art. II. of By-Laws, Sec. "A." to insert the words "between the 15th day of July and 15th day of August" after the word Division.

Art. II. of By-Laws, Sec. 1 "B." Order of Business shall be: 1, Roll Call; 2, Reading records of previous meeting; 3, Report of Chief Consul; 4, Report of Secretary-Treasurer; 5, Communication from Board of Officers; 6, Report of Committees; 7, Election of Officers; 8, Election of Racing Committee; 9, Election of Touring Committee; 10, Miscellaneous Business; 11, Adjournment.

Art. II. of By-Laws to make a new section, No. 4, as follows: The officers shall hold an annual meeting in the month of September, and shall elect from the Division one delegate for each 200 members upon its roll on Sept. 1st; such delegate with the Chief Consul and Vice Consul shall represent the Division at the National Assembly.

On motion and carried the changes and additions were adopted as a whole, and committee still continued to investigate if any more changes or additions are necessary.

On motion of Henry Flynn a vote of thanks be tendered the Ottawa Wheelmen for hospitality, use of rooms, etc., was carried.

On motion and carried the old Racing and Touring Committees were elected unanimously by acclamation.

At roll call 39 members were present. Adjourned.

OTTO H. WUTTEKUHLER,
Sec.-Treas. Kansas Div.

New League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 228—New Lisbon Wheelmen, New Lisbon, Ohio. W. H. Pritchard, Sec.

No. 229—Columbia Bicycle Club, Buffalo, N. Y. W. H. H. Bailey, Sec.

No. 230—Whitinsville Bi. Club, Whitinsville, Mass. A. S. Noyes, Sec.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 104—Total 180.

BOSTON, June 21, 1889.

CALIFORNIA DIVISION—4.

Bay City Wheelmen.

23511 Marshall, A., 40 12th st., San Francisco
23512 Crooks, J., Benicia

Unattached.

23571 Brown, John F. Jr., 201 Sansome st., San Francisco
23579 Durrant, W. H. T., 1025 Fair Oaks st., San Francisco

CONNECTICUT DIVISION—14.

Hartford W. C.

23545 Willson, Everett C., "Evening Post," Hartford

Bridgeport W. C.

23575 Wallace, C. D., 408 State st., Bridgeport
23577 Yost, C. W., 100 Cottage st., "

Meriden Wheel C.

23550 Breckenridge, A. E., Meriden
23557 Ives, F. F., "

N. H. Bi. Club.

23480 Backus, H. C., 20 Forbes ave., New Haven
23530 Kinney, F. X., 80 Orange st., "

Rambling Wheelmen.

23574 Raymond, Edward S., 204 Fairfield ave., Bridgeport

Unattached.

23470 Lord, H. G., 18 Squire st., Hartford
23513 Fox, Edwin W., 83 Governor st., "
23555 Fellowes, F. Wayland, 65 Whitney ave., New Haven
23570 Avery, Alfred A., 9 Bassick ave., Bridgeport
23572 Tilton, Walter H., 235 Dixwell ave., N. Haven
23573 Smith, Louis E., 42 Chestnut st., "

DISTRICT OF COLUMBIA DIVISION—7.

Unattached.

23558 McComas, Percy G., cor. 14th and L sts, N. W. Washington
23580 Teller, Wm. F., 15th and Ohio ave. N. W. Washington
23579 Kosuck, S. W., 521 10th st., N. W., "
23572 Crawford, Robert S., 1110 E st. N. W., "
23581 Indermeyer, H., 202 7th st., S. W., "
23582 Hoyme, H. H., 612 G st., S. W., "
23583 Palmer, F. A., 205 Del ave., N. E "

ILLINOIS DIVISION—20.

Acolus C. C.

23514 Nieman, H. C., 630 W. Superior st., Chicago
23515 Boss, Arthur W., 383 No. Paulina st., "
23516 Swenson, B. V., 143 No. Robey st., "

Ottawa C. C.

23517 Dyer, Edgar G., 824 Columbus st., Ottawa
23518 Weiss, Wm. C., care "Victor Mills," "

Kankakee Ramblers.

23507 Waterman, Frank D., Kankakee

Joliet C. C.

23601 Adam, R. M., Joliet

Peoria Bi. Club.

23585 Wolcott, James T., 521 Fayette st., Peoria
23586 McCullock, W. H., 1st Nat'l Bank, "
23587 Mutchmore, S. C., care Chas. Duke, "

Watch Factory B. C.

23581 Ide, Ferd F., 422 Main st., "
23590 Murray, W. H. H., 627 Moss ave., "
23591 Wormwood, J. V., care Watch Co., "
23592 Lucas, F. B., 905 Moss ave., "
23593 Daveler, Harry J., 204 S. Orange, "
23594 Houghton, Thomas, 307 S. Orange, "
23595 Burns, John H., care Watch Co., "
23596 Erler, Willie, " " "
23597 Vogelsang, Chas., " " "
23598 Fromm, Robert, 204 S. Orange, "
23599 Gould, Henry B., 211 So. Douglas st., "
23600 Hammond, W. W., 307 S. Garfield av., "

Unattached.

23494 Nelsar, Alvin, 365 W. Superior st., Chicago
23537 Law, David H. Jr., Dixon
23584 Stevens, Lester W., 361 S. Oakley av., Chicago
23588 Tillson, A. H. Jr., Dixon

INDIANA DIVISION—1.

Unattached.

23538 Comstock, Wilbur, Warsaw

KANSAS DIVISION—3.

Unattached.

23502 Wuttekuhler, E., Manfrs. Nat. Bank, Leavenworth
23583 Carl, Chas. E., 701 Olive st., "
23584 Puckett, Frank A., Box 153, "

LOUISIANA DIVISION—1.

Unattached.

23565 Stewart, John Nelson, 50 Union, New Orleans

MAINE DIVISION—1.

Unattached.

23487 Bayley, Dwight S., 8 Bramhall st., Portland

MARYLAND DIVISION—15.

Baltimore C. C.

23539 Sauerwein, R. Taylor, 1708 Madison ave., Baltimore
23600 Menkert, H. E., Lexington & Paca, "

Hagerstown Bi. Club.

23669 King, Samuel L., Jr., Hagerstown

Centaur Club.

23522 Shaw, J. Emory, 1002 E. Balto. st., Baltimore

Maryland Bi. Club.

23510 Jones, Walter, 2120 Maryland ave., "
23520 Sloan, C. W., 409 Second st., "
23521 Whitelock, Geo., 10 E. Lexington st., "

Victor B. C.

23524 Butler, Dorsey, 110 Hanover st., "

Unattached.

23550 Dieter, John P., 871 Hollins st., "
23523 Morfit, T. Garrison, 1420 John st., "
23511 Rolker, John G., 1021 E. Preston st., "
23510 Kernagood, Lee, 837 W. Fayette, "
23560 Gorsuch, H. Payson, Citoctin Furnaces
23568 Ives, Wm. M., 1420 E. Chase st., Baltimore
23007 Stone, S. S., 300 N. Corey st., "

MASSACHUSETTS DIVISION—18.

New Bedford C. C.

23015 Jenkins, Frank M., 27 Purchase st., New Bedford

Danvers C. C.

23002 Robson, Hugh, 30 Boston st., Salem

Unattached.

23003 Bliss, A. L., Box 244, Fairhaven
23001 White, Curtis M., Newton Centre
23525 Dewson, F. A., Box 1534, Boston
23512 Smith, Norman K., 377 Columbus ave., "
23502 Clark, H. A., Pumping Station, Dorchester
23543 Stantial, F. G., Melrose
23017 Stone, Frank E., M. D., 25 No. Common st., Lynn
23561 Stevens, F. D. S., M. D., 5 No. Common st., Lynn
23508 Mulliken, Geo. H., Box 21, Roxbury
23014 Ewing, Geo. Clinton, Box 579, Amherst
23011 Goss, F. M., Watertown
23013 Richardson, Chas. M., 146 Congress st., Boston
23012 Keyes, G. F., 146 Congress st., "
23004 Kistler, A. M., Newton Centre
23010 George, C. L. S., 85 Washington st., New Bedford
23010 Barber, Benj. A., 1 Grout et., Worcester

MICHIGAN DIVISION—8.

Unattached.

23526 Galer, C. W., G. R. & I. R. R. Gen'l Office, Grand Rapids
23527 Whittemore, Ed., 358 Lyon st., "
23016 Cobe, Geo., Y. M. C. A., Detroit
23018 Downs, Wm. H., 96 Bates st., "

Port Huron Wheelmen.

23620 Baker, Fred A., Port Huron
23621 Beard, Alex., "
23622 Bennett, Lew, "
23623 Foster, Will, "

MINNESOTA DIVISION—2.

St. Paul C. C.

23544 McDonald, E. E., 252 W. 5th st., St. Paul
23545 Kershaw, A. L., care M. P. & M. Ry. shops, St. Paul

MISSOURI DIVISION—1.

Missouri B. C.

23563 Peck, Charles H. 3d, 7 Vandewenter pl., St. Louis

NEBRASKA DIVISION—1.

Fremont W. C.

23564 Truesdell, Edgar A., Box 86, Fremont

NEW JERSEY DIVISION—5.

N. J. Athletic C.

23505 Boota, Edw. H., Box 222, Bayonne
23506 Chadwick, Walter M., Box 230, "

Passaic Falls W.

23480 Allen, A. S., 400 Totawa ave., Paterson

Unattached.

23507 Lamoreux, Geo., W., Willow street, Orange Valley.
23045 Biggs, Thos. W., Caldwell

NEW YORK DIVISION—25.

Prospect Wheelmen.

23050 Shannon, Wm. F., 135 Union st., Brooklyn

Riverside W.

23001 Lynch, Garrett H., 535 W. 50th, New York

Waiontha B. C.

23510 Conrad, C. B., Main st., Richfield Springs

Albany Wheelmen.

23031 Bailly, Geo. E., 133 Eagle st., Albany
23032 Hall, Wilbur J., care D. & H. C. Co., Maiden Lane, Albany
23035 Hisgen, Gus., 78 Chapel st., "
23034 Hisgen, Thos. L., 78 Chapel st., "
23035 Howell, E. S., Room 30, Benson Bld'g, "
23036 Lathrop, C. H., Jr., 398 Madison ave., "
23037 Miller, S. Ed., 34 Maiden Lane, "

Harlem Wheelmen.

23024 Berrien, E. M., 88 Washington Place, New York
23025 Hamblen, A. J., 148 Chambers st., "
23026 Shafler, P. C., 10 W 125th st., "
23027 Thomas, C. G. M., 10 W. 125th st., "
23028 Gordsell, B. H., 13 W. 125th st., "
23029 Hamblen, J. P., 148 Chambers st., "

Unattached.

23509 Ransom, N. Howard, 151 Wash ave., Albany
23491 Van Tuyl, Geo. C., Jr., 305 Hudson ave., "
23498 Rees, John, 110 Henry st., Brooklyn
23548 Hart, Albert H., Box 880, Kingston
23547 Armitage, F. E., Box 040, "
23497 Kline, David, 142 Broadway, Brooklyn
23528 Potter, E. G., 50 Livingston st., "
23469 Constantine, Robert, 1031 Vyse st., New York
23038 Bice, Frank H., 37 Lansing st., Utica

OHIO DIVISION—6.

Fountain City B. C.

23520 Snyder, A. E., Bryan

New Lisbon Wheelmen.

23549 Crawford, Homer W., New Lisbon

Unattached.

23500 Van Tine, Rensellar R., 141 Superior st., Leader Bldg., Cleveland
23488 Borger, J. F., Medina
23039 Wenner, Charles L., cor. Coe and Jefferson, Tiffin
23040 Staples, Leonard C., Galion

PENNSYLVANIA DIVISION—14.

Frankford Bi. Club.

23550 Castor, Lewis, 4453 Main st., Frankford, Philadelphia
23551 Miller, Wm., 149 Oxford st., Frankford, "
23552 Tomlinson, Abram, Jenkintown

Chambersburg W. C.

23531 Schadl, Bruce H., Box 285, Chambersburg

Keystone Bi. Club.

23568 Harris, C. F., Box 1052, Pittsburg

Juniata Wheelmen.

23041 Seibert, W. N., New Bloomfield

Tioga Wheelmen.

23530 Robinson, J. J., Box 1849, Philadelphia

Unattached.

23553 Glass, George, Barnharts Mills
23510 Burt, Jesse A., 1821 Wallace st., Philadelphia
23501 Pendleton, N. D., 1821 Wallace st., "
23502 Schill, Henry, 2518 Continental ave., "
23504 Sheneman, Frank T., 1804 Master st., "
23488 Collins, Abbott, 600 No. 43rd st., "
23503 Crawford, C. S., 110 Diamond st., Pittsburgh

RHODE ISLAND DIVISION—8.

Newport C. W.

23554 Carr, Clarence A., 19 John st., Newport
23569 Ward, Wm. Irving, 92 Spring st., "

Unattached.

23493 Hibbard, H. Wade, 2 Penn st, Providence
23534 Martin, E. W., Box 998, "
23533 Brown, Edgar E., 27 Custom H. st., "
23532 Bowen, Wm. M. P., Box 1513, "
22043 Huston, Frank J., 10 Mawney st., "
23042 Ripley, Howard C., 59 Bridgham st., "

TENNESSEE DIVISION—3.

Unattached.

23646 Moore, I. S., Clarksville
23647 Hodgson, Jesse F., "
23644 Newson, J. I., Nashville

TEXAS DIVISION—1.

San Antonio W.

23595 Mueller, C. J., 205 Commerce st., San Antonio

VIRGINIA DIVISION—2.

Winchester Wheelmen.

23649 Miller, Dr. P. W., Box 267, Winchester

Unattached.

23648 Graham, E. Renick, Ballentine Bld'g, Norfolk

WEST VIRGINIA DIVISION—1.

Blennerhassett W.

23492 Jones, Wilber W., 1218 Market st., Parkersburg

WISCONSIN DIVISION—1.

Unattached.

23509 Moore, Geo. W., 506 Van Buren st., Milwaukee

ALABAMA—1.

Unattached.

23515 Muller M., Birmingham

FLORIDA—6

Alcaza B. C.

23481 Howatt, Ernest W., Box 2, St. Augustine
23482 Howatt, Frank J., Box 2, "
23483 Wilson, E. N. Jr., Hotel Cordova "
23484 Philhover, C. W., care Frank J. Howatt, "
23485 Snow, Harry M., Box 653, "
23486 Hinck, Wm. E., Box 153, "

NEVADA—11.

Carson Wheelmen.

23650 Day, F. W., Box 44, Carson
23651 Brown, Harrison K, "
23652 Davis, Wm. C. N., Box 179, "
23653 Thaxter, Homer D., "
23654 Lewers, Henry, "
23655 Mighels, P. V., "
23656 Ryan, Joseph E, "
23657 Steinmetz, Frank J., "
23658 Peters, Chas. H., "
23659 Thaxter, Harry C., Box 189, "

Reno Ramblers.

23660 Helmold, A. C., Box 408, Reno

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 1.—New York Bicycle Club, New York City.
No. 48.—Baltimore Cycle Club, Baltimore, Md.
No 191—St. Paul Cycle Club, St. Paul, Minn.
No. 186.—Quaker City Wheelmen, Salem Ohio.
No. 213.—Blennerhassett Wheelmen, Parkersburg, West Virginia.

Renewal List.

BOSTON, June 21, 1889.

List No. 12.			
California	3	Texas	
Colorado		Vermont	1
Connecticut	59	Virginia	2
Delaware		W. Virginia	
Dist. of Col.	3	Wisconsin	
Illinois	3	Alabama	1
Indiana	1	Arkansas	
Iowa		Dakota	3
Kansas	1	Florida	
Kentucky		Georgia	
Louisiana	9	Mississippi	
Maine		Montana	
Maryland	7	New Mexico	
Massachusetts	27	No. Carolina	
Michigan	3	South Carolina	
Minnesota	1	Utah	
Missouri	4	Wyoming	
Nebraska		Canada	
New Hampshire		England	
New Jersey	3	Nova Scotia	
New York	10		210
Ohio	32	Previous	6850
Pennsylvania	11		
Rhode Island	10	Total	7060
Tennessee	9		

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... .....

Name,..... .....

Club,..... .... *St. and Number, or Box*,..... .....

References:..... .... *City*,..... .....

State,..... .....

Enclosed..... *for Holder.*

(**Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.**)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd *Folio*

LEAGUE OF AMERICAN WHEELMEN. RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary. (Box 5267, Boston.) *Date*..... .....*1889.*

Enclosed find $1 in.....*for dues to April 30, 1890.*

1888 Number,..... .. *Name*,..... .....

Original Number,..... *Street and No*..... .....

Club,..... ..... *City*,..... .....*State*,..... .....

Enclosed..... *for Holder.*

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED stamps of a denomination above two cents will not be received.

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a

3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

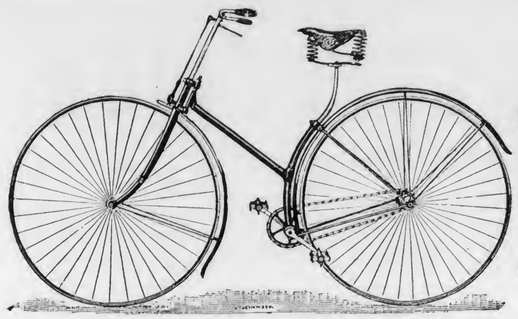
"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout--No Castings.

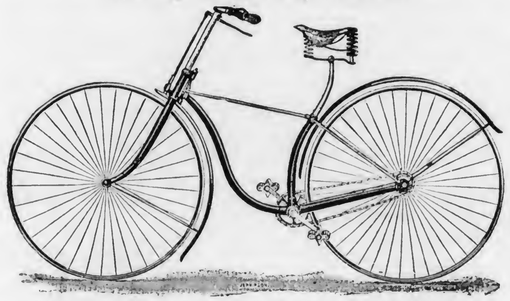
THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots

W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street, New York, for New York State,
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.



Psycho Light Roadster, Weight, 38 Pounds.



Ladies', pan Gentlemen's Psycho. Three Weights, 30 lbs., 44 lbs. and 50 lbs.

Psycho Cycles
FOR 1889.

7 Forms of Safeties,

Varying in Weight, Size and Construction.

4 Weights for Ladies, ALL

Suitable for Men.

The Bicycle of the future will be a dropped frame machine suitable for BOTH SEXES.

Beautifully Illustrated

ART CALENDAR AND CATALOG

Free on Application.

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SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

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loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

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Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

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Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

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FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

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GET THE BEST!
THE
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Greatly Improved for 1889.

No more **Rattle.**

Simplest and Best Instrument ever Invented.

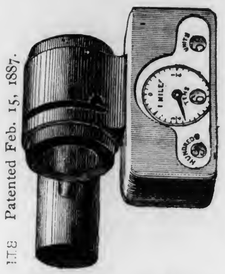
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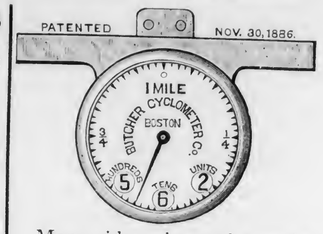
Were measured with, and thousands of the best wheelmen use only the

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BUTCHER CYCLOMETER CO.,
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Ordinary Bicycle, $10.00
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Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

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Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

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BICYCLES

Psycho or Singer Safety	$90
Tandem Bicycle,	140
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Apollo Safety,	125
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Little Jewel,	$12 to 25

Send for catalogue. Price with your best. We price will buy.

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If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe,

without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.



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High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Wholesale Agents:

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DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

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Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

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The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

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Price $4.75



OUR SPECIALTIES.

Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



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These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

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If you want " " " " SPOKES. RIMS. TOOLS. PARTS.

Write to **BROWN BROS. MFG. CO., CHICAGO, ILL**

"There is no Future for the Hickory Wheels."

Thus spake a prominent wheel manufacturer recently.

The WISH might have begotten the remark in his case, or his fear of the future may, in a general way, include inanimate things.

However, the "HICKORY" is enjoying a very comfortable PRESENT, and

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Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.

Spade Handles, complete, full nickel,	$2.50 per pair
Forged Steel Spades in the rough with bolts and grip	$2.00 per pair
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Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

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Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

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Dear Sir: I received my Jersey suit some time ago, and am well pleased with them. They are the most comfortable clothing a bicycler can wear. Yours truly,

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Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. **Bicycles, Guns** and **Typewriters** taken in trade.

	Factory Price.	Our Price.
NEW	48 in. $50 00	$27 00
ACME	46 in. 45 00	25 00
BICYCLES.	44 in. 40 00	23 00

Rubber tires with tool bag and tools.

Bicycle Dealers

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

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SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

THE JOHN WILKINSON COMPANY,

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Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

Ladies' and gents', the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

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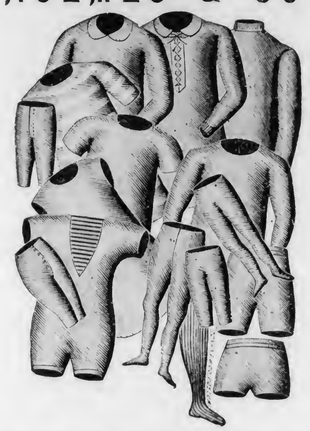
Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

HOLMES & CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

Jersey Fitting Garments

FOR

Bicycle Riders. Lawn Tennis Players. Yachting and Rowing. Base Ball and Foot Ball. Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey - Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

Howard A. Smith & Co's

Second - Hand List,

ORATON HALL,

NEWARK, N. J.

☞ Note the Reduction in Prices.

List No.	Size	Make	Bearings	Finish	New price	Price now	Condition
325	51	Club,	Ball,	Nick.	$150.00	$55	Good
402	50	Club,	Ball,	Nick.	175.00	60	†
474	54	Am. Star,	*	2-3 Nick.	160.00	40	
479	52	British Chal.,	Ball,	2-3 Nick.	160.00	60	Good
486	48	Am. Star,	*	Nick.	100.00	45	
503	54	British Cham.	Ball,	Enam.	137.50	55	
508	51	Special Star,	*	Enam.	140.00	55	†
519	50	Premier,	Ball,	Enam.	120.00	35	
521	52	Royal,	Ball,	Enam.	135.50	70	Good
522	50	Royal,	Ball,	Enam.	130.00	60	‡
530	53	Col. Lt. R.,	Ball,	2-3 Nick.	137.50	85	†
544	48	Royal,	Ball,	Enam.	120.00	60	Good
545	50	Expert,	Ball,	Enam.	140.00	65	
561	51	Special Star,	*	Enam.	135.00	60	†
570	50	Expert,	Ball,	Nick.	142.50	75	†
577	50	Am. Rudge,	Ball,	Nick.	102.50	50	
579	54	Am. Club,	Ball,	Enam.	160.00	35	
583	51	Special Star,	Ball,	Enam.	125.00	50	Good
609	50	Ideal,	*	2-3 Nick.	90.00	40	
612	54	Am. Star,	*	2-3 Nick.	80.00	50	Good
614	54	Expert,	Ball,	§	145.00	60	Good
617	52	Expert,	Ball,	Nick.	142.00	80	†
638	42	Ideal,	*	Enam.	35.00	20	Good
649	56	Expert,	Ball,	2-3 Nick.	145.00	65	†
650	52	Expert,	Ball,	Enam.	125.00	50	Good
653	50	Am. Club,	Ball,	Nick.	140.00	60	Good
657	50	Humber,	Ball,	Enam.	130.00	60	†
658	40	Youths,	*	Enam.	35.00	25	New
691	51	Col. L. R.,	Ball,	2-3 Nick.	132.50	55	†
693	54	Harvard,	Ball,	2-3 Nick.	145.00	50	

Tricycles and Tandems.

511	48	Victor,	Ball,	Enam.	$160.00	$50	†
534		Humber,	Ball,	Enam.	185.00	75	Good
550		Humber,	Ball,	Enam.	285.00	90	Good
590		Star,	*	Enam.	100.00	80	Good
627		Victor,	Ball,	Enam.	160.00	40	Good
654		Humber,	Ball,	Enam.	280.00	75	Good
652		Col. 2-track,	Ball,	Enam.	150.00	40	Good
643		Sparkbrook,	Ball,	Enam.	185.00	90	†
655		Invincible,	Ball,	Enam.	185.00	45	Good
660		Humber,	Ball,	Enam.	185.00	90	Good

* Plain. † First Class Condition. ‡ Shop Worn Full Nickel.

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address, C. O. D., with the privilege of examination, providing a remittance of $5.00 accompanies the order as a guarantee for express charges both ways in case machine is returned.

☞ In ordering, state second choice in case first one has been taken.

New Jersey Agents for the Stars, Columbias, Victors, American, Coventry Machinists, etc.

Store and Riding Hall Open evenings. Special hours for Ladies' Class learning to ride the Ladies safety bicycle.

Largest Sundry House in the United States.

Send for Illustrated Catalog and Price List.

Agents wanted in unoccupied Territory.

RENTING: New Machines only offered for Rental. Safeties, Ordinaries, Tandem Tricycles, Tandem Safeties, Tricycles. Hour or week. Terms moderate.

REPAIRS: Complete Plant. Experienced workmen. Parts of all machines supplied. Estimates furnished.

ENAMELING: Specially constructed oven on Premises. Finish equal to the best. Promptness guaranteed; no delays.

STORAGE: Cycles stored, Cleansed, oiled and always in order. Moderate monthly charge.

STOCK: All leading makes, New and Second-Hand. Trial of Columbia, Hew Mail, Victor and Psycho Safeties given to Purchasers.

INSTRUCTION In riding Safety and Ordinary. Lessons Private. Special Hours by appointment. Floor space 80x100 clear. Hours reserved in advance.

It is no trouble to answer questions or send Circulars giving further details.

GEO. R. BIDWELL,

313 W. 58th St.,

NEAR 8TH AVENUE,

NEW YORK.

Testimonials.

E. C. MEACHAM ARMS CO.,
Powder, Arms and Ammunition.
515 and 517 Washington Avenue,
St. Louis, Mo., May 29, 1889.
H. B. SMITH MACHINE CO., Smithville, N. J.
Gents: Since I received my 39x24 Star and having used it and given it a thorough trial, I have now convinced myself that it is all that is claimed for it. For hill climbing in particular—well, I can only say that it is the boss of them all, and cannot be excelled; it is the best wheel for road riding, and can be easily controlled on rough roads; it is not as sensitive as the ordinary chain safeties of the crank pattern, and can be easily handled in rutty roads. I find that almost any rider of the ordinary bike can mount and ride it at first trial, and are pleased with the way it handles. It is much lighter than any of the road riding safeties, and I feel confident that in the near future the safety riders will find that the 39x24 Star will be worth consideration, and it will not take much to convince them that it is "the wheel" for safety and all around riding. Respectfully,
HAL W. GREENWOOD,
"Champion Hill Climber of the World."

DERBY SAVINGS BANK.
Wm. E. Downes, President.
Thos. S. Birdseye, Treasurer.
H. B. SMITH MACHINE CO., Smithville, N. J.
Gentlemen:—The 39x24 Star is the machine for this immediate country. No machine on the market is its equal on the hills or rough roads, in my judgment; I except no machine, and we have seven different kinds in this town. Yours, etc.,
THOS. S. BIRDSEYE.

TAYLORVILLE, Ill., May 23, 1889.
H. B. SMITH MACHINE CO., Smithville, N. J.
Dear Sirs: My new 39x24 Star machine is very satisfactory and I think it is the best machine on the market. Yours truly,
J. ED. LONG.

Office of the Blair Iron and Coal Co.
HOLLIDAYSBURG, Pa., April 9th, 1889.
H. B. SMITH MACHINE CO., Smithville, N. J.
Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping that the Star will continue as popular in the future as in the past, I remain,
Yours sincerely,
JOS. D. IRBOTSON, JR.



THE NEW STAR, 39x24

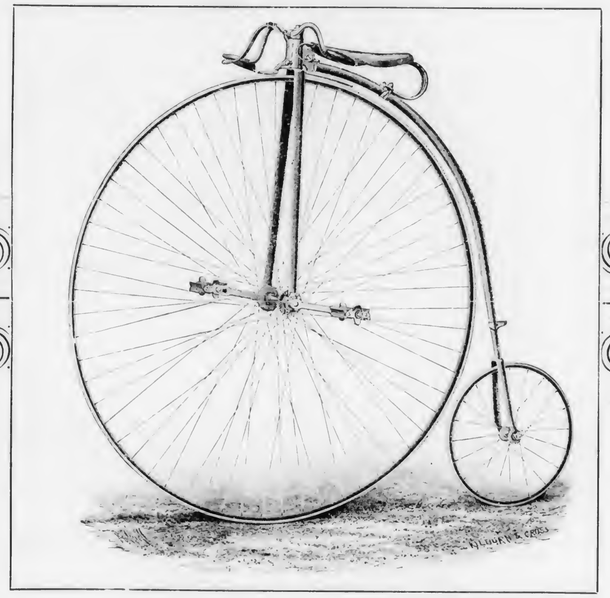
1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

REGULAR COLUMBIAS.

A "Safety Year," certainly, inasmuch as more Safeties have been sold this season than during any other season; yet the regular bicycles hold the riding lead. All the wheelmen of America are not forsaking the standard machines. Take the POPE MFG. Co.'s orders, for example, day by day, as the mail and telegraph bring them in — Safeties, many of them; regulars, on many days a great many more regulars.



Columbia Light Roadster.

The handsomest, strongest, most extensively used, and most generally satisfactory Light Roadster ever made. More good points than are to be found in any other single Bicycle. The lightest road machine. Compare its actual weight with that of any other brought into competition with it.

"The nearest to perfection of anything yet attained in wheel construction."

Volunteer Columbia.

The best wheel for the money ever seen. Made to ride, and guaranteed to wear. All steel, and no castings.

Why spend your dollars for a second-hand Bicycle when the same amount will buy a new Columbia?

The general construction of the Expert, with some of its least essential advantages modified. A saving of money without a loss of efficiency. Study it up in the Columbia catalogue, and examine the machine itself.

Expert Columbia.

Best known Bicycle in the world. The established favorite for long-distance touring, and all other uses where the highest possible qualities are requisite, with durability pre-eminent.

The best made and equipped all-round Roadster; and note this point, it's just as light as most Light Roadsters.

Direct spokes for durability, elasticity, and ease of repair when necessary. All our latest improvements.

Columbia Semi-Roadster.

Give the boy a real Bicycle, and remember that the best is the cheapest, because it will last the longest, and has a market value when you are through with it.

Columbia Bicycles, like Brewster carriages, may cost a little more to begin with, but the value is there, and you can depend upon it.

The most durable, easiest running, and best equipped Boy's Bicycle yet built.

POPE MANUF'G CO., Boston, New York, Chicago, Hartford.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 28 JUNE, 1889.

Volume XIX.
Number 9.

WHERE ARE YOU GOING MY LITTLE MAN?

I'M GOING TO THE LEAGUE MEET AS FAST AS I CAN,

AND TAKING MY VICTOR, IN ORDER TO BE

AT THE HEAD OF THE LINE AT THE FINISH, YOU SEE.

THE POOR OLD POETRY MACHINE BROKE DOWN RIGHT THERE (BECAUSE IT WASN'T A VICTOR), SO WE ONLY PAUSE TO REMARK IN PLAIN, BUT EMPHATIC PROSE, THAT VICTORS HAVE A CHEERFUL HABIT OF SHOWING UP IN "FIRST PLACES" WHETHER THE QUESTION IS OF SPEED, EASE OF RUNNING, OR ALL-AROUND EXCELLENCE IN ACTIVE USE.

THEY ARE VERY FINE TO LOOK AT, BUT THAT ISN'T WHAT THEY ARE BUILT FOR. ASK THEIR RIDERS HOW VICTORS ACT ON THE ROAD, UP HILL AND DOWN, AND HOME AGAIN.

SEND FOR CATALOG, IF YOU WANT IT.

OVERMAN WHEEL CO., MAKERS,

BOSTON, MASS.

"IVEL" TANDEMS.

These celebrated machines hold all tandem safety records for both road and track in this country and in England, including

One mile on the road in 2.38.
Five miles on the road in 15.22 2-5.
Ten miles on the road in 30.44 2-5.

In order to supply the limited demand for tandem safeties for Lady and Gentleman, with the steering controlled from the rear by means of a connecting rod between the ends of the handle-bars, we have just had a new pattern, which we call No. 18, made especially for us. The following are the specifications:

Best weldless steel tube frame and stay rods; special hollow elliptical weldless steel forks; double steering; hollow adjustable handle-bars and seat rods; lamp bracket; powerful brake to each wheel; ball bearings throughout, including pedals; 6-in. cranks; solid U rims, with extra stout H. T. wire spoces and wide bearings to driving wheel, 7-8-in. best rubber tires; rubber foot-rests; tension saddles: mud guards: gearing 54-in., 57-in., or 60-in.: enameled black: parts plated: tool bag, oil can and spanner.

Weigt, 85 pounds. **PRICE, $175.00.**

Now ready for immediate delivery.

STRONG & GREEN CYCLE CO.,

707 Arch Street, - - - - - - - - - Philadelphia, Pa.

There has been a good deal said about

The Irvington-Millburn Road Race.

We haven't said much, did'nt know we had a wheel in it, in fact.

We understand there were a good many specially constructed and very light bicycles in the race, but it remained for one of our ordinary

LICHT ✳ CHAMPIONS

under Bensinger to win the

TIME CUP.

The only other wheel of our make in the competition finished second.

Funny how things turn out, isn't it?

Decoration Day was certainly our plum. We took first place in the Pullman race, you know, with 70 starters.

Don't you want our catalogue? We like to mail it.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

LARGEST AMERICAN MANUFACTURERS.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

OUR NEW L. A. W. CARDS are the handsomest and neatest extant, and are not "blacksmith" printed. Send stamp for samples. Price, with name, address, etc., and League emblem in *bronze*, 100, 75 cents; 50, 50 cents, postpaid. BRISTOL PRINTING CO., North Easton, Mass.

A BARGAIN 58-in. Expert Columbia, full nickeled; balls all around, hollow cow-horn bars; spade handles, Kirkpatrick saddle and in fine condition. Will sell cheap, as owner intends to change his residence. Address Box 589, Columbia, Pa.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

WHEN YOU ATTEND THE MEET take a pack of our handsome L. A. W. cards to exchange with your friends. **100 Cards $1.00.** Send name, club, residence to SEVING & CO., 1 Hopkins place, Baltimore, Md.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

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JOHN BERRY, Manager.

Cycles and Accessories.

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HIGH GRADE REPAIRING A SPECIALTY.

REPAIRERS If you want SPOKES. " " " RIMS. " " " TOOLS. " " " PARTS.

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In this Department, 15 cents a line. ☞ Cash must accompany the order. ☜

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FOR A BARGAIN, one '88 Premier Tandem bicycle, almost new, will be sold for $175 cash; rare chance. THOMAS JEFFERIS, Wilmington, Delaware.

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FOR SALE—A 54-inch Lakin Cyclometer, used only 5 miles; price, $7.50. C. S. HOLT, Peterboro, N. H.

56-INCH EXPERT COLUMBIA, full nickel ball bearings, ball and double-grip Co. pedals, dr p "pear" handles, nickel "King of Road" lamp, automatic bell, Lillibridge saddle, tools. Good staunch machine. Cost $160, want $60. B. B. B., Germantown, Philadelphia, Pa.

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FOR SALE—54-inch Victor roadster, good as new, with Lakin cyclometer. Used but little; very low for cash. Address A. K. FORSAITH, St. Johnsbury, Vermont.

HOW IS THIS? One Veloce Columbia, prime order, $95. One Columbia Surprise Tricycle; ridden less than 100 miles by a lady only; shows no wear. $115. F. C. Weston, Bangor, Me.

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One New Rapid Light Roadster, 52-inch, in good order, $95.

52-inch, '86 pattern Expert, good as new, $80.

Columbia tandem tricycle, used one year, in good order, offers solicited.

One 52-inch National, good as new, $95.

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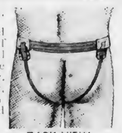


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52-inch Expert, fine order, all extras, $55; for a few days only. Quick.

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75 Cents. LYNCH MFG. CO. Madison, Wis

"Why Certainly."

Post Office Telegraph.

Cappoquin, Ireland, May 28, 1889.

Singer Mfg. Co., Coventry:

Will you give in trade two Singers for two ——————? Answer. Dungarvan, care Elwell Party. W. N. Estabrook

The above telegram was received at the end of the first day's trip on the road.

Knowing what we DO know, we expect to make further exchanges, and

Why Not?

SINGER & CO., Manufacturers and Importers,

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107 Washington St., BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old ddress and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 28 JUNE, 1889.

WE are unavoidably absent from the League Meet at Hagerstown. We send "Jack" as our special correspondent, and any one with news of importance for publication in the official organ, will please give it to him.

TWICE within the space of two or three months has our attention been called to some wondrous statement as to the dire results of cycling on the human health, and as many times has it been our pleasant duty to be able to nail these statements as lies made up out of whole cloth.

The first case was of millions of polypi found in the stomach of a cyclist who "brought it on" by the fearful practice of cycling. An investigation showed that the story was one to make even a Munchausen blush, and the polypi, if any, only existed in the brain spaces of the scribbling idiot who penned the item.

The last case and one that was the most serious was to the effect that Dr. Agnew had stated that cycling and spinal complaint were inseparable.

Reputing to come from so distinguished a source we natuaally were desirous of disproving the truth of it, and so our New York correspondent took pains to interview the eminent physician, as per last issue, and he secured from him a flat denial that he had ever made such a statement, or anything akin to it.

The fool killer ought to be very busy among such sensational, penny-a-liners who are responsible for such outrageous and damaging statements as those alluded to.

JUDGING from the manner in which the Racing Board is suspending, we should imagine that simple "warnings" have no effect on some people and that nothing but sad *experience* will teach these obtuse individuals that the Racing Board made the ruler to be lived up to and not to be changed, modified or ignored at will.

A rule not enforced is worse than no rule at all but that this particular Board is composed of men who propose to see that amateurs live up to the letter of the rules made for their guidance, no one will gainsay who have watched the action of the board during the past few months. The first duty of race promoting clubs and men, is to procure a copy of the L. A. W. Racing Rules and the next duty is to see that the races are run according to these same rules.

IT is not the custom of this paper to be over-squeamish about the matter offered for its advertising columns, but an instance in our last week's issue occurred which seems to us to offer good occasion for our drawing a line. It is not the first time, but we intend it shall be the last.

When questions of private legal rights arise between parties, such disputes should be settled *in* the courts and *not* be made the subject of advertising. Many of our patrons have now patent rights of some nature, and quite a number of them notify others in the trade of infringements, and sometimes bring suits to establish their claims. Results of litigation and any legitimate news or information we willingly give in our columns. But neither differences of opinion nor litigation between rivals can entitle either to directly disparage the other's character or goods in our pages, whether the space be paid for or not.

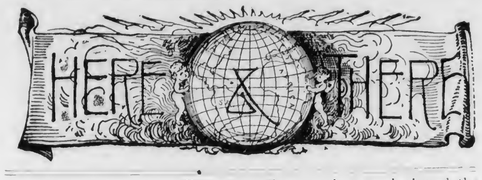
Protecting what one considers his proper rights under the laws of the country, and resorting to the courts to restrain an invasion, after offering to settle or license on what such patentees consider reasonable terms, is quite legitimate and proper. There may be right and wrong on both sides. There may be one combined interest clashing with another combined interest. But calling names and disparaging attacks settle nothing, do not help our readers, enlighten nobody, and are not fair to our patrons, and while the present management has control of this paper our columns will be hereafter closed against such attacks whether in the shape of advertisements or otherwise.

THE New York *Post* in a late issue calls attention to the increased interest evinced all over the country on the question of better roads. When we can work the ruralist up to the appreciation of the fact that good roads mean increased values for what they possess, we shall have reached the point where every Legislator will have to show his hand as to whether he is in favor of "better roads and election to office," or the present "go-as-you-please" system and retainment of his private citizenship.

The time is not very far distant when the roads question will figure very prominently in the State and county politics of this country. Below we give the *Post*'s article:

"Evidence accumulates that the necessity for better roads is coming to be appreciated everywhere. The new Governor of New Hampshire devotes a paragraph of his message to the subject, with especial reference to the bearing of good roads in the mountain districts of the State upon the financial prosperity of the people. 'The income to our people from visitors to our mountains,' says Gov. Goodell, 'is immense and increasing annually. I trust you will continue the liberal spirit of past Legislatures in this direction.' One illustration of this 'liberal spirit' is the appropriation made by the last Legislature, two years ago, towards the building of a mountain road from the Pemigewasset Valley up Moosilauke, which will be opened this summer."

WE are pleased to enroll the name of the Farrington (Conn.) *Register* among the journals which are helping the cause of road improvements. That paper prints extracts from the League book on road repairs, and makes very sensible comment thereon.



ST. LOUIS.

"LINNEUS."

GOVERNOR FRANCIS last week signed the Senate bill on Roads and High ways. This bill, it is hoped, will result in something being done to put our roads in better condition than heretofore. The Governor also has under consideration Kansas City's Park Bill, which gobbles up for park purposes the liquor license money that has been going to the Jackson Co. road fund. It is to be hoped that he will refuse to sign it, as money for parks can always be raised, but for roads never.

WHEELMEN seem to be becoming benedicts in great numbers this year, and I have now before me cards announcing the marriages of Gerry Jones, Harry G. Stuart ("Mentor") and P. W. Stout.

E. H. CUNNINGHAM, of the Missouris, is on a tour through Ohio, Indiana and Kentucky. He writes from Terre Haute that the roads for the greater part were in a terrible condition on account of the incessant rains. The National road was the only rideable one he has yet struck.

ON the day of the last Stone-Lumsden race Ed Bates was maliciously run down by a drunken road hog on Twenty-second and Locust street. His bicycle was completely wrecked and he narrowly escaped serious injury. He, having obtained the name of the party who did the damage and the names of witnesses who promised to testify, laid the matter before Chief Consul Brewster and Chairman A. M. Berry of the Rights and Privileges Committee, who promise to bring suit for assault if the matter is not compromised before hand. Thus the L. A. W. takes care of its Missouri members. Will the "can't-see-the-benefit" crowd please note?

ALL of the Cycle Club's racing men are in hard training for the Sedalia races. Up to date but three of the Missouris have started to get themselves into shape and it would therefore not surprise me to see the former carrying off the lion's share of the prizes. With the number of fast men the Missouris boast this is to be regretted. It seems to me were I a racing man a feeling of club pride would induce me to step in and do my best, irrespective of results.

THE stockholders of the St. Louis Bicycle Track Association held a meeting at the Missouri Club last Monday night, and after hearing the statement of the Treasurer read and adopting a code of by-laws, voted to give a grand tournament on their track some time during August. It will be a big affair and prizes of sufficient value, of which a $100 medal is already assured, will be offered to attract the fastest men of the country. Prof. C. H. Stone was chosen manager of the track, and his election cannot help but to result in much good.

FOR over six years, whenever streets were reconstructed granite was the material used, but Street Commissionsr Burnet intends to shortly call a halt, for the reason that the pavement is too expensive for anything but the business portion, and it is thought he will substitute wood block, brick, or even asphaltum. In view of the fact that whole mountains of the latter mineral have been discovered in Utah, and a corporation with a capital of $2,000,000 formed with Mr. A. Busch at the head, the price of this asphaltum should experience a tumble shortly.

I OFTEN wonder how many persons claim to be the proud possessor of the first bicycle ever brought to America. Dick Hurck claims to be one of these, and shows the wheel Dick Garrey brought home with him from the Centennial. In spite of hard usage it is still in good condition and could be ridden anywhere. The spokes, which are double, pass through a staple fastened on to the rim and are riveted to the hub. A peculiar arrangement consisting of two long arms extends from the axle to the top and bottom of the front wheel rim to obviate its buckling.

THE ladies' bicycle continues to slowly but surely make its way to the front, and I hear of quite an extended trip taken last Sunday by some of the fair ones, in company with Geo. Wilder. President Lucas of the Cycle Club is an enthusiast on the subject, and has taught Mrs. Lucas and a number of other ladies the art of riding. The mount seems to be the stumbling block and is the hardest thing of all to learn, so he says.

BALTIMORE.

"NORVAL."

THE regular quarterly meeting of the division board of officers was held on Wednesday, the 19th inst. The election of officers, which by the new constitution must take place between July 15 and August 15, was discussed. It was resolved that nominations be made by a committee as follows: Each club made up or parlty composed of League members is to choose one representative on this committee, with one additional for each 25 after the first 25 League members By July 20th these selections must be made known to the Chief Consul. The unattached League members are to be represented on a basis of one committee man to twenty-five, such representatives to be designated by the board of officers. The committee so made up must meet nominations not later than July 25, (proxies being allowable), and report not later than July 25th. The election will then follow by mail vote.

THE Cumberland, Md., *Times*, in its issue of the 18 inst., says that an effort will be made to have the next meet of the L. A. W. at Wheeling, W. Va.

A GAME of ball was played at Hagerstown between the active and associate members of the Hagerstown Club. The game proved interesting and enjoyable. The score was 26 to 13, in favor of the associates.

THE club championship race of the Hagerstown meet races has been abandoned and an open mile tandem safety race substituted.

NEW YORK.

"HAWKSHAW."

PROBABLY the greatest possible boom to boom to the women's bicycle that it has ever received was given it in the columns of the *Sunday World* on the 23d. On that day Miss Miss Nellie Bly, New York's greatest woman correspondent, had a two-column illustrated article on the wheel and her experience in learning to ride it. It was a most flattering testimonial to the bicycle from the pen of a brilliant writer, and the far-reaching of it among the ladies of this city can hardly be estimated. In Miss Bly's article she says: "Riding on a wheel is the most delightfully perfect amusement ever imagined or invented." Miss Bly is one of the most daring and noted of the vast army of newspaper writers in this country. Among some of her exploits in this direction may be noted her performance as an insane and homeless girl on Blackwell's Island for two weeks, during which time she so completely fooled the physicians as to her mental condition that it was only after they read her article in the papers that they knew she had been shamming. On another occasion she had herself accused of picking a confederate's pocket and was, as a result, locked up in a station house all night, from which she was discharged with a Scotch verdict of "not proven" only to once more to put the experience she had undergone into print.

As will be seen from these two examples, Miss Bly has heretofore devoted her talents to the investigation and exposure of various kinds of abuses, and her present article on her wheeling experience gains added force from the fact that it is one of the very rare occasions in which she has appeared in print to bestow praise upon anything. The wheelwomen and men of this country owe Miss Bly a debt of gratitude for her efforts in behalf of her fellow women and the wheel.

W. I. HARRIS, your old Boston *confrere*, runs the sporting and dramatic of *The Press* here, has not lost his interest in the wheel, as is clearly shown by his continued use of it for his own and his wife's pleasure and by the space he devotes to the cause in the columns of his paper. As an example of how his interest in wheeling is still retained, though somewhat tinged with his profession of musical critic, a recent invention of his is worthy of attention, especially in the Italian quarter. He has taken out letters patent on a hand-organ tricycle and the result promises to be a fortune for Brother Harris, as the returns from the invention will be simply stupendous, and the time is not now far distant when his income from it will enable him to lay aside the pen of the newspaper man for the coupon-clipping shears of the millionnaire. The invention consists of mounting a hand-organ, cymbals, and tambourine upon the front part of a tricycle, whereon is seated the son of sunny Italy who is to reap the copper harvest of the nimble money. As soon as the machine is put in motion by the number ten brogan of the owner, the movement of the wheel at once produces the motive power necessary to run the entire musical aggregation. The monkey's place in the affair is taken by a contribution box, which is extended and drawn back by a lever worked by the foot. Mr. Harris claims for this invention the following advantages: "(1) It can play a tune backward if the rider wishes to go that way: (2) a tune begun in one tour can be suspended, by detaching the iron rod, and continued in the next street if for any reason the grinder wishes to leave a locality very quickly: (3) it gives the monkey a vacation: (4) it allows the tambourine girl a chance to go home and wash her hands and face and sew up the rents in her clothing: (5) it will not cost much more than a hand organ and tricycle separately." A circular printed in the most perfect guinea-pig Italian has been issued by Mr. Harris, and distributed among the most aristocratic neighborhoods of Mulberry street, where most of the retired and very tired hand organ manipulators reside, setting forth these and other advantages of his invention, and the result has been more excitement for the past few days in the Italian quarter than has been known there since Garibaldi quit making candles on Staten Island. A special meeting of the "Padrone's Protective Association" has been called to act upon this threatened invasion of their domain, while the "Dago Hand Organ Trust" has reduced the rentals upon all their stock of organs to meet the competition of Mr. Harris' invention. I need not say, however, that neither these powerful organizations nor anything else can hope to combat the victorious march of the tricycle-hand-organ, and the subsequent flow of the golden, or rather copper, shower into the pockets of Mr. Harris. In passing I might just note the fact that I am afraid that the machine isn't going to be a very easy running one though, as it will always be a case of "grind" with the rider of one.

SYRACUSE.

"SALINA."

WE hope to have representatives at Hagerstown in July, and at present accounts it looks as though several of our men would attend. "Salina" would give his last year's cycling trousers to be present, but his contract with the WORLD reads that he shall remain in Syracuse and gather what news he may be able to, or make up what he can't gather.

THURSDAY evening a large party ran to Pleasant Beach to attend a moonlight picnic there. The boys had lots of time, and "trained it" back.

AT an excursion at Frenchman's Island, Oneida River, recently, they had a bicycle race. E. L. Lancaster, S. C. C., took first prize, and A. L. Bradley, S. C. C., second. Lancaster is in hand training for the races at Herkimer, July 4th.

WILL some philanthropic party kindly, quietly but firmly, ask Lute Wilson about the reserved seats at Fayetteville? We are told an indignation meeting was held after the entertainment, regarding the poor service of the ushers. However, it so happens that the ushering was left in the hands of two regular ushers of the Theatre de Devon, which lets the club out of any responsibility in that direction.

CHICAGO.

THE "STROLLER."

IN the two-mile bicycle race at the athletic games in Detroit Lumsden won easily by a lap, and received a very handsome medal for the same. The Detroit boys do things up in shape, and no mistake. Arthur says this is the first soft snap he has struck during his racing career.

SO New Orleans is after the League meet for 1890. Well we have set our heart on having it *here* that year, but will give the "Dixie" boys chance for it in "91."

NO. "Salina," the "Stroller" has not been in the salty city as yet but if he ever does go there his first inquiry will be for you, and until then "may your shadow never grow less."

"PHOENIX" BERGER, in his quiet, unassuming way, entertained a number of his club mates until a late hour at the Chicago's club house the other evening with a plain, unvarnished (?) account of his trip to London and the sights therein. I should have liked to have been one of the fortunate listeners and heard the ejaculations of Ayres and Ingalls, who I understand were present, as fairy tale followed fairy tale in rapid succession, to the end of the chapter.

INGALLS is springing the following question on Chicagoites: "Are you going to the Illinois Club Division meet at Ottawa?" Are you looking for trouble, my gay and speculative friend? If not you had better keep on the south side after dark or become less sarcastic. The I. C. C. men are anxious to have the Chicagos enter a team for the team race at Ottawa, while the three Cs seem to be inclined to the belief that they had better not. The Kenwoods, a new club recently organized by Lumsden, have held a special meeting and asked Lumsden, Geo. Thorne and Belden to ride as their team at Ottawa. Comment is hardly necessary, as the above are all members of the Chicagos as well as of the Kenwood Club.

WILL THORNE is anxiously waiting to get even with John Mason to scorching by him on the road recently, Thorne being unable to catch him, and now Will is anxious for another scorch and threatens to make it a hot one the next time he meets Mason a-wheel.

THE Lincolns are busy getting things in shape for their operatic venture. In the meantime the cycling season is not being neglected by any of them.

THE Æolus boys have been all torn up the back, to put it politely, by the resignation of their President, but things have cooled down a little and at present it is all "quiet on the Potomac" (Milwaukee avenue, I mean).

CAPTAIN DAVIS tells me that Ehlert has joined the Æolus Club, not the I. C. C., and that the Illinois team is perfectly able to keep up its end without the aid of *Mr.* Ehlert.

TOM ROE has returned from his Eastern trip, and says while in New York he acted as trainer for Kingsland. Poor Harry!

NEW HAVEN.

"ELM CITY."

SEVERAL of our riders were suspended from the track by the racing board till July 1 for competing in a handicap race not handicapped by the district handicapper. We think this is a foolish show of authority. It was a race in which only club members were entered, and as the result the race would not have been of any interest, whereas it was very close and exciting.

ABOUT ten members of the New Haven Bicycle Club will be at the meet at Hagerstown. Chief Consul Larom will be one of them. They anticipate a glorious time.

I WAS glad to see in the last WORLD AND BULLETIN that J. Wayland Fellows, one of our prominent citizens, had joined the L. A. W. He has been a rider for several years.

THE N. H. B. C. spent Sunday a week ago at Stony Creek, having dinner at Frink's. They sculled over to the Thimble Islands to get something to drink [Milk!] but had to scull back again without getting anything, a very much disgusted set of fellows.

THE same day Messrs. Weaver and Fisher rode from Hartford to Springfield with the Hartford Wheel Club, having ridden from New Haven to Hartford on Saturday afternoon. They had dinner at the Cooley House in Springfield with the Hartford boys and came back on the train, having had a very pleasant run. The Springfield club does not seem to be a very lively cicycling club just now.

I AM heartily in favor, and a good many of our boys also, of the scheme proposed by the WORLD to have a team road race or team track race at Hartford next fall, but instead of Meriden and New Haven alone, I would like to see it for the club championship of the State, and let Hartford, New Britain, Bridgeport and other places try to prove themselves the cicycling Hub of the Nutmeg State.

YESTERDAY was a glorious day for wheeling, and everyone who possessed a cycle hereabouts was out.

CAPT. PERKINS of the N. H. B. C. called a club run at Merwin's Point, about ten miles from here, on Long Island Sound, a very pretty place, where we had dinner. There were 25 of us and a large party of Bridgeport wheelmen met us there, some of whom stopped to dinner with us and some went to New Haven. We also had with us Mr. Brown of the Penn. Bi. Club of Philadelphia on the way home, we stopping at Savin Rock and had some pictures taken. We have a great many runs to shore places within a radius of 15 miles of here, and any wheelman who comes without his wheel misses it. We should be pleased to have all visiting cyclists call around at the rooms of the N. H. Bi. Club, cor. State and Elm streets, where they will always be welcome.

LAROM AND PICKET, two of our fast safety men, have entered the L. A. W. championship race at Hagerstown.

NEWS AND COMMENT.

IN the death of A. C. Eidelbach, Texas loses one of her very best and most energetic cyclers, and the L. A. W. one of its most enthusiastic supporters. He was the fastest amateur in the State, having met the best men of both the sections of the State. The cause of his death was the inhaling of fine brass filings.

THE Scranton (Pa.) Bicycle Club has donated $50 to the Johnstown relief fund, and so the good work continues.

MR. L. A CLARKE, manager of the late Orange-Philadelphia run, writes: "Concerning those who complain that their names were not included in the list of G. C. R. finishers, I have only to say that such omission is their own fault in not staying with the run. Dr. Griffin himself went to Camden on arrival in Philadel-

phia and was not seen again, nor did he report. I had about 1000 questions to answer and as many things to look after, and cannot be blamed for some few delinquencies. Both at the hotel and on the Sunday run I tried my best to get the names of all the finishers, as I have fifty witnesses to show. The following additional names have been received as having finished: Dr. A. C. Griffin, New York; W. F. Pendleton, N. Y. B. C.; C. F. Johnson, New York; A. B. Taylor, Sloatsburg, N. Y."

MR. STERLING ELLIOT, of Newton, is making a "dog paralyzer." They will be in great demand by the cyclers, whose nice, fat calves are a tempting morsel to the festive and hungry cur,

THOMAS A. EDISON, the great electrician, has promised to turn his attention to producing an electric lamp for use on bicycles and other vehicles. Edison is a busy man though, and it may be some time before he can find time to experiment.

THE Wilkesbarre (Pa.) Bicycle Club has contributed $50 to the Johnstown relief fund. As the Wilkesbarre Club has a membership of 75, the donation is very liberal.

COMPANION WANTED.—Myself and brother will leave Lincoln, Neb., about June 26 for San Francisco awheel, and would be pleased to have the company of any wheelman from Denver west. We will arrive in Denver about July 4. Address HARSTHORN BROS., General Delivery, Denver, Col.

DE FACTO, of New Bedford—We never notice anonymous charges and allegations, whether original or clipped from another paper.

A MICHIGAN member, No. 20,476, writes: On the "Talbot Road" running from Windsor to St. Thomas, Ontario, there is eighteen miles of sand between Clearville and Wallacetown, that is almost "unrideable." Can any one tell us of a road to deviate around this bad spot?

THERE was a small but exciting fire, 20th, in Charles Schwalbach's place, Brooklyn, doing considerable damage to jerseys and sundries in window.

A PARTY of Philadelphians and New Yorkers will leave Philadelphia Sunday, 30th, to ride to Hagerstown Meet, via Gettysburg New Yorkers send names to L. A. Clarke, 25 Broad street, New York, for information.

CHICAGO says she would like the League meet of 1880. New Orleans intimates that perhaps the wheelmen of that city would like to have it there, while last, but not least, we hear that the cyclea; of Wheeling, W. Va., are desirous of creating interest in their city sufficient to warrant an invitation from that quarter. It is possible than an invitation may be given by the Wheeling men at Hagerstown.

IT is hoped that the financial result of the two race meetings held on the St. Louis track will prove so satisfactory that the management may be encouraged to go ahead and perfect the track and hold a big tournament in August or September.

THE ALBION (N. Y.) wheelmen has a most excellent orchestra, consisting of the following members, Messrs. Wm. Baumlein, Thos. L Hisgen, Cassino Pond, Gus. Hisgen, Joseph Kaag, and George Hisgen. One of the most enjoyable features of the wheelmen's club is the music furnished by these gentlemen.

WHEN it rains in some sections of Texas the roads become absolutely impassible for a vehicle, hence the bucking mustang will hold the long end of favoritism in the Lone Star State, although the Texans are in love with cycling in the sections where cycling is possible. What a country that great flat section of the Southwest will be some day, when it is covered with a network of smooth, hard macadamized roads. What a country for *records!*

WHEELING, W. Va., streets are said to be paved with brick, and it forms an excellent riding surface.

THIS is the way a Buffalo paper gives the incident of the touching dismissal of a fond youth by an irate parent: "Rachel, you sob in vain. Never again shall the young man darken the doors of this palatial dwelling. A monster in human form who will go to church in his bicycle pants and add to the profanation by taking up the collection in that attire, can never be a fit companion for my daughter. Go to your chamber, Rachel, and try to forget him, and I may take you to the circus in leafy August."

Ex-Lieut.-Gov. Byron Weston, of Dalton, Mass., has offered to give to the Athletic Association money to lay a cinder track on Weston field. The track will be fifteen feet wide and probably a quarter of a mile long. A committee to consist of Prof. Rice, Rev. C. H. Burr and one representative appointed by each of the athletic associations, will locate the track. One plan proposed, which is very feasible, is to move the diamond and grand stand toward the north and east, and lay the track around the ball-field.

A GENTLEMAN living in Philadelphia wants to know the best route from that city to Kenneth Square, Chester Co.

A GOOD deal of excitement is being developed as to the probable result of the series of races for the Canadian championships, to be held July 2 at St. Catherines. The men who are attracting attention for first honors are F. Foster of Toronto, E. O. Rossicoe and J. Robertson, Montreal. If Foster is anywhere near his old form the chances seem to be in favor of his winning.

NO prominent race meet in the country would be perfect without a programme gotten out by the Goodman Brothers of Hartford. Such being the fact we notice that the Hagerstown race programme will probably be issued by "the Goodmans."

OUR Cincinnati correspondent writes us: "It is very unfortunate indeed that the talented 'Hawkshaw' should object to tights, but perhaps he is not supplied, like Nicholas Nickelby, with a pair of straight legs. If he could only behold our dearly beloved Mascot when he has his shapely limbs encased in those snuff colored jerseys, see the admiring glances of the pretty fair maids and hear their complimentary remarks, he would die with envy."

WE called in on Dr. Kendall the other day and we noticed that he was more than usually animated and happy, and on our remarking to him that we noticed his joyful mood and asked for an explanation, he handed us a note addressed to this office and which he stated he intended to mail to us. This is what the note contained: "I take great pleasure in announcing that on Sunday, Bess, the Boston Bicycle Club's pet, made the world a gainer by adding to its population a single perpetuator of her many well-know virtues." Of course our heartiest congratulations were extended to the doctor, and on our anxious inquiry as to the health of the interesting pair, we were rejoiced to hear that both mother and progeny were "doing nicely."

THE *Journal* of Windsor Locks, Conn., is responsible for the following: "It will be only a short time until Windle, the crack bicycle rider, will be reinstated in the amateur ranks." *May* be so, but not *this* year, s'mother year, perhaps. We are sorry that Windle-placed himself in the position to be expelled, but the penalty was rightly imposed and the friends of Windle will do his chances of ever getting back more good by keeping quiet than by making statements which will not be fulfilled.

ENOCH TOWNSEND, of Saco, Me., left Watertown, Mass., at 4.08 A. M. Sunday, to ride to Portland, Me., and he accomplished the feat by 7.55 P. M. The distance is 118 miles, and is over some of the sandiest, roughest and hilliest roads in the country.

PROVIDENCE, R. I., proposes to forbid sidewalk riding, and will fine offenders.

OUR CORRESPONDENT from Meriden, Ct., writes the following: "The matter of a road race with the New Haven Bi. Club is receiving considerable attention and may have something to do with the increased activity of the riding members. And right here it might be proper to suggest to the New Haven Club, who seem to yearn for the scalp of the Meriden Wheel Club, that as we are the present holders of the State championships, both individual and team, that it is *their* right to challenge, ours to accept, and we are prepared to defend our honors in an individual—two, three, five, or as many as they wish—and we will accord them the privilege of naming the distance and racing ground."

AN ordinance has been passed by the City of Quincy, Mass., against riding bicycles on the sidewalks of said city, and a heavy fine is the penalty.

CHARLES G. KOOP claims the honor of being the first man to ride a bicycle in the city of Brooklyn, N. Y. The date of his "first appearance" is November 5, 1878.

THE Albany Wheelmen will hold a parade July 4. The local clubs of Albany and Troy have been invited to participate.

BATH, Me., is busy at work repairing her streets.

CYCLING at Worcester, Mass., has received a boom and the riders there are trying hard to get a track for racing purposes.

EXCHANGES just to hand have denials from "Senator" Morgan that he is married to Miss Oaks or any one else. Is it, or is it not?

WARREN G. WEST and C. D. Alexander, Portland bicyclists, accomplished, Sunday, the feat of riding their bicycles from Portland to Boston, arriving in the latter city in the evening. They returned by rail and were at their places of business as usual Monday.

MR. J. W. LEAVITT, of Cleveland, Ohio, recently rode for and beat the state 24-hour record held by E. J. Douhet of the same city. Douhet's record was 190 miles, while Leavitt managed to cover 192 1-8 miles, cyclometer measure.

THE work of the racing committee of the Hartford Wheel Club



THE EAGLE IS SPEEDY.

10 Miles in 38 Minutes.

THE BEST PREVIOUS RECORD BEATEN BY FIVE MINUTES.

The Cabin John road record is now held by Wm. T. Robertson and the EAGLE BICYCLE.

(From The Washington Post, June 24, 1887.)

A QUICK RUN TO CABIN JOHN.

Yesterday, William T. Robertson, on his Eagle Bicycle, lowered the record of forty-three minutes made on July 4th, 1887, by Percy Sevfferle, starting from Ninth and G streets and ending at Cabin John, making the distanee ten miles. Robertson started at 11.21 A. M., reaching Cabin John thirty-eight minutes after, beating the record by five minutes. Timers, Messrs. Smiley and Sickle. He now holds he record both to and from Cabin John, making the latter trip in forty-two minutes in 1884. He say he intends to lower this record also.

Catalogue Free. Apply for the Agency.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.



The Swift.

The Buffalo Express, May 29, says:

"James S. Hedge of the Buffalo Bicycle Club made the first century run of the year on May 26th. Leaving the club house at 8 A. M., he rode via Seneca Street, Potter's Corners Road, Orchard Park, and Colden to Springville. Here a stop of two hours was made fordinner, and return was made via Boston and Hamburg to the club house, arriving at 6.45 P. M. Starting again at 7 P. M. he pushed on out to Bowmansville and return and rode three times around the meadow, arriving at the club house at 10.25 P. M. Hedge rode a Swift Safety, and considering the fact that he did not start out to make a 'century,' and did not think of it until he had ridden about 70 miles, made very good time, his riding time being 10 hours and 30 minutes for 105 miles, or an average of 10 miles an hour. Four hours and five minutes were used in stops. This is the first time a century run has been made by a rider in this city on a safety, and it is also the first time a century has been made over this route, there being a great many short steep hills to climb."

Wednesday evening last, Mr. A. W. Porter, of Newton, rode up and down Corey Hill four times, without a dismount, in 36 minutes, on a Swift Safety.

Geared to 57 Inches.

He was timed by F. D. Whittemore, Jr., of Newton, witnessed at the top by F. S. Norton and H. E. Bachelder, half way by F. W. Fisher and H. C. Blaney, and at the foot by L. D. Whittemore, Jr.

CATALOGUE FREE.

Immediate Delivery of Premier Safeties!

THE CATFORD PREMIER which we guarantee to be the lightest-running roadster in the world. All hollow seamless steel, all balls, seven-eights rubber, 30-inch wheels. Actual weight 36 lbs. Price, $135. Ask your local Premier Agent to show you this machine.

THE SPECIAL PREMIER. The handsomest and strongest roadster Safety for either lady or gentlemen yet offered. Weight, 45 lbs. Price, $135. The "family machine" *par excellence!*

THE POPULAR PREMIER. We won't say anything about this machine, as they are selling faster than we can get them, without advertising. It is about the same with **The Youth's Premier** which we are selling in great blocks. Nothing like it offered. All steel, balls [adjustable] to crank and driver, 26-inch wheels. $65. Just the thing for your growing boy. Not a cheap toy, but a thoroughly reliable miniature Safety, warranted for 12 months.

THE PREMIER TANDEM SAFETY. We have said a good deal about this machine, so we will step down on this occasion in favor of a prominent Western lawyer:

"I received the Premier Tandem Safety by express from St. Louis. It is handsomer in outline and finish than I expected, AND IS A SUCCESS. Within twenty minutes from the crate, I took an inexperienced lady rider safely along, and all ages and weights mount the front saddle. In fact the machine is a training school. There is no exposure whatever, the lady needs no special costume and her saddle is a jewel for ease and harmless use." JAS. F. PITT, St. Joseph, Mo.

Send for Catalogue.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - - - ORANGE, N. J.

on their September tournament is being pushed forward as rapidly as possible. It is expected that the programme will be announced soon after the first of July. The committee from the Connecticut Division has been consolidated with that of the wheel club, that the best entertainment possible will be offered League members who attend the meet. A number of fast amateur racing men have already gone into training to pedal for glory at Hartford this fall.

PERCY STONE was married last Tuesday, June 25th, to Miss Iola B. Seales of St. Louis.

NEW ORLEANS wheelmen may give a tournament about September 14th.

THE speedy demise of the L. A. W. is predicted by a Western exchange, the primary cause of the prophecied collapse being the re-instatement of F. F. Ives and others into the amateur ranks!!

THE TOURISTS IN ENGLAND.

Monday, June 3d, was devoted to recuperating and repairing. In the morning a photo of the "Yankees" was taken in front of the "Wicklow," which subsequently appeared as a cartoon in *Bi Acres*. Monday evening found the party aboard the L'pool and North Wall packet, *en route* for L'pool. After a tearful farewell to Jack White. Macredy, Quinton, Haurahan and the other good-hearted, wholesouled fellows who came to say *adieu*, we parted. Down the river went the fussy steamer, the boys in the stern hiding their feelings by frantically waving flags and handkerchiefs to those answering from the quay, and so the crowd on the quay became an indistinct mass of humanity and waving kerchiefs. We had seen the last of Ireland and the Irish wheelmen and sadly turned to go below; yet stay--not so fast—down the long quay comes tearing along a car with White and the others, followed by Macredy on his safety, and for half a mile they race the steamer down the river, shouting in answer to our soul-splitting yells. At last they *must* stop while we go on, so once again we watch and wave and cheer, as they fade away into the distance, and at last we have truly lost sight of the best-hearted lot of fellows the sun never (!) shines upon.

At sea! The Hill of Howth once astern the tubby craft begins to pitch and roll and jump, all at once! One by one the brave mariners, who had faced the wild Atlantic's dread expanse, seek the seclusion which a stateroom grants, remove their collar and their shoes and trousers, and groan as they feel the little wash tub dance.

Papa Elwell (seizing time by the forelock) escaped seasickness, thanks to Morpheus, but all save six or seven paid tribute to Neptune, and more than one recounted next day, dread tales of weeping and wretchedness which occurred in their staterooms during that awful night. Of awakening and feeling certain that the boat was going either towards the moon or towards the bottom of the sea, and of hearing such language in gruesome tones as: "Oh! oh! oh! why did Elwell bring me here? Why didn't we take the train? Oh! oh!! oh!!!" etc. But why linger on it? The dawn came at last, bringing renewed hopes and appetites. After breakfasting aboard, we disembarked at the landing-stage and immediately took ferry from same to Birkenhead. While crossing the Mersey, the boys had a good view of the Great Eastern, as she lay dismantled on the mud flats, and the obstreperous member from Cleveland even wished to pilot a party across the mud to have a better view of her.

At Birkenhead our wheels first touched English soil, and after a short two hours' ride we were at Chester, where we spent the day, sight seeing, and the night at the "Golden Lion." From Chester to Stafford (for the night) our route lay through a charming country, along perfect roads, bordered by hedges and shaded by the leafy profusion of an English June, which those who have seen may recall to mind. Twenty miles on, at Nantwich, lunch was served at a cocoa house, and we did ample justice to the ample fare. Then on to Stafford, twenty miles further, over the same beautiful roads, to dinner and to bed. Our two days in England thus far are in most favorable comparison, as regards weather, with Ireland, being warm and sunny almost in excess, but a welcome change from the cold rain and mud.

From Stafford on Thursday morning, on to fair Litchfield, with its grand cathedral, and in the afternoon to Birmingham, seven miles from which, at Sutton-Coalfield, the party was met by a great number of riders and escorted into the city, where in the evening they were the guests of the Birchfield Club at dinner at the Colonnade Hotel.

Friday the route lay through Coventry, Kenilworth, Warwick, to Stratford-on-Avon. This proved the finest riding yet enjoyed, and the diversity of scenery made it one of our most enjoyable days. The boys rambled among the ruins of old Kenilworth, ate oranges in the shade of the ivy-covered walls, lounged and smoked by the wayside, and at the waysine inns, and generally enjoyed life. At Warwick, where lunch was spread at the Warwick Arms, half the afternoon was spent. Those who arrived early enough, went through Warwick Castle, which closes at 4 P. M., but some few who were late were forced to rest content with gazing on the view of the castle from the bridge. About 5 P. M. a start was made for Stratford-on-Avon, eight miles through the loveliest country, and over the most superb roads in England, and in less than an hour we were passing through the historic village of Shottery, to the world-renowned town whose fame reaches to the utmost ends of the earth.

Along the splendid road, with the quiet, pollard-fringed Avon close beside, and so over the bridge we fared into Stratford town.

Mine host of the Golden Lion ("G. L." No 2) received us with open arms, and soon all the weary pilgrims were gathered at the festive board.

As said the motto on the wall, "Be of good cheer, for now we sit to chat as well as eat," so did we to the best of our humble endeavors. Howbeit, the eating was more numerous than the chatting at the start. After dinner, with reluctance we bade farewell to Mr. Taylor (C. T. C. Consul for Chester, I think), who had piloted us for the two days previous, and whom all the party will think of gratefully.

Speaking of roads, I believe this letter has mentioned a few fine ones, but our superlatives must be withheld for the streets of Stratford. Those to whom Chestnut Hill or the Orange, N. J., are criterions should see the streets of Shakespeare's town and ponder. Hard as asphalte, smooth as a billiard table, and clean as a well-swept floor, will convey some idea of their nature. The evening we spent in enjoying our new light mounts on the streets, viewing the quaint old houses, the willow-shaded river, and the beautiful Memorial Theatre and gardens by the river.

Saturday afternoon was also spent in a more detailed visit to the places of interest—Shakespeare's house, his tomb and the old church, the Memorial theatre, which we went through, the G. W. Child's fountain, etc., etc. After an 11 o'clock lunch we started on our 52-mile jaunt to Oxford. A glorious repetition of the glories of the previous day as to roads and weather.

At long Compton about 3 o'clock a halt was made at the Golden Lion ("G. L." No. 3), and a pleasant two hours spent in lunch—tea, bread and butter, marmalade, etc.—lounging and smoking. The landlady did herself proud, and as for our party, the American appetites, which have grown so large that some of the boys have to carry theirs in their luggage valises, ate her out of house and home.

More jogging on, and then as we struggled up the hill into Woodstock, the Oxfordshire University clubmen greeted us with clapping and welcomed us to their ancient city. After a stop at Blenheim Castle, the seat of his grace of Marlboro, a procession by twos was formed, and over 100 strong we rode into the town. Here occurred the first hitch on our programme. On his arrival ahead of the party, Mr. Elwell was thunderstruck to find that the King's Arms, the hotel which we had engaged to receive us (C. T. C. house) utterly refused to take us in, claiming that the rooms were engaged and that they had written him to that effect, which writing miscarried at Cork some weeks ago. Thereupon Mr. E. Bravely put his shoulder to the wheel and inside an hour all were comfortably lodged at one of two or three hotels. Rumor saith that a recent change of management must account for the change of front in this matter. Rumor also sayeth that a change of the C. T. C. patronage would be very much in order as regards the King's Arms, Oxford.

As it happened the change of hotels proved very much for the better, so all were more than satisfied eventually. Sunday, present writing, proved drizzly and dreary—our first rain in England,—so all availed themselves of the time to write home. By last night's mail came many copies of *The Irish Cyclist and Athlete* with a detailed account of our Irish tour, for which kind thought all wish to thank Mr. R. J. Macredy of Dublin.

To-day we lunched in parties with some of the University men, and were afterwards shown round several of the colleges: Balliol, New College, Magdalen, etc., and received many kind attentions. To-morrow, ho! for Hampton Court, 61 miles; next day, capture of London, so, farewell, America, while we reduce our baggage to the minniest possible minimum.

PEDALS.

TOURISTS IN PARIS.

(*New York World.*)

PARIS, June 22, 1889.

The American cyclists arrived here yesterday, having ridden in from St. Germain, which place they left et nine A. M. The party was cordially received.

A SERMON FOR OUTDOOR MEN IN INDOOR OFFICES.

BY "JACK."

"Do I like the city, stranger? 'Tisn't likely that I would.
'Tisn't likely that a ranger from the border ever could
Git accustomed to the flurry an' the loud oncarthly noise—
Everybody in a hurry, men an' wimmin, gals and boys,
All a-rushin' like the nation 'mid the rumble and the jar,
Jes' as if their soul's salvation hung upon their gettin' thar.
Like it? *No.* I love to wander 'mid the vales an' mountains green,
In the borderland out yonder, whar' the hand o' God is seen."

Have any of you fellows ever summed up what there was that was lovable and likable in this life to make it worth living. Have you started out to add dollar to dollar in a daily grind for riches? Early to work, write, count, slave—snatch a mid-day meal and back to your work again? What does your accumulation of accursed riches amount to, if you are broken in spirit at the end of the day, if you loathe your food and dyspepsia claims you for its own? "Is life worth living?" you say. Is it? Why yes, man, it is. But you have got to give up that greed for gain, that acquisitive tendency, if you would enjoy the inner sweets of this life as the golden bee revels in the nectar of the clover you must be an outdoor man, you must take off your black clothes and your starchy apparel and exchange your shiny hat for one of straw or wool. You must come with me to the brook on the mountain side, where the sheep are listlessly resting or feeding on the scant herbiage. Put a few trout flies round your hat, a few worms in a flannel bag and don a pair of knickerbockers. Bring your light fly rod along, we'll catch fish all right if there are any in the country.

Care? None. Where has it gone. Vanished at the sight of the ripples on the brook, at sight of the shimmering depths of the mountain tarn. It has escaped with every puff of opalescent tobacco smoke that curled into the mountain invigorant which blows fresh and cool on your city throat, or ruffles your hair like a soothing gentle spirit of peace. Noise? Yes, when we stood near the rumble of the waterfall which poured its mass of liquid thunder into the Cauldron Pool. We could not hear our own voices. But was it noise? Was it not an exquisitely refreshing and musicianly sound? Down it comes from the top of the grim mountains standing sentry over the sleeping valleys. Down it leaps from crag to crag, and along a bit of rockland, down in cool deluge to the home of the gold and carmine trout that revel in the effervescing depths of the Cauldron Pool. Down the hill past the shepherd's house it rushes, and winds tortuously in the low valley among the ferns and sedges, wimpling among the golden lily pads where the frog lies drowsily winking his lovely golden-brown eyes in the exquisite sunlight. Then it is lost to sight as it turns round the base of a hill in the far off landscape. Are you tired? Do you want to go home? Does the grass or heather not feel more comfortable and restful than the upholstered chair or sofa in your city home? If you and I have any affinity for one another you feel as if you wish the city at the end of the devil's highway, you devoutly wish that you might never return there, but that your friends might come and join you and revel in the Arcadian deliciousnesses of the mountain stream and the sighing mournful pine trees of the virgin forest.

Perhaps you are not in love with stocks, though you do business in the vicinity of Wall street, perhaps you loathe the very sound of three, five and ten per cent., but stern realities in the shape of your individual stomach or (I speak figuratively) those of your wife and children, demand that you should sink personal liking that you may be a practical bread winner. I know it all too well. You are an outdoor man like myself, loving the note of the katydid more than the click of the stock register, the "sooch" of the pines rather than the hum of the telegraph network which stretches its hideous intricacies among the city chimneys and across and across from your office window. Riches? Bah!

What is so much purple and gold and fine linen and association with mushroom parvenus compared with the sweet calm of the mountain? What is the disgusting falsity of fashionable high-pressure existence to the ham sandwich and the "wee drappie o't" and the easy tweed suit and Arcadian simplicity of the wilderness? Why should we fall down and worship the golden calf to the sound of the sackbut and dulcimer and America's ubiquitous big drum? What is a colossal accumulation of material wealth compared with intellectual improvement? Of what virtue are our pork factories if the multitude have flat stomachs and the few are infinitude of dollars, aye, tens of millions of dollars? What matters it whether or no we can "lick creation" from our own material standpoint, when we neglect the pauper that implores us unavailingly for aid at our mansion gates?

How dare we turn our hearts to adamant at the sign of distress, when we know that aid to a fellow creature might mean the depletion of our bank account to the extent of a quarter of a dollar, or a whole immeasurable American eagled dollar in its immaculate entirety? Did you ever take the *trouble* to have a chat with a tramp? Would your insecure enough adhesion to your little tinsel covered "Society" be endangered by speaking to an unfortunate fellow creature? You entire and contemptible snob! Is your reputation so thin that you are in dread of some Sauerwein O'Shaunessy putting her porcine index finger plumb through it? Would not your lip curl at the thought of such a thing, that a woman whose ancestors have scarce kicked off the "mud boots" of the honest "ditches of Poverty Flat" could hurt your reputation by word of mouth or by their "pollitical influence?" Oh! the common caddish herd of them, who scarce knew the mission of the napkin a quarter of a century ago and drank rose water from the finger bowl with delicious *sans froid* a few seasons ago.

If you will sit down by the roadside some day with a tramp and have a chat with him, you will in the majority of cases find that he is not half the man you have concluded he was. You will often find him a gentleman at heart, all that he lacks is *balance* to hold his equalibrium in the social or commercial world. If he knows more of Virgil than you do—do not be surprised. Do not look amazed if he is quite on familiar terms with Jean Ingelow, and knows and despises from the bottom of his weather strained and rheumatic heart, that old three-ball Shylock. If he draws a "prop" in Euclid on the dust with his finger, do not exhibit symptons of amazement. That man perhaps had a father who sent him to college, but he was not properly balanced and could never, no matter what he tried to do, combat successfully the law of human gravitation which controlled him. Perhaps if he *had* been given sufficient will-power he *might* have done a great deal. But he *hadn't* sufficient will power, and therefore he *didn't* work any conquests over his be-setting vices or failings.

Do not set the brindle bull dog on the tramp, go to the front gate and give him some food and a "quarter," and if necessary, shelter.

"Yes I love the western border: pine trees waivin' in the air,
Rocks piled up in rough disorder: birds a singin' everywhere:
Deer a playin' in their gladness, elk a feedin' in the glen;
Not a trace of pain or sadness campin' on the trail of men.
Brooks o' crystal clearness flowin' o'er the rocks and lovely flowers.
In their tinted beauty growin' in the mountain dells and bowers.
Fairer pictur' the Creator never threw on eartly screen,
Than this lovely home o' natur,' whar' the hand o' God is seen."

LOG BOOK NOTES.

WHAT! don't keep a log? Well, you ought to.

Oh, too much bother! Nonsense, it repays for the little time it takes over and over again, in the pleasure it gives in recalling old friends and merry incidences of the days gone by. Yes. I commenced ever so long ago, when ordinaries wore straight bars, direct spokes and hair-stuffed, iron-plated saddles; and 54-inch Stars that could be heard a mile away (on a still day) were considered the thing. Then I used the pages of a diary, but since Weston issued his "Cycling Log Book" (which is just the thing for the purpose) I have copied my notes into one. Weston deserves the thanks of all wheelmen for his enterprise. I find my first entry takes the form of the following resolution:

Resolved to be a cyclist bold,
The gay and festive wheel to hold,
And ride like wild bird o'er the lea—
The cyclist's life's the life for me.
On wings of steel I fain would fly,
'Till angels bear me up on high
(Or Satan takes me down below,
Where flames sulphurious brightly glow).

I went through the "post act" period and came out again, and in spite of the old saw, "oh he'll give it up when he gets over the craze—see if he don't," I'm as much of an enthusiast now as in those early days. I find for the first three years I did not miss a month, winter or summer, in which I and my wheel were not out together. Since that first wheel I have possessed four others, aggregating in value more than seven hundred dollars, but none were as dear to me, none seem to me as fine as did number one. I wonder where it is now! what hand guides its bar? what foot presses its pedal? It began life when every wheelman was its friend, and the passing salute was never omitted; but in these days of "cads on castors" who shall say what is its fate? One thing I note—the man who rides for speed alone is usually not a lover of nature, and although he doubtless enjoys his wheeling, in a season or so he rides out his enthusiasm and sells his wheel. But he who is fond of outdoor life, enjoys the birds and flowers, and who loves to wander by brook or sit by cooling spring, rarely forsakes the cycle but rather uses it rationally to take him to these scenes of pleasure and finds a rarer and more lasting enjoyment in jogging along, than the poor fellow, who only wants to know "how far've you been?" "how long did it take you?" By all means, ye beginners, jot down some notes for perusal in idle days, and Papa Weston's Log Book is the place for such jottings.

D. W. COLBATH.

THOSE OBNOXIOUS TIGHTS.

THE able "Hawkshaw" of New York directs attention to the "idiotic practice of wearing full tights when riding upon the road," and tells us that no less a journal than the New York *Sun* has taken up the cudgel against it.

This remonstrance against tights seems to be confined almost entirely to the well-bred east, and even there it seems to be nowhere as virulent as in the sanctum of "Hawkshaw." He would have us know that the question is practically settled when the *Sun* has once sat upon the wearing of tights.

This great journal has placed the terrible brand of its disfavor upon this practice and hence it must go. Those editorial spectacles have been polished as they never have been polished since they grew dim in looking at "Nadjy," and have distinctly discerned a positive affront to modesty in the wearing of the tights.

We think there is a possibility that this great newspaper of the metropolis may know much more about what kind of a record a presidential candidate should be clothed in than it does about the the clothing best adapted to cyclists,

"Hawkshaw" and the supporters of his protest evidently never saw the bare legs of the Highlanders on parade day or the uncovered charms of the ladies at the full-dress receptions, else perhaps these simple black tights would not unnerve him so. A great weight of argument can be pertinently spoken against "pants,"—pants which are made by the official tailor and which never fit; pants which either bind you at the knee or flap in the breeze; pants which get shiny and threadbare and make you look like a Kansas tramp. Out of this untutored and rank-growing West you will find scores of us wearing tights. Our racing men wearing tights, our chief consul wears tights, and none of the 2,000 wheelmen of the Garden City have yet been frowned upon by the good people of Chicago.

TWINK.

THE "TOMMY AND NEW OIL CAN" STYLE.

Editor Bicycling World: I regret that our League organ and leading cycling journal is taking a back seat by ignoring the momentous question of the day, viz.: "Does Charlie Leison ride a Star?" Now, dear WORLD, that won't do. If you wish to retain your grip, you must meet the issue and grapple with it. Don't bother about L. A. W. matters, tournaments, tours or racing, for wheelmen in general don't care a fig about such things; but the riders throughout the length and breadth of the land are all torn up about "Charlie Leison and his Star." In our own club we can't down the question long enough to have an election of officers. Tried it once, but had to adjourn, amid a general debate on whether or not Charlie Leison rides a safety or a Star. Our ex-President and a charter member of the club,—a well known skeptic and man of combatitiveness,—boldly announced that no matter what Charlie Leison rode it was no concern of the club, and no interest to any one but himself. He was thereupon charged with treason, and after mature deliberation, his resignation asked for. Another instance, but more serious in its results, happened while on a club run, with two members disputing about how Leison was spelt. The dispute waxed warm, and the disputants fell behind, and rumor has it, they settled it by muscle. Howbeit, the man who spelt it "lie" is the only one of the two who attends club meetings. Another man not less enthusiastic, waits at the postoffice for the arrival of the Leison organ, and rushes off to the club house, like unto an homestretch spurt. That same man thinks N. Mahlon Beckwith is still President of the League. I am writing this at the club house, and a grasshopper has just jumped in the window and lit on a copy of the *American Athlete*, and some vulgar youth has christened him Charlie Leison. Another genus homo appointed a private secretary to his grasshopper highness. Members are stirring him up with pencils, pens, spokes, tool-bags and other furniture and bric-a-brac, so that his secretary can record his jumps. Once he lit on the Pennsylvania Road Book, and he was duly chronicled as hunting up Lancaster Pike. From there he hopped on the saddle of a Star bicycle, but left it and landed on a safety, where all efforts to dislodge him proved futile. "Potter, the poet" is well booked in Leison literature, and I noticed he was an interested spectator of the grasshopper jubilee, and no doubt when an inspiration strikes him the readers of the WORLD will be favored with the product of his genius. I merely mention these things, dear WORLD, to show you what an important matter you are neglecting, and for the interest of cycling I would suggest that your next issue be entirely devoted to this all-absorbing topic, and after that to give it at least a page or two until next winter, when news is scarce, then you could give us a whole issue occasionally. "Leison forever."

Yours truly, L. A. W. 2506.

IMPROVEMENTS IN PHOTOGRAPHY.

TEN years ago the Eastman dry plate company was organized and its career since that time has been a succession of brilliant discoveries and inventions, exceeding in renown any other like establishment on this continent or in Europe. Among the chief of these are the substitution of paper for glass negatives, the roll holder, the gelatine film, permanent bromide paper for enlargement and the Kodak.

We have now to announce another important invention—in some respects the most important of all—which this establishment has just brought out. Its geletine film for negatives, when completed, has many advantages over glass, particularly in lightness and portability; but there have been complaints of the somewhat elaborate and tedious processes required after developement in transferring the image to the film. "If you could make a transparent film." experts in Europe and America have said, "so that when the image was developed and fixed it would be ready for printing your film would be perfect." This, after over four months of experimenting and preparation by Mr. Eastman and the company's chemist, Henry Reichenbach, has been done. The base for the emulsion has been changed and instead of using paper from which the image had to be transferred to gelatine sheets, celluloid has been adopted, so that immediately after developement, fixing and washing—as with glass—the negatave is ready for the printiug frame. Small celluloid sheets have been employed for some years by a European inventor and house, but the difficulty has been to enlarge the sheets and keep them thin enough for the purpose. But Mr. Eastman and his associates have overcome all difficulties and can now manufacture sheets of absolute uniformity of thinness fifty feet in length and only three one thousaudths of an inch in thickness. This enables them to apply their new transparent film to both their roll holder and their Kodak and places in the hands of both professional and amateur photographers a vastly improved process over any hitherto known.

JONAH'S OPINION.

In the face of the results of the great twenty-five-mile road race on Decoration Day, the following squib of "Ariel's" takes one's breath away: "So the New Yorkers and Jerseymen think their teams are much better than the Wilmington quartet. Well, all they have to do to back up their belief is to issue a little challenge, and I have reason to believe there will be prompt acceptance on the part of Messrs. Dampman, Merrihew, McDaniel and Elliott." Was there anything the matter with that race for a test, Mr. Ariel? Were the hills not steep enough, or were there not enough of them? If they were steeper or there were more of them, or if they were not so steep and there were fewer of them, the result might have been otherwise? But they were just so steep and there were just so many of them, and did you look, Mr. Ariel, at how the race came out? Let me refresh your memory with the actual times, no handicaps being considered, mind you:

K. C. W.		B. B. C.		W. W. C.	
Bensinger,	1.31.43	Class,	1.33.38	Dampman,	1.34.40
C. Murphy,	1.31.49	Coningsby,	1.33.57	Merrihew,	1.40.54
W. Murphy,	1.32.05	Borland,	1.34.51	McDaniel,	1.36.07
Hesse,	1.32.47	Waters,	1 41.39	Elliott,	1.36.17
Total,	6.08.24	Total,	6.24.05	Total,	6.27.58

Don't you see that the K. C. W. beat your Wilmington quartet just 19 minutes 4 seconds, or over five miles? Even the B. B. C. beat them 3 minutes 53 seconds, or about a mile, with Harry Bradley with his record of 1.30.00 2-5, not riding? Had it been team against team, with the points counting as usual, the K. C. W. would have won by 26 to 10, or maximum to minimum, and the B. B. C. by 21 to 15. And if the other K. C. W. men, T. Hall, H. Hall and Steves, had called on their Jersey friend, Baggot, to help them they would have beaten the Wilmington quartet just 10 minutes 21 seconds, or about three miles. And remember, too, that on the basis of actual times made, nine of these "New Yorkers and Jerseymen" came in ahead of Wilmington's fastest man.

And still you suggest the victors being so unsportsmanlike as to issue a challenge to the losers. I fear your Wilmington friends will not thank you for putting them in so ludicrous a position after a fairly fought battle, in which I am sure they frankly acknowledged themselves beaten. As for match races, let the challenges come from the losers as they should, and I'll venture to say that the K. C. W. and the B. B. C. will jump at the chance, and

even the H. C. W. will not be averse to having a finger in the pie. Come now, Mr. Ariel, this is not like you, to begrudge our men the glory they so gallantly won. We have always justly lauded your men to the skies on the strength of their grand performances. They are good men. Come now, give our men the credit for having beaten them this once at least. Perhaps things may be reversed the next race. If so, you can rely on us not to take from the glory won by them, by even an innuendo that the result did not show the actual relative merit of the men. JONAH.

THE BROOKLYN (N. Y.) CLUB HOUSEWARMING.

THE Brooklyn Bicycle Club was formed on June 21st, 1879, and from the nucleus of six founders, with no headquarters, to its present prosperous proportions it has steadily increased and waxed strong.

The date set for the housewarming was very properly the tenth anniversary. From the *Union* we take the following:

"Over two thousand dollars have been spent fitting out the new club house at 62 Hanson street. The building has been extended to the full depth of the lot, a two-story extension added, and new lockers, wheel racks and furnishings purchased, until now every member feels justly proud of their new club house.

Between two and three hundred guests assembled last night to join in the birthday merrymaking. It was a full-dress stag affair, and the house was brilliant with many lights and beautiful with profuse floral decorations. Music was furnished by J. F. Dubois, and an attractive programme delivered in the parlors. Speeches were made by James Fox, the President of the club; by M. L. Bridgeman, President K. C. W.; G. T. Maibe, President L. I. W.; and H. H. Koop, Vice President B. B. C.; and S. H. Torrey read a small volume of blank verse, which travestied the metre of "Hiawatha," and from which every member of the club learned the author's opinion of him; L. G. Emerson did some highly applauded bird warbling, and James S. Burdett drew tears of laughter by his droll recitals.

After the entertainment an adjournment was made to the lower regions, where Caterer Maresi had prepared some things very interesting to the palate and stomach. When the morning's gray light wiped its feet on the door mat and demanded entrance it found many loth to leave the brillant scene, and only the recollection of the day's duties finally restored the place to quiet."

LAMP LEGISLATION.

IN a recent session of the General Assembly of the State of Connecticut the following Act to Regulate the use of Highways was presented:

"Every person who shall, in the night season, upon any public highway, ride any bicycle, tricycle, velocipede, or machine similarly propelled, without carrying or having attached to such vehicle a lighted lantern in such a manner that it can be plainly seen from in front of said vehicle and casts light in that direction, and without sounding a bell or whistle at intervals sufficient to give due warning of the approach of such vehicle, shall be fined not more than seven dollars or imprisonment not more than thirty days, or both."

The injustice of such an act, should it become a law, is apparent to every wheelman. There is no question but that wheelmen should for mutual safety carry lanterns, but it is well know that lanterns are liable to go out, and it would be certainly unfair to fine or imprison a cycler for riding without a lantern under such circumstances. Then a great many cyclers ride from their offices to their homes, starting when it is light, and sometimes, through distance or delay, not arriving until after dark.

The idea of ringing a bell or whistle at compulsory intervals is a nuisance both to the cycler and to the public. If bell ringing and lantern carrying are necessary to the public safety on the highways then carriages and horsemen should be obliged to carry bells or whistles and lanterns. The courts all over the country, from the highest to the lowest, have decided that a bicycle is a vehicle and, as a vehicle, is entitled to the same rights as any carriage.

Although the committee on the Judiciary reported favorably to the Connecticut House, recommending that the bill pass, the bill was defeated, and its defeat is due almost wholly to the action taken by the Pope Mfg. Co., who employed the best of legal advice at large expense, and convinced in a perfectly legitimate way the members of the house that the bill was unconstitutional, unfair, and unwise. This is but one of a series of movements made by the Pope Mfg. Co. for the benefit of American wheelmen, entirely unaided and unassisted by any other party or parties.

WHAT ARE HANDICAPS?

THE following postal received calls for our reply:

"Eureka, June 20, 1889.

Editor Bicycling World: Please explain a handicap race in your next issue of the WORLD and oblige. Yours No. 21,772."

We supposed that almost every one understood the principles which govern a handicap race, but for the benefit of those who do not we are pleased to be able to "elucidate:" A handicap is an allowance in time or distance granted to a competitor of inferior speed by one of superior speed. Sometimes — and more frequently — it is distance that is granted and not *time* start. An example: "A" has a record of 2.35 and "B" has a record of 2.50. It therefore takes "B" 15 seconds longer to cover a mile than it does "A." So, if a *time* allowancewas given "B" would get 15 seconds start of "A."

If, however, a distance handicap was awarded, we find that "B" travels at a trifle over 31 feet to the second. This multiplied by the difference in the recorded time (15 seconds) would give "B" about 155 yards' start.—[ED.

AN INVITATION.

Editor Bicycling World: I would be glad if you will insert the following in your paper:

"At a recent meeting of the Harrisburg (Pa.) Wheel Club, a cordial invitation was extended to all wheelmen passing through our city en route to the meet at Hagerstown, to pay us a visit at our rooms, Third and Market streets, if at all convenient to do so."

Very truly, J. C. DUKE, Secretary.
L. A. W. 22,237.

AN APPEAL.

Editor Bicycling World: If you think proper, would be pleased to have you print the following plea: A little Johnstown eight-year-old cries about losing his 30-iuch Bicycle in the late flood, and fears he never will be able to get another, as his family have not a cent. Will enough wheelmen who read this, give dimes or other amounts to make the boy a happy owner of a new bicycle? If so, send to R. E. HUMPHREYS,
Irwin, Pa., June 18, 1889. L. A. W. 7582.
[We start the list with $1.—ED.]

MORGAN-OAKS.

YES, the genial, energetic Senator has succumbed, and is now a full fledged benedict. Witness the following item received from our correspondent: "At Denver, on the night of the 15th, after the close of the six-day female bicycle contest at the ball park, there occurred a quiet little wedding, the contracting parties being Miss Jessie Oaks, the champion, and the well-known 'Senator' Morgan. A cosy supper followed, with the members of the team as guests. All departed the following day for Omaha.

The six-day contest in Denver was not very successful, owing to inclement weather. CHOP."

[We extend to the Senator and his wife our best wishes for the future.—ED.]

LEAGUE GAMES PLAYED IN MUSIC HALL.

THE Base Ball Bulletin, which reproduces distant ball games with all their exciting details, is the latest sensation in Boston. It is now producing all of the out-of-town games of the Boston Club to immense audiences. It will doubtless run throughout the season. Admission 10 cents. Here is what some of the Boston papers say of this novel entertainment:

"The Base Ball Bulletin was successfully inaugurated in Music Hall yesterday afternoon. There was an immense crowd of spectators present, and everybody was willing to testify to the completeness of this latest feature for reporting the results of the national game.

Applause was heard at frequent intervals, and not a little of the enthusiasm pertaining to the ball field was repeatedly manifested." —*Boston Globe*

"The Music Hall Base Ball Bulletin scored a big and instantaneous hit yesterday afternoon. A changing crowd of something like 4000 people packed the hall. The device reproduced the Staten Island game with fidelity and effectiveness. There was hardly a move in the exciting contest that was not recorded upon the board. The audience was a genuine base ball one. It cheered the mimic game to the echo.—*Boston Herald.*

LEAGUE MEET.

A FEW last words to refresh memories. The headquarters will be at the Hotel Hamilton. All members should report and register there at the earliest possible moment. The Hamilton and Baldwin are $2 houses, the City, $1.50, and the Franklin, $1.25. Others and additional information can be obtained at headquarters. *There will be room for all.*

From New York a round trip rate of $10.35 has been made by the B. and O. Apply to C. Newbourg, 415 Broadway, New York City.

Tuesday will be a go-as-you-please day, but in the evening a run to Williamsport will be held. Bonfires and fun.

Wednesday—Runs to Pen-Mar, Antietam, National Cemetery, South Mountain, etc. An excursion train will leave Hagerstown in the afternoon for Pen-Mar and Blue Mountain House, returning at night with those who went by wheel. Elegant orchestra and dancing.

Thursday—Formal reception and address of welcome, at 9.30 A. M. Parade at 10 A. M. Immediately after the parade, refreshments will be served and the usual photograph taken. Races at 2.30 P. M. In the evening a grand pyrotechnic display, national open-air smoker and military band concert will be given in a beautiful suburban grove.

Further entertainment will be bulletined at League headquarters, Hotel Hamilton, other hotels, and club house.

The parade on Thursday will form at 10 A. M. *sharp.* Riders should report at headquarters for instructions by 8.30 A. M.

Staff.—President Charles H. Luscomb, Grand Marshal: Albert Mott, Adjutant and Chief-of-Staff. Aids: Geo. S. Atwater, M. L. Bridgman, Charles S. Davol, S. Wallace Merrihew, H. H. Hodgeson, Wm. H. Emery, William M. Brewster, George R. Bidwell, Charles S. Butler, C. E. Learom, William J. Gilfillan, James R. Dunn, Sanford Lawton.

Pointers.—Report to headquarters immediately, and register.—Use your brakes on grades within the city limits and prevent accidents.—Watch the bulletins and daily program for changes, etc.—Be sure to be in the parade, or you will miss a fine ride—and something interesting afterwards.—Applications for League membership will be received at headquartars during the Meet.—Repair shops opposite club house and on corner of Franklin and Jonathan streets.—Wheeling supplies and sundries will be furnished by the various agencies.—All tours and runs will start from the club house, on South Potomac street.—Be sure to bring your mount. You do not want to miss the riding here.

MASSACHUSETTS L. A. W. DIVISION MEET.

The Massachusetts Division of the League of American Wheelmen, augmented by the Providence Bicycle Club, will hold its annual meet at Cottage City, Aug. 8, 9 and 10. There will be races and excursions. The Martha's Vineyard Association will tender the visitors many courtesies.

CONNECTICUT DIV. MEET PROGRAMME.

BRIDGEPORT, CT., is making great preparations for the L. A. W. Division meet to be held there July 8th. Those who arrive on Saturday, the 6th, will be taken in charge and shown attention by the local wheelmen.

The business meeting will be held at 10 A. M. and at 12 M. the parade will form. The parade will dismiss at the track at which place the following races will be contested: One mile open for "ordinaries," half-mile open for "ordinaries," one mile open for "safeties," three mile open for "ordinaries," one mile for the championship of Bridgeport, for local "ordinary" riders. Music will be furnished thoughout the racing by the Philharmonic band. Leaving the Park at 4 P. M., the wheelmen will ride to Greenfield Hill, where a grand hill-climbing contest to all will take place, after which the the party will return to the rooms of the Rambling Wheelmen for lunch.

KANSAS DIVISION MEET

ONE of the most enjoyable, as well as one of the most important, sessions in the history of the Kansas Division of the League of American Wheelmen occurred at Ottawa last week. Besides the local wheelmen many were in attendance from various parts of the State and from other States. The business session was held in the rooms of the Ottawa Wheelmen, on Wednesday evening. Chief Consul Bradley presided and delivered a verbal report relating to his administration of the affairs of the division. The report of Secretary-Treasurer Wulfekuhler showed a very encouraging condition of the finances, there being $106.33 on hand and $60.40 due from the national organization up to date of last report. A number of amendments in constitution and by-laws, made necessary by recent changes in the laws of the national organization, were adopted, and to a committee consisting of Messrs. Metcalf, Mulvane and Wulfekuhler was delegated the duty of preparing other alterations for submission to the mail vote of the membership at a future time, when officers are to be voted upon. The present Racing and Touring Committees were continued. Messrs. Davis and Wulfekuhler were appointed a committee to compile and issue a new hand book. A very deserved and unanimous vote of thanks was tendered the Ottawa Wheelmen for their generous manner of providing for the comfort and pleasure of visiting wheelmen.

Account of races appears in our racing news.

MISSOURI DIVISION MEET.

THE Sedalia meet, July 3 and 4, is the all-absorbing topic here and already 40 men have signified their intention of attending. The run to McAllister Springs, Wednesday, will be a leading feature of the meet. This famous summer resort is about 20 miles northwest of Sedalia, and is noted for its sulphur and salt springs. An elegant hotel is located at this place where dinner will be served to the wheelmen on the day of the run. Bathing, rowing, etc., will also be indulged in. The return to Sedalia will either be made awheel or by special train.

A smoker is a fixture for the evening programme, which will be held at Sicher's Park. A register will be placed at Sicher's hotel, in which all wheelmen should subscribe themselves and at same time receive such information as befits the occasion. Lists have been placed at all the cycle agencies and clubs which intending participants should sign as early as possible, together with the day of their departure, so that the necessary hotel and transportation arrangements can be made. The track will be in fine condition for racing, and is now being harrowed and rolled daily by an experienced man. The M. K. & T. R. R. has gotten out posters, advertising the meet, which will be sure to draw a large crowd from all points along its line. LINNEUS.

TENNESSEE DIVISION MEET.

THE Tennessee Division meet held at Nashville on the 18th, was a great success, and the parade of wheelmen caused the greatest amount of interest among the citizens.

The state board of officers met at the club rooms of the Nashville Bicycle Club rooms, at 7.30 P. M., and disposed of routine business, after which the annual meeting of Tennessee Division was called to order by Chief Consul Wilson. His report was quite encouraging. It stated that local consuls had been appointed at all towns where there were members.

Secretary-Treasurer Patch's report showed the number of League members in Tennessee division to be 120, distributed as follows: Nashville, 41; Memphis, 27; Chattanooga, 17; Clarksville, 16; Knoxville, 13; Franklin, 2; Bristol, 2; Murfreesboro, 1; Union City, 1.

Chief Consul Wilson and Secretary-Treasurer Patch were renominated without opposition. In order that towns not represented in last night's meeting may be given an opportunity to make other nominations, the nominations will not close until July.

A general desire for the early completion of the map and road book by the committee engaged on that work was expressed. The committee has already secured a good deal of valuable information for this book. The division, after some discussion of various matters of interest to wheelmen, adjourned.

At 7 o'clock, June 19th, the followidg gentlemen left this city on their wheels to make a four-days' run: J. R. Wilson, J. C. Combs, Norman Smith, Mr. Patch, L. M. Hodgson, T. C. Petri, F. J. Newson and Mr. Woodward.

The wheelmen will make the run to Shelbyville first day via Nolensville and Eaglesville. The second day they go to Lynchburg via Fayetteville, the third day to Murfreesboro via Shelbyville, and the fourth to Nashville via Lebanon. The distance thus arranged is 200 miles.

LATER.

From the Nashville *American* we learn that "The 'four days' tour' was completed in twelve hours. But of an entry of nearly a dozen, only seven faced the starter Wednesday morning. These moved off from the club rooms, however, hopeful that Jupiter Pluvius had about exhausted his water supply, and that the wet spell of a week or more had been finally broken. Their hopes, however (and their clothes as well), were greatly dampened when they reached Nolensville, where they had to seek shelter from a heavy rainstorm. After the rain subsided they resumed their



THE SIDEWALK FIEND AS WE HAVE SEEN HIM.

journey to Eagleville, but the road was so muddy and some portions of it so bad on account of having been recently laid with rock, that a council of war was held, and it was decided to abandon the idea of attempting to continue the journey."

CITY OF BOSTON PROGRAMME. JULY 4.

THE City of Boston has always made a feature of cycle racing in its 4th July celebrations, and this year instead of the races being held on the short turn track of the Common, the fine surfaces and easy corners of Franklin Park will be utilized. We give list of events and the prizes: Gold medal for 1st.; gold and silver medal for 2nd. The handsomest and most valuable prizes ever given by the city. One-mile novice, bicycle, wheels not less than 35 lb. weight. Quarter-mile open, bicycle, in heats. First 2 men in each heat ride in the final. One-mile handicap, bicycle. Quarter-mile open, safety, in heats. First two men in each heat ride in the final. One-mile handicap, safety. One-mile tandem bicycle, handicap. One-mile consolation, for type of wheel which has the greatest number of actual starters in preceeding events. Entries may be made personally or by letter at the office of the Clerk of Committees, City Hall, till Tuesday, July 2, at 1 P. M. Races will be under L. A. W. rules and handicapped by L. A. W. official handicapper.

CHELSEA, MASS., CITY PROGRAMME.

THE following are the events for the races on Chelsea Common, 5-lap track, July 4. L. A. W. rules. Time of start, 8 A. M. 1. One-mile novice, prizes, first, silver cup, second, silk umbrella. 2. One-mile, boys, 15 years, prizes, first, gold medal, second, silver medal. 3. Velocipede, boys, prizes, first, gold medal, second, silver medal. 4. One mile, championship of Chelsea, prizes, first, gold medal, second, silver medal. 5. Two mile, for Chelsea riders, prizes, first, traveling bag, second, cane. 7. One mile safety, prizes, first, pair opera glasses, second, S. & P. bicycle shoes. Should enough entries be received the committee will add another open race, in place of one of the others. No entrance fee is charged, and the committee reserve the right to accept or reject any entries. For full particulars inquire of the committee at Chelsea Bicycle Club, or Chas. E. Walker at office of Pope Mfg. Co.

RAIN SPOILED THE PROGRAMME.

THE Kentucky Division of the League of American Wheelmen, after a pleasant meet in Danville, left for their homes. The weather was so disagreeable while they were there that it was impossible for them to carry out their programme, and on that account the meeting was no doubt a great disappointment to the wheelmen.

CYCLING AT WINNEPEG, MAN.

LAST year bicycling at Winnepeg was comparatively at a standstill, but through the energy and push of the officers of the present bicycle club it has revived wonderfully and we are glad to be able to state in our columns that the club is now on a sound footing, both financially and in regard to membership. Last Tuesday evening the club held a very enthusiastic meeting in the Clarendon Hotel. They have offered three medals for the greatest mileage (dating from the next run) covered during the season while on club runs, thus enabling the poorest rider to successfully compete by attending all the parades and runs.

On the evening of the 1st of July the club will hold a lantern parade. This will be a sight worth seeing. The wheels will be decorated with Chinese lanterns, producing a very wierd and romantic effect. The route will probably be along the main streets and will no doubt be looked forward to with great interest.—*Sifting.*

BANKER'S HILL CLIMBING.

The journalist who runs the *Pittsburg Bulletin* Wheel column this year should take to tilling soil for a livelihood, as he is very fresh and gullible, as shown by the following clipped from his column: "Hal Greenwood, the great hill climber, has issued a challenge to the world for a hill-climbing contest for the championship, and a number of the friends of D. W. Banker are trying to induce him to accept the offer, feeling that he could make it exceedingly interesting for Mr. Greenwood, to say the least. Banker is not at all averse to accepting the challenge, save that the time and expense are serious factors to him, his business requiring all of his attention at present. However, he is considering the matter and will give a positive answer some time next week. In the event of a contest, one of the trials will take place in Pittsburg, another in St. Louis, and the third one on some neutral ground, probably Eagle Rock or Corey."

Mr. B. has entered several hill-climbing contests at Wheeling, W. Va. He took first prize at Ice House Hill, Pittsburg, Pa.; he again took first at New Castle, Pa.; he was not successful at Beaver Falls, Pa.; he again took first at Beaver Falls (another hill); he took second prize, two starters; at Brownsville, Pa., he was not successful. Do three firsts in six contests make a champion hill climber?

Why has he not climbed Murder Lane where a diamond was



THE SIDEWALK FIEND AS WE HOPE TO SEE HIM.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

offered, the "time and expense" racket would have amounted to three hours' time and 75 cents for a round trip ticket. It cost John A. Wells at least $25 and one week's time to try for the medal.

However. *Nil desperandum*, as the winner has all training and travelling expenses paid. P.

RACES AND RECORDS ON ROAD AND TRACK.

AT OTTAWA, KANSAS.—Track.—First day: Half-mile novice, W. H. Caniff, Topeka, first; W. A. Scheel, Emporia, second; time, 1.35 2-5. One-mile, Kansas City and Kansas, H. S. Hale, Junction City, first; W. A. Scheel, second; time, 3.13 1-5. Half-mile (distance) handicap, W. C. Kerr (200 yards), Burlington, first; A. B. Mulvane (100 yards), Topeka, second; Colie Bell (scratch), Minneapolis, Minn., third; time, 1.11 1-2. Five-mile Kansas championship, won by Mulvane against A. J. Henley, Wichita; time, 16.48 1-2. Half-mile L. A. W. championship, Colie Bell, first; Henley, second; time, 1.20 1-2; in this race a special prize of a $65 diamond shirt stud was to have been given if time equalled 1.19 1-5 made by Windle in 1888. Boys' race, Geo. Hubbard, Olathe, first; Ollie Shiras, Ottawa, second; time, 1.40. One-mile handicap (distance), Colie Bell (scratch), first; H. S. Hale (200 yards), second; time, 2.51 3-4. One-mile State championship, Henley, first; Mulvane, second; time, 3.07 1-4. One-half mile hands off, H. S. Hale, first; competitors, Caniff and Scheel, disqualified; time, 1.43 3-4. Two-mile handicap (time), Henley (35 seconds), first; Scheel (40 seconds), second; Colie Bell (scratch), distanced; time, 6.35. Second day: Half-mile novice, J. H. Lane, Burlington, first; O. S. Townsend, Topeka, second; Lee Patrick, Ottawa, third; time, 1.32. One-mile handicap (time), Hale (scratch), first; Kerr (8 seconds), second; time, 3.12. Half-mile State championship, Henley, first; Mulvane, second; time, 1.26. Ten-mile L. A. W. championship, won by Colie Bell in 35.03 3-4; Henley, second. Half-mile safety, T. E. Glavin, Kansas City, first; G. H. Smith, Kansas City, second; time, 1.46. Half-mile handicap (distance), seven starters, Hale and Mulvane scratch, Scheel and Lane 75 feet, F. W. Metcalf of Olathe, Patrick and Hubbard 150 feet; Hale won in 1.26; Hubbard, second. One-mile handicap (distance), Henley (scratch), first; Mulvane (scratch), second; Kerr (100 feet), third; time, 3.03. Half-mile consolation, J. M. Hill, Topeka, first; Metcalf, second; time, 1.36. The closing event of the race programme was an effort on the part of Colie Bell to lower Windle's record; though unsuccessful the effort was highly creditable, considering the condition of the track and the strong wind. Time for half mile, 1.20 1-5.

AT PHILADELPHIA.—One of the most successful meetings ever given by the Athletic Club of the Young Men's Christian Association was that of Saturday afternoon on the Club's grounds at Belmont and Elm avenue. They were run off promptly, but in the bicycle races the time made was poor owing to the wretched condition of the teack. It is a five-lap clay and cinder, and the surface is exceedingly soft. W. W. Taxis of the A. C. S. N. won without the least exertion in 3m. 49s., with Jones of the Y. M. C. A. second. W. W. Taxis is now a member of the Athletic Club Schuylkill Navy of Philadelphia, Pa., and will race under the colors of that orgenization in the King's County games at New York on Thursday and Friday of this week. Considerable interest is manifested in his work in these races, as he will be pitted against some fast men, and it will be the first real test of his endurance and powers.

AT WILMINGTON, Del.—A team consisting of four of the Wilmington (Del.) Wheel Club had a go-as-you-please race in their club run Saturday last. The club rode to Birmingham Park on the Brandywine, and Messrs. Jeffries, Merrihew, Keebles and Bartram took a swim in the classic Brandywine. The swim was all right, but when they came out to dress they failed to notice that a bull had taken possession of the region immediately surrounding their clothes, and it is authentically vouched for by eye-witnesses that Merrihew broke all his previous records in competition with Mr. bull. A prize medal is to be awarded him for first prize, although the honors were divided between the quartette.

AT CINCINNATI.—Road.—The championship race of the C. B. C., which had been postponed one week, was finally run on the 23d inst. As a number were scared off by the report that Clarley Allen was to contest, there were only 17 entries. When the signal was given, off we started and dashed down the grade and through the bridge in a bunch. On, on, we went through Hartwell without pausing at the White Hall to quench our thirst at the pump (?); on, on, through Wyoming and Park place; push, push, up the long grade through aristocratic Glendale; still on! now hugging the side of the road to give way to a fiery steed; pump, pump, through decaying Springdale; rush, rush, till the "Duke" breaks his saddle spring (all on account of that miserable drop visor cap he wore) and falls out. On, on, till we reach the top of the grade four miles from the goal, and the silent Nelson gets into a rut, spills himself, and smashes his handle bar. On, on, till the judges see Wayne of revolutionary fame in the lead. On he goes and makes the distance in 1h. 5m. 28s., closely followed by the plucky Nelson (2) and Barth (3). Next comes the portly Nash riding Wayne's wheel, the backbone of which was nearly broken in two; next, the forlorn "Duke;" next, the tardy Husemann, whose vision was interfered with by a boil on the cheek; next, the weary secretary, who was never known to be in a hurry. The rest succeeded in reaching the goal, each with his excuse for not winning. With some it was the strong head wind, with others the ruts, dust and stones, with Norton, the sudden and unexpected action of his brake every reason but the real one, that they did not ride fast enough!!

AT STATEN ISLAND, N. Y., June 11.—Track.—Under the auspices of the Alton Amateur Athletic Association: Two mile bicycle—Won by S. S. Bowman, N. J. A. C., in 6m. 49 2-5s; H. L. Powers, N. Y. City, second; A. B. Powers, R. W., third.

AT NEW YORK.—Track.—Under the auspices of the Amateur Athletic Union: Two-mile bicycle—F. G. Brown, New Jersey A. C., first, in 6m. 28s.; M. E. Crist, Columbia A. C., second, by 10 yards; S. B. Bowman, New Jersey A. C., third.

AT ST. LOUIS; June 22.—Track.—To-day several races were held at the meeting of the Pastime Athletic Club, and resulted as follows: Half-mile scratch—C. W. Stone (1), Frank Mehlig (2); time, 1m. 38s. Two-mile bicycle handicap—Frank Mehlig (1), A. G. Harding (2); time, 6m. 58s. The embargo against wheelmen still stands at the fair grounds, and I can't, therefore, for the life of me, see why our best men should put themselves on a level with pot hunters, and help bolster up an athletic meeting, which but for the bicycle races would have fallen flat. St. Louis has her own bicycle track used for that purpose exclusively, and during the two meetings given on it, not a single member of any of our four big athletic clubs was present, to my knowledge, and why should wheelmen, therefore, always rush to an athletic meeting? My advice would be to give them the go-by until they do the right thing by us, and by all means stay away from the fair grounds until the embargo is raised. LINNEUS.

AT NEW ORLEANS, June 16.—Road.—One-mile, second of the series of these races for the Hill medal. The starters were B. C. Rea, B. M. Spriggs, A. M. Hill, H. Christy, H. L. Cary, C. B. Guillotte and G. A. Solomon. The riders were well bunched and pulled out for keeping. The final spurt was a good one, and Sprigg put on his best legs and pulled out in his beautiful spurt, and came in a winner in the fast time of 2.54, beating the previous record for a mile by 15 seconds. Carey was not 10 feet behind, second, and Rea third, about 12 feet behind Carey. Hill finished 1 second behind the winner, or 2.55; Christy in the rear. Sprigg having won two out of the three races, gets the medal. [From advices we have, we should judge that the time claimed could not be proven, hence, unless we are wrongly advised, we cannot allow that 2.54 was made.—ED.] Two and three-eights miles handicap of the New Orleans Bicycle Club's first contest for the A. M. Hill cup—Starters, B. M. Sprigg and H. L. Carey (scratch), and J. W. Dodge and C. H. Fenner (25 seconds). Dodge shook Fenner in short order, and maintaining a lively clip, was never headed, winning by a 30 yards in 7 17. Sprigg and Cary hung well together, but again Sprigg's spurt won the day for him, though Cary responded in good style and was scarcely a yard behind him.

AT BIRMINGHAM, ENGLAND.—Professional—Track.—The one-mile professional scratch race was won by R. H. English, of North Shields, in 2m. 57 2-5s.; Robb, second. In the one-mile bicycle race J. Lee, of Coventy, was the winner in 3m. 23 3-5s. F. W. Allard, of Coventry, was the winner in the five-mile safety bicycle race; his time was 17m. 42s. The ten-mile bicycle race was won by R. H. English, in 33m. 45 4-5s. W. Wood, F. Wood, T. English and Allard were the other entries.

AT CAMDEN, N. J., June 22.—Track.—The five-mile road match race between John A. Green, of the South End Wheelmen, and Joseph Potter, of the Camden Wheelmen, came off on the Haddonfield pike on Saturday afternoon, June 22. The men got away all right and for over four miles Potter kept in the lead and set the pace, which was not an excessively fast one. When about three quarters of a mile from the finish, Green putting on a heavy spurt ran ahead of his antagonist and got in a winner in 22 minutes

with Potter 10 seconds behind. The time was not fast, owing to the heavy head wind which seriously impeded the progress of the riders. The road was also in poor condition.

NEWPORT-BOSTON.—On Sunday, June 23, Wm. Van Wagoner rode his roadster rear-driving safety, a 46-pound wheel, to Boston and return, making a total riding distance of 180 miles. He left Newport at 4 A. M. and rode to Bristol Ferry, where he had a boatman waiting to row him over the river. Then he rode on through Bristol, Warren, around Providence, through Pawtucket, to North Attleborough, which place he reached at 8.25. He then got breakfast and started at 9, and rode through Wrentham, Walpole, Norwood, Dedham, Hyde Park, Jamaica Plain, and around the city, and went in Beacon street to the Tremont House. He got to the Tremont House at 12 30 but could not get dinner until 1.15. He started on the return trip at 2 P. M. and came back the same way until he got to Pawtucket. On the way from Pawtucket he got on the wrong road and went considerably out of the way to Warren. There he got supper and rode to Bristol Ferry, where he could not get rowed over until the New York boat went past. He then rode home, which place he reached at 11 P. M. The actual riding time was 15 hours. He claims this as New England record for a day's ride on a straight away country road. If proofs are shown that any better has been done he will go at it again. Over 75 miles of above was ridden hands-off. "NEWPORT."

"RAMBLERS" OF BUFFALO—GREAT CENTURY RUN.

On Sunday last the Ramblers of Buffalo made a century run that surpassed anything on record, bringing in 34 out of 35 starters; 21 ordinaries and 13 safeties pulled through. We left by the boat Idaho of the Lake Superior line at 7 P. M. Saturday, and arrived at Erie at 3.10, when, through the courtesy of the managers, we were served with a breakfast that would satisfy the cravings of an epicure. The monotony of the evening was relieved by some soul-stirring songs by third Lieut. Sauerwein and banjo solos by Capt. Dietzer. Then all was quiet until Mr. Dold's melodious voice soared through the cabin, and such a chorus of wails and groans, with a perfect deluge of hats, papers, etc., was never before heard. Mr. Dold fell into a state of innocuous desuetude with the faint remark that "You don't appreciate classical."

After breakfast the start was made for Buffalo at 4.15, 35 members answering the captain's call. The first stop was made at Westfield, 33 miles, at 7 15 A. M., for second breakfast. Next stop was Fredonia, 49 miles; then we struck a 14 mile gait and held it through to Silver Creek, where a rest of 15 minutes was taken, with every man in. After leaving Silver Creek the first poor roads were encountered in passing through the Reservation, but the boys held out nobly, making Angola at 1.30, where we had dinner. Before reaching Angola Mr. Marshlow was taken ill and had to lay over. Before leauing Angola a photo was taken of the boys in road uniform. We pulled up stakes from Angola at 4 P. M., and made Buffalo at 7.30, with the majority as fresh as daisies and the rest in comparatively good condition. The run was remarkable for long runs without a dismount and scarcely any accidents, the only one being that of Mr. Georger, who had a "goat" run into him, causing a header and a sprained wrist, but he had the Rambler grit and stuck it out to Buffalo. A wonderful feat, and one of which the Ramblers feel proud, was performed by Mr. Chas. E. Gates in climbing Silver Creek Hill, and he did it with comparative ease. This is the first time this has been climbed on an ordinary. Capt. Dietzer came next highest in making it, but he did not quite get there.

This run, I claim, shows that the Ramblers are without doubt the best riding club in existence, and by the next meeting they will have the largest membership of any club in Buffalo and one of the largest in the United States. There was not a hitch in the whole run from leaving on Saturday until Buffalo was reached, and reflects great credit on Capt. Dietzer's management. The following is the roster of those who went through: Capt. E. H. Dietzer, 1st Lieut. Geo. C. Lamb, 2d Lieut. E. F. Dold, 3d Lieut. O. H. Sauerwein, W. O. Graham, E. B. Flach, C. D. Koester, H. W. Dawson, G. C. Kempke, Chas. Bonney, E. P. Flach, F. Heeman, C J. Ritter, C. H. Bamberg, A. M. Vincent, A. L. Georger, Geo. Hummell, W. H. Clemens, H. Dunn, C. E. Gates, U. S. Dietzer, ordinaries.

A. C. Hager, B. C. Jewett, G. J. Haker, W, G. Schack, F. E. Klipfel, G. J. Cook, E. A. Vogt, B. I. Crooker, S. B. Schen, G. J. Bucheit, Louis Bruch, F J. Matham, W. J. Lautz, safeties.

Thirty-four finished and 35 started.

The actual riding time was 10 hours and 15 minutes, and the total time occupied in the trip 15 hours and 15 minutos. Every hill, except at State Line and Silver Creek, was climbed. The pacemakers were G. C. Laub and G. H. Sauerwein. Capt. Dietzer has made the trip three times, W. O. Graham twice and Geo. C. Laub thrice. Last year seven Ramblers made the run in nine hours and five minutes. [Our correspondent omits to give the exact distance.—ED.]

RACING AT MACON, GA.

As the cycling season opens, the WORLD increases in quality and quantity, and I am sure if every section were heard from in its columns, not one would be found to be more progressive or wide-awake than the eastern portion of the South. Already preparations are being made for tours and race meets, to take place during the summer and autumn. The Georgia State Agricultural Society have put up the "spons." for the four days' races during the fair in October next. The programmes have just been issued, which show that the events for the four days will be as follows:

WEDNESDAY, Oct. 23: First event, one-mile novice (for those who have never won a race)—Gold medal to first man; silver medal to second.

Second. half-mile dash, open—Best man gets a Columbia Ritchie Cyclometer.

Third, two-mile handicap—Large gold and silver medals.

THURSDAY. Oct. 24: Fourth, two-mile, open—Large gold and silver medals.

Fifth, one-mile handicap—Gold and silver medals.

Sixth, quarter-mile dash—Fine Kirkpatrick saddle.

MONDAY, Oct. 28: Eleventh, one-mile novice—Large gold and silver medals.

Eighth, one-mile State championship—Handsome gold medal.

Ninth. one-mile, Macon championship.

Tenth. five-mile open—One large gold and two silver medals.

TUESDAY, Oct. 29: Eleventh. half-mile, hands off—Gold medal.

Twelfth. fancy riding—One gold and silver cup.

Thirteenth. two-mile State championship—Handsome gold medal.

Fourteenth, two-mile handicap—Gold and silver medal.

L. A. W. rules to govern.

HE WILL INCLUDE BRISTOL COUNTY

MR. 17,191, Dear Sir: I am glad you thought of including Bristol County in my challenge, if any one in Taunton will accept. I hereby challenge any amateur in Bristol County to a race as per other challenge. Yours truly, W. VAN WAGONER.

Newport, R. I., June 19, 1889.

GREENWOOD'S CHALLENGE ACCEPTED.

HAL GREENWOOD has received and accepted the following: "In answer to your challenge published in BICYCLING WORLD, I would say that I am willing to contest with you on any hill which you may name. I will also ride any machine which will be satisfactory to you, loser to pay all traveling expenses. In case you decide to accept my challenge my address is W. A. Wilson, 81 Bryan avenue, Chicago, Ill. P. S. Any date you may name is satisfactory to me."

The above sounds fishy to me, as I doubt if any rider in the country who knows Greenwood would allow him his own selection of hills, etc., or perhaps Chicago is getting ambitious and wants our hill climber's scalp. "LINNEUS."

ROUTE FROM BALTIMORE TO NEW YORK WANTED.

Editor Bicycling World: Will you please publish a small notice in the WORLD, asking for best route from Baltimore to New York City? Yours truly, H. C. CALDWELL.

ROUTE FROM NEW YORK TO PROVIDENCE.

Editor Bicycling World: In reply to inquiry of best route from New York to Providence, would say that the best as well as the most direct route I think is out of New York through Riverside and along the Connecticut shore, through Stamford, Bridgeport, to New Haven, thence on through Branford, Guilford, Madison, Clinton, Saybrook, across the Connecticut River to New London, thence on to Providence. I have ridden east and west from New Haven, as far as Stamford on the west, and New London on the east, and there are no other roads that are rideable, except along the shore. If you go back into the country it makes the distance longer, and the roads across country in Connecticut are sandy and hilly.

The shore route is none too good from New York to New Haven. The riding will be found to be very good, and on east from New Haven as far as Clinton it is fair, if sidewalks are taken advantage of. From New Hampshire to Branford the road is elegant. Beyond Clinton to New London the road is *very* poor, once going over it is enough for any wheelman, as several of our boys can testify. Beyond New London I do not know how the roads are, but the shore route is the only one to take. Yours truly,

A. G. FISHER. Elm City.

IN MEMORIAM.

AT a meeting of the members of the Manhattan Bicycle Club, held in New York, June 17th, 1889, the following preamble and resolutions were adopted:

Whereas, It has pleased an All-wise Providence to remove from his earthly career our late fellow member, Edmond R. Wyatt,

Be it resolved, That in this sad bereavement we tender to his family our most respectful feelings of sympathy and regret, and that in his death this club has lost a most useful, attentive member;

Resolved, That a copy of these proceedings be sent to the family of the deceased, and be placed on the records of the club.

A true copy. CHAS. A. SHEEHAN, Secretary.

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

NOTICE.

QUADRANT SAFETIES.

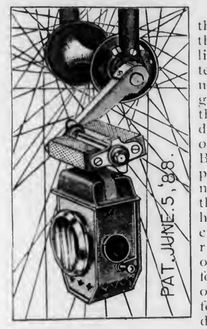
WE have before us the advertisement of a Philadelphia cycle agency offering our safeties at a figure which is below the standard price.

We beg therefore to inform purchasers that our goods can only be obtained from our sole agents for the United States, the Strong & Green Cycle Company, 707 Arch street, Philadelphia, and their appointed local agents in the principal cycling centres.

We take care that no one handles our goods but our regularly appointed agents, so that the most that can be done by an agent is to obtain here and there an odd machine.

All purchasers are therefore desired to place their orders only with our agents as above. THE QUADRANT TRICYCLE CO., Birmingham.

THE BOWERS PEDAL LAMP.



THE Bowers patented pedal lamp is the result of investigations made with the idea of producing for wheelmen a light, neat, durable and convenient lantern. It is fastened to either pedal by means of a neat, stiff steel spring, which grips the pedal pin in such a way that the use of tools, screws, etc., is entirely done away with. The absolute absence of play or rattle is a marked feature. Being fastened perfectly rigid with the pedal, there is no friction, consequently no wear. Freedom from occupancy of the hub of the wheel allows the use of a hub cyclometer, and the annoying difficulty of having the shadow of the wheel rim directly in your path is completely obviated. There is no uncomfortable forward and back swinging motion, but on the contrary, the light is under perfect control of the rider, so that in going down hill, by a slight pressure of the toe, the flash is thrown forward and down. At other times the bullseye is nearly perpendicular. Can be set instantly at any angle on pedal pin.

To drivers and pedrestrians the brilliancy of a revolving light

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
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Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street.
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Price $115. A good machine and a fair price.

YOU CAN TRUST THE VOLANT.

Hotel Clerk (suspiciously)—Your bundle has come apart. May I ask what that queer thing is?

Guest—This is a new patent fire escape. I always carry it, so in case of fire I can let myself down from the hotel window. See?

Clerk (thoughtfully)—I see. Our terms for guests with fire escapes, sir, are invariably cash in advance.

—o—

One of our agents writes: "Since the boys have seen the VOLANT they are well pleased with it, and I value your AGENCY above all others."

Springfield Bicycle Mfg. Co.,
178 Columbus Ave., Boston, Mass.

MR. W. WEST, of the Clark Cycle Company, fixed up the show rooms and repair shops at Hagerstown.

THE Pope Mfg. Co. will have an exhibit of cycles and sundries during the meet at Hagerstown. This exhibit will be in charge of Eisenbrandt Bros. of Baltimore, their Maryland agents, assisted by Mr. W. E. Beachley of Hagerstown.

HOWARD A. SMITH & Co., Newark, N. J., are prepared to supply all wheelmen with bundle carriers for all the Safeties, fitted for both mud-guard or handle-bar. These carriers are substantial, nicely nickeled, warranted to carry 50 pounds if necessary, and will hold any size bundle from a toothpick to a shotgun.

FIXTURES.

JULY.

1-2—C. W. A. Annual Meet at St. Catharines, Ont.
3, 4—Missouri Division Meet, Sedalia, Mo.
2, 3, 4—League Meet at Hagerstown, Md. Entries close June 26. with Harry B. Irvin, 34 West Franklin st., Hagerstown, Md.
4—Brookville, Ind., hill climbing contests and trick riding. Address E, A, Rockafeller as above.
4—Race Meet at Brownsville, Pa.
4—Illinois Division L. A. W. Meet, at Ottawa.
4—Tournament held by Lancaster (Pa.) Bicycle Club.
4—Fort Schuyler Wheelmen, Utica, N. Y., 50-mile Road Race.
4—Highlandville, Mass., Races and Sports. Entries close June 30. W. E McCune, Secretary, Highlandville, Mass.
4—Chelsea, Mass., Bi. Club Races.
4—Fort Dayton Wheelmen's, Tournament at Herkimer, N. Y.
4—Cortland, N. Y. Races under auspices Y. M. C. A. No entrance fee.
4—Berkshire County Wheelmen's Tournament and Field Day.
8—Connecticut Division Meet, at Bridgeport, Ct.
17—Minneapolis, Minn., Two-mile bicycle race, Caledonia Club.
25—Minneapolis, Minn., Twenty-five-mile road race, State Championship. Entries close July 20; fee $1. W. Monasch, Minneapolis Bi. Club, Minneapolis.

AUGUST.

8, 9, 10—Massachusetts Div. Meet at Cottage City, Mass.

SEPTEMBER.

4, 5—Hartford Tournament.

OCTOBER.

23-29—Macon, Ga., Race Meet.

WE have to acknowledg receipt of two boxes of cards daintily printed with our name and the name of the paper on same. A delicate bicycle in silver relief is on one corner. For all of which we have to thank Mr. N. C. Fowler, Jr., advertising department of the Pope Manufacturing Company.

A. W. PORTER rode a Swift Safety, *geared to 57 inches*, up and down Corey Hill four times without a dismount, in 36 minutes. This is record for the safety. L. D. Whittemore, Jr., did the timing, and the witnesses were: F. S. Norton at top, N. E. Batchelder, half way, and F. W. Fisher and L. D. Whittemore, Jr., at the bottom.

THE recent road race at Oil City, Pa., was won on a Columbia Light Roadster, by a boy fifteen years of age, against thirty-two competitors. Second and third prizes were also won by riders of Columbias. The road was in the most miserable condition, and the victory of the boy, George Smedley by name, against so many competitors, many of whom were the oldest and hardest road riders, is remarkable.

THE New Mail Safety has made a good showing lately in races. Murphy won the safety race at the Brooklyn tournament on a New Mail, and in California the New Mail won three out of four gold medals. The demand for this safety continues very large, and it has been a great success. Also Messrs. Read report a continued demand for the Mail Ordinaries. The offer in their advertisement for trades is certainly a good opportunity to get one of these favorites.

Bicycle Hose.



We will send by mail one pair of our celebrated BICYCLE HOSE on receipt of

35 CENTS.

Colors—Brown, Black, Navy and Gray.

Be sure and send *size* and *color*.

We also will send by mail an ELEGANT SILK BELT, with a new design of Lawn Tennis Buckle on receipt 25c.

Ira Perego & Co.

128, 130, 132 Fulton St., 87 Nassau St.,

New York.

Send 5c. stamp for new Illustrated Catalogue.

PEDAL LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents Wanted.

Enamel, $5.50. Nickel, $6.00.

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W. T. BOWERS, Saco, Me.

PHOTOGRAPHY.

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Cycling Photographic Outfits a Specialty

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Toulmin's Buffalo Bicycle Shoe,

Made only of Genuine Kangaroo, $3.00.

Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

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COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

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A POCKET WRENCH



AND SCREW DRIVER COMBINED.

Turns Nuts, Gas Burners or Pipe without adjustment. Made of Best Polished Steel. Sent by mail for 25cts. POCKET WRENCH Co., P. O. Box 672, New York City.

A - PUBLIC - APOLOGY.

We feel bound to Apologize to our many friends who have honored us with orders for machines this season, but who have not yet received them. Many people will think that a **public apology** is an unpleasant duty. Still it is our **duty** and "England and America expects every cycle firm to do its duty," and in this instance we are proud to apologize, and ask our many friends to have a little patience with us if we have been a little late in filling some of the orders. They are being filled in the sequence in which they were booked, and in a short time we will be going like an eight-day clock geared double. The demand for our celebrated "White Flyer" has taxed our resources to an unexpected extent. Our desks are littered with letters in favorable criticism of our machine, but we have decided to be original in our advertisements, so as to give the gentle reader a laugh now and then. Here is what a physician in Bridgeport says of our catalogue. (If you have not read our catalogue published in the BICYCLING WORLD, issue of May 31st., in the *Wheel*, issue of June 28th, and in the *Wheelmen's Gazette* for June, *why have you not sent to us for it.* We shall send it free to your address.)

The Bridgeport physician, who is somewhat of a wag says: "I asked a drummer once, some years ago, what a boy like myself should do in starting out on the road with a new article which was a good thing. Said the drummer: 'Act as if you did not care a ——— for anybody,' and so I thought as I perused you catalog in the BICYCLING WORLD this morning, that you didn't care a ———. I am a safety rider, doing nearly all my medical work on it, and covering upward of 3000 miles during the last twelve months. I am on the outlook for anything that will lighten my labors, and if Mr. "Jack" comes this way, I should like to look at your new *species*. Bridgeport is full of the craze just now. I was the first safety rider (from a *business* point of view.) Now there are over 50 machines, of various shapes and sizes—and a few abortions. Would like one of your catalogs, if you have not got rid of them all. Hastily, * *

Advertising agents, with unique methods of advertising, address J. PURVIS-BRUCE,

WHITE CYCLE CO., - - - - - Westboro, Mass.

Agents wanted in every City in America. Write for terms and Catalogue.

See Page 256.

Free

Beautifully Illustrated

ART CALENDAR

FOR 1889.

Twelve pages of Bristol board neatly fastened together with ribbon.

ILLUSTRATIONS SPECIALLY DRAWN FOR THIS CALENDAR BY MR. FRANC NOIJE.

Plates and printing done by the Moss Engraving Co.

A work of art suitable for Parlor, Library or Office.

ADDRESS

THE CAPITAL CYCLE CO., Washington, D. C.

PANT-STRETCHERS, FREE.

Send 12c. for postage and packing. Best invention for taking out wrinkles and bagging at the knees. For 6c. additional, if mention is made of this paper, we will send full line of samples of custom clothing, 48 in. tape, and full directions. **BAY STATE PANTS CO., 34 Hawley Street, Boston.**



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

NOTICE.

The names of those who do not renew will be taken from the mail list of next week, and their paper will be discontinued. It is very probable that some names will be taken off by mistake. Those who are entitled to paper of issue July 5th, and fail to get it, will oblige us by a postal card notification AT ONCE.

Have You Renewed?

IF NOT,

RENEW THIS WEEK.

Renewal Season Ends June 30th.

The Renewal Season.

The renewal season closes on Saturday of the present week. We will receive any renewal that bears postmark of June 29 or 30th, but cannot take them after that date. Those members who allow their memberships to lapse can regain them only as applicants, paying $2 and taking the regular course.

L. A. W. Uniform.

To the members of the L. A. W.:

The Executive Committee of the L. A. W. having carefully considered the request of Chief Consul W. H. Emery of Massachusetts, for appointment of League tailors in the different Divisions with privilege of procuring League cloth from the Secretary, feel that such action would be a violation of the contract now existing between the L. A. W. and Browning, King & Co.

Browning, King & Co. are obliged to take a stated amount of cloth from the manufacturers, or none at all. Were the Secretary to handle cloth independently of Browning, King & Co., the profit to the latter would be too small to warrant a continued contract, as advantageous to the L. A. W. as is the present one.

President Luscomb has issued a call to the Chief Consuls of the Divisions to convene during the Hagerstown meet and advise with the Executive Committee upon the above matter. Pending the decision of this convention, the Executive Committee temporarily rule that League cloth may be procured of Browning, King & Co. direct according to circular of Uniform Committee published in L. A. W. Bulletin, January 18th, or from the Secretary if it be purchased at the expense of individuals or of Divisions and providing the Secretary buys of Browning, King & Co. as long as they continue to be the official tailors. Fraternally,

Executive Committee L. A. W.
SANFORD LAWTON, Secretary.

Springfield, Mass., June 18, 1889.

Missouri.

I have designated the Jacob's Hotel as the League Hotel at Carrollton, Mo., and wheelmen journeying that way are urged to patronize this house. Rates, $1.25 per day; lodging, 50 cents. To parties remaining two days or more, $1.00 per day.

W. M. BREWSTER, C. C.

Virginia.

Please announce in BULLETIN the appointment of C. L. Knicisley, as Local Consul for Strasburg, Va., and Chalybeate House as L. A. W. Hotel for Strasburg and St. James Hotel at Norfolk, Va. Yours fraternally,

Ira B. White, Chief Consul.

Missouri Members, Attention!

Arrangements for transportation to the Sedalia meet have now been completed and tickets at the rate of one fare for the round trip will be on sale on the morning of July 3, at all points, good up to and including July 5. For parties desiring to leave St. Louis on the night of the 2d, special arrangements have been made, particulars of which can be learned through the undersigned. Parties of 25 or more leaving from any part should at once notify me, particularly those leaving from St. Louis as the Missouri Pacific Railroad has promised a special car and special baggage car for wheels in this event. Lists have been placed at all the cycle agencies and clubs in St. Louis and intending participants should promptly sign them with date of departure.

Fraternally, ROBT. HOLM,
Chairman Transportation Committee.

New York State Division.

Consuls and Hotels.

List No. 4.

Place.	Consul.	Hotel.
Albany,	C. E. White,	
Beekmanville,		Beekman House
Gainsville,		Gainsville
Rossburgh,		Soules House
Sing Sing,	Dr. H. G. Marshall,	Hotel Keenan
Waterloo,		Towsley House
	W. S. BELL, Chief Consul.	

Buffalo, N. Y., June 22, 1889.

Illinois Division Races.

to be held at Ottawa, Ill., July 4th, 1889.

One mile novice.
Half-mile dash, open.
One mile, State championship for safeties.
Three mile, team race.
One mile, For La Salle Co. Wheelmen.
One mile, State championship.
Two mile, handicap for safeties.
Two mile, handicap, open.
One mile, consolation.
Entrance fee 50 cents for each event.

Entries for State championship and handicap events to be sent not later than 27th inst. and for others not later than 31st inst to

W. H. OSMOND, Ottawa, Illinois.

Rhode Island.

The annual meet of the Rhode Island Division will be held at Cottage City, August 8, 9, 10. Watch the official columns for further notice of arrangements.

CHAS. S. DAVOL, R. I. Chief Consul.

Championships.

The three mile "safety" and two mile "tandem safety," L. A. W. championships are awarded the Hartford Wheel Club for their September meet.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board

Pennsylvania.

To the members of the Pennsylvania Division L. A. W.:

In assuming the office of Chief Consul of the Pennsylvania Division we find the renewals are not coming in as they should. Think possibly some are holding back on account of the delayed Road Book.

We shall endeavor to have the date when the book will be ready to mail announced in the BULLETIN of next week. We would request all Local Consuls to make a great effort to have all in their several districts renew during the few days left us for renewals (until June 30.) Besides this two dollar Road Book and a weekly paper, we are now to have better rail-road and hotel privileges.

Send in your dollar at once and Pennsylvania will retain her position in the League.

JOHN J. VAN NORT,
Chief Consul Pa. Div. L. A. W.

Suspensions.

For violating clause 3 of Racing Rule F, at Rome, N. Y., on May 30, the following men are suspended from the race track until July 12th, 1889, viz: A. H. Dobson, Harold Marquisee and John C. Robbins of Utica; R. P. Judd, J. P. Becker and T. C. Yehle of Syracuse. Amateurs are warned against competing with either during suspension.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Connecticut.

I do hereby appoint MR. E. S. Hunt as Local Consul for Essex.

C. E. LAROM, C. C.

Rhode Island Race.

Please give notice that the 25-mile race of the Rhode Island Division that was to be held in June has been postponed until September. That the Division Board of Officers concur with the Racing Board in this decision, and oblige, Yours sincerely,

E. M. BIXBY, Acting Chairman of Racing Board.

Tariff on Bicycles.

To the members of the Connecticut State Division:

I would like to state that there was a slight mistake published in the issue of the Bulletin dated June 14th, that the New York, N. H. & H. R. R. was connected with the Trunk Line Association and that they would carry wheels free of charge when accompanied by their owners.

I will say that the said railroad is not a member of the Trunk Line Association and is not in any way bound by any rate quoted by such Association, and the tariff still continues on bicycles carried on the N. Y. N. H. & H. R. R.

C. E. LAROM, C. C.

Pennsylvania.

At the December meeting of the State Board of Officers, the following nominating committee was appointed. Geo. N. Osborne, 115 North 2nd st., Philadelphia: D. K. Trimmer, York, and John J. Van Nort, Scranton. I would appoint Chas. F. Seidell, P. O. Box 285, Pittsburg, as a member of the Committee in place of myself and request members throughout the State to send in their nominations for Chief Consul, Vice Consul, Secretary-Treasurer and Representatives.

Let the members take an interest in the nomination so we may have good, active representative men placed in office.

Pennsylvania should be more united, we should have our annual State meet. The different sections should become better acquainted. Let us hope that some club or city will take our Division meet in September and make it attractive enough to draw from all over the State. The start should be made early. Who shall we hear from? JOHN J. VAN NORT, C. C. Pa. Div. L. A. W.

Scranton, June 18, 1889.

Connecticut Division.

The annual State meet of the Connecticut Division will be held at Bridgeport on Monday, July 8th.

The Division will be entertained by the members of the Bridgeport Wheel Club and the Rambling Wheelmen, who are all working hard to give the boys a fine time.

An ample store-room for wheels has been secured near the rooms of the Bridgeport Wheel Club and within a block of the depot.

The League Hotel is "The Atlantic" opposite the depot, American plan: L. A. W. rates $2 and $2.50 per day.

The programme as far as completed is given below. The runs will be over some of the finest roads in Connecticut.

Saturday, July 6th.

6.30 P. M. Special concert at Seaside Park by Wheeler & Wilson Band.

Sunday, July 7th.

3 P. M. Run to Samp Mortar Rock, leaving the rooms of the Rambling Wheelmen: distance about seven miles over a splendid road.

Monday, July 8th.

6 A. M. A run will leave the rooms of the Bridgeport Wheel Club for Seaside Park and the Boulevard, ending at the rooms of the Ramblers.

10 A. M. A run will leave the rooms of the Bridgeport Wheel Club for Beardsley's Park where refreshments will be served, returning by way of East Bridgeport.

11 A. M. Another run to Beardsley's Park over the same route starting from the rooms of the Bridgeport Wheel Club.

10.30 A. M. Business meeting of the Division in the rooms of the Bridgeport Wheel Club.

12 M. Parade with mounted band forms on Broad street between State and Elm.

2.30 P. M. Races at Seaside Park: L. A. W. rules to govern, as follows:

1 mile ordinary, open.
1-2 mile ordinary, open.
1 mile safety, open.
3 mile ordinary, open.
1 mile tandem safety, open.
1 mile ordinary, championship of Bridgeport.
Hill climbing contest at Greenfield Hill.

Two prizes will be offered for each event, some of which are very handsome.

Entrance fee to each event $ 50, returnable to starters.

Entries close July 5th, with P. M. Harris, 18 Bishop Block, Bridgeport, Conn.

A run to Greenfield Hill where the hill climbing contest will take place will start from the track immediately at the close of the races; distance about six miles.

On the return from this run a stop will be made at the rooms of the Rambling Wheelmen where a lunch will be served.

In the evening a variety of entertainments will be provided.

C. E. MOORE,
L. A. W. Consul for Bridgeport, Chairman ex-officio.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 195—Total 100.

BOSTON, June 28, 1889.

CALIFORNIA DIVISION—2.

U. C. Wheelmen.

23695 Lakeman, Cornelius B., Box F., Berkeley
Bay City Wheelmen.
23732 Hyde, Harry C., 42 Fremont st., San Francisco

CONNECTICUT DIVISION—10.

Bridgeport B. C.

23735 Nichols, W. C., 280 Broad st., Bridgeport
Rambling Wheelmen.
23734 Tritton, Fred, 3 Courtland Place, Bridgeport
Winsted Wheel Club.
23085 Buck, Clinton C. Winsted
Unattached.
23718 Douthwait, Robt. H., 219 Main st., Hartford
23098 Parsons, Chas. F., Box 21, Manchester Green
23081 Bammann, Geo. H., Naugatuck
23083 Tolles, F. W., Box 387, "
23733 Youngs, Homer, 45 Wall st., Bridgeport
23730 Parker, Louis Canfield, 320 Iranistan ave., "
23737 Parker, Wilbur Fisk, 320 Iranistan ave., "

DISTRICT OF COLUMBIA DIVISION—4.

Unattached.

23085 Barbour, F. E., Stamp Div. P. O. Dept., Washington
23097 Gilmer, Thos. W., First Comptroller, "
23069 Figgins, Jesse D., 429 P. St., N. W., "
23702 Ryder, Stephen M., 1930 15th st., "

ILLINOIS DIVISION—6.

Capital City C. C.

23739 Matlack, Robert, C. U. Tel. Co., Springfield
C. M. T. S. A. C.
23686 Peck, A. P., 506 Wabash ave., Chicago
Unattached.
23096 Braun, W. H., 337 Rialto Bldg., "
23738 Tibbits, Frank H., 521 Rialto Bldg., "
23719 Wright, J. A., Box 118, Omarga
23723 Jones, Walter, Seneca

INDIANA DIVISION—1.

T. H. Bi. Club.

23740 Gundelfinger, R. S., care A Herz, Terre Haute

IOWA DIVISION—1.

Ott. Bi. Club.

23721 Sandylusky, I., 218 Main st., Ottumwa

KANSAS DIVISION—1.

Unattached.

23089 Brandon, Frank, Burlington

MARYLAND DIVISION—7.

Baltimore C. C.

23070 Twilly, Dr. W. S., 300 N. Entaw st., Baltimore
23071 Fells, H. A., 208 N. Howard st., "
Cycling Ramblers.
23072 Clabaugh, Harry M., Westminster
Unattached.
23087 Goldsmith, Henry, 210 Hanover st., Baltimore
23090 Henninghausen, Percy C., 108 E. Lexington st., Baltimore
23098 Martenet, J. Fussel, M. D., 2140 E. Hoffman st., Baltimore
23097 Davis, W. Irving, 302 N. Bond st, "

MASSACHUSETTS DIVISION—21.

New Bedford C. C.

23700 Pratt, Chas. G., care Green Wood Mfg. Co., New Bedford
23701 Dunham, Fred C., 1030 Acushnet ave., "
Unattached.
23741 Koening, Joseph H., 81 Camden st., Boston
23703 Windram, Westwood, 40 Oliver st., "
23702 McKenna, Thomas, 122 Hanover st., "
23701 Fairbanks, Albert C., 121 Court st., "
23700 Holman, G. M., 18 Isabella st., "
23704 Glidden, Geo. C., 330 Adams st., Dorchester
23078 Martin, Wm., 2 No. Main st., Fall River
23742 Darling, Fred E., 121 Rock st., "
23723 Darling, Leander R., 73 Locust st., "
23758 Cole, Wm. A., 178 Tremont st., Boston, "
23750 Meins, A. S., 522 E. Fourth, So. Boston
23724 Morton, E. D., 104 Union st., New Bedford
23743 Tobey, Chas. W., 17 Morgan st., "
23742 Huntington, Richard J., Box 503, Springfield
23744 Symmes, C. C., 11 Crescent st., Waltham
23745 Neal, Oliver L., 121 E. Brown, "
23740 Condrin, James R., Box 141, West Newton
23747 Palmer, Dolphas D., 1 Spruce st., Waltham
23748 Brown, Charles R., 50 Maple st., "

MICHIGAN DIVISION—3.

Hillsdale Bi. C.

23757 Prideaux, Robt. S., Howell st., Hillsdale
Unattached.
23088 Torrence, Thomas J., 29 Monroe st., Grand Rapids
23731 Wilcox, C. W., 24 Flint ave., Three Rivers

MISSOURI DIVISION—2.

St. Louis C. C.

23730 Taube, L. S., 510 Pine st., St. Louis
Unattached.
23740 Wright, Wallie R., 300 Olive st., "

NEW JERSEY DIVISION—2.

Trenton Wheelmen.

23721 Slack, W. W., 4 N. Greene st., Trenton
Unattached.
23080 Phonnic, A. J. P., 60 Warren st., Newark

NEW YORK DIVISION—15.

Albany Wheelmen.

23707 Schimpf, Alfred, 54 Hamilton st., Albany
23708 Simpson, E. L., 135 Hudson ave., "
23709 Kagg, Joseph, 174 Clinton ave., "
23710 Petit, Alfred G., 10 High st., "
Berkeley Athletic.
23090 Savage, W. L., M. D., 19 West 44, New York
Chatham C. C.
23078 Harmon, Charles M., L. Box 33, Chatham
Harlem Wheelmen.
23800 *Fristic, Miss M. S.* 185 West 135 st., New York
Hornellsville B. C.
23711 Harris, H. T., 134 Main st., Hornellsville
Manhattan Bi. Club.
23075 Tim, B. L., 87 Franklin st., New York
23076 Hatch, C. G., 265 W. 84th st., "
Zig Zag B. C.
23725 Rood, Geo. F., 719 Front ave., Buffalo
Unattached.
23077 Tyler, Abram Ray, 332 Monroe st., Brooklyn
23709 Young, Chas. H., 38 Madison st., "
23705 Hackstaff, C. L., 408 W. 20th st., New York
23092 Coxe, P. B., Salamanca

OHIO DIVISION—6.

Mt. Vernon B. C.

23712 Baker, Guy G., Mt. Vernon
23713 Sapp, John, "
23714 Taylor, Laure, "
23715 Crowell, Chas. A., "
Unattached.
23093 Lord, Nathaniel W., 20 1-2 E. Broad st., Columbus
23752 Kroeger, George F., 40 E. Addison, Cincinnati

PENNSYLVANIA DIVISION—11.

Du Bois Wheel Club.

23753 Hay, William I., Box 150, Du Bois
Warren C. C.
23728 Jefferson, J. P., Warren
Penn Wheelmen.
23082 Filbert, Harry, Womelsdorf
Unattached.
23727 Murtry, Charles W., 68 Irwin ave., Allegheny
23716 Haggerty, Harvey J., Bradford Nat'l Bank, Bradford
23717 Schwenk, Charles A., Box 50, Mt. Carmel
23094 Taxis, Wm. W., 1801 Park ave., Philadelphia
23079 Lincoln, Walter R., 1010 Naster st., "
23726 Brunott, Hilany B., 101 5th ave., Pittsburgh
23080 Sheeley, D. C., Waynesboro
23081 Wallace, Johnston, "

RHODE ISLAND DIVISION—4.

Bristol County Wheelmen.

23729 Atwater, Alfred L., Barrington
Unattached.
23755 Purrington, John T., 30 Central st., Providence
23750 Huntington, J. R., 135 Canal st., "
23754 *Hudson, Mrs. Chas. E.*, 109 Angell st., "

TENNESSEE DIVISION—3.

Unattached.

23730 Wilkins, Ashby, Box 230, Columbia
23703 Coppedge, T. B., Burns Block, Nashville
23704 Burkhart, Andrew J., Franklin

WEST VIRGINIA DIVISION—1.

Blennerhassett W.

23731 Dunbar, J. V., 1021 Mary st., Parkersburg

RENEWAL FEE

$1.00.

Last Day of Renewal Season,

June 30th.

Renewal List.

BOSTON, June 28, 1889.

List No. 12.

California	4	Texas	
Colorado	1	Vermont	
Connecticut	10	Virginia	1
Delaware		W. Virginia	
Dist. of Col.	5	Wisconsin	
Illinois	9	Alabama	
Indiana	5	Arkansas	
Iowa		Dakota	
Kansas	3	Florida	
Kentucky	1	Georgia	
Louisiana		Mississippi	
Maine	1	Montana	
Maryland		New Mexico	
Massachusetts	25	No. Carolina	
Michigan	1	South Carolina	
Minnesota		Utah	
Missouri	18	Wyoming	
Nebraska		Canada	1
New Hampshire		England	
New Jersey	4	Nova Scotia	
New York	24		
Ohio	23		154
Pennsylvania	12	Previous	7000
Rhode Island	5		
Tennessee	1	Total	2714

OFFICERS FOR 1889–90.

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CHAS. H. LUSCOMB,
280 Broadway, New York.

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass

State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Mohrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2568, San Francisco.

COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1230 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

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MICHIGAN—Chief Consul, A. B. Richmond, 411 So. Ionia street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

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WEST VIRGINIA—Chief Consul, C. E. Irwin, 150 No. F street, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date.....

Name,.....

Club,..... St. and Number, or Box,.....

References:..... City,.....

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

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LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.) *Date..... 1889.*

Enclosed find $1 in.....for dues to April 30, 1890.

1888 Number,..... *Name,.....*

Original Number,..... *Street and No.....*

Club,..... *City,.....State,.....*

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READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for $1. Write very plainly—PRINTING PREFERRED. stamps of a denomination above two cents will not be received.

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a 3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout---No Castings.

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Wholesale Depots
- W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
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- C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
- D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
- H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

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We have grown weary of the cheek of patent medicine advertisers who inveigle the gentle reader to read an account of a fire or a ship wreck and "WORK IN" AT THE SAME TIME an advertisement for their confounded pills or squirts or powders. The WHITE CYCLE CO. of Westboro, Mass., resort to no such strategetic methods, but *regularly* advertise in the best wheeling papers and cycling mediums, and when they say that the WHITE FLYER is the best running wheel in the world they know what the are talking about, and you can believe what they say. Agents wanted in every city in America. Write for catalogue and terms to agents. Advertising agents with brand new ideas and lowest rates address

J. PURVIS-BRUCE.

WHITE CYCLE CO.,

WESTBORO, - - - - MASS.

See page 152.

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

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THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

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Schoverling, Daly & Cales,

AGENTS FOR

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Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

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Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

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Official Tailors of the L. A. W.

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The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

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Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
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Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

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Sent post paid on receipt of price.

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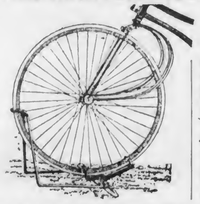
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FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,

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The trade supplied.



GET THE BEST!

THE

Standard Cyclometer.

Greatly Improved for 1889.

No more **Rattle.**

Simplest and Best Instrument ever Invented.

Made for all **Safeties.**

Registers 2500 Miles.

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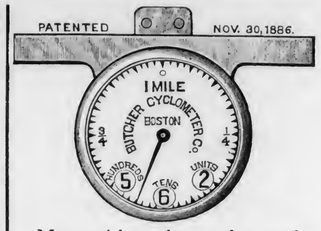
Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,
338 Washington Street,
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Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,
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BICYCLES

Psycho or Singer Safety	$2.00
Tandem Bicycle,	$200
Ladies' Psycho,	145
Gent's Psycho,	140
Royal Singer,	140
Singer Safety,	135
Ladies' Singer,	135
Apollo Safety,	125
Courier Safety,	100
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Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

If any dealer says he has the
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without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.



NO. 1 SHOE BEARS OUR LABEL.

High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Wholesale Agents:

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PRIZE MEDALS,

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J. HARRIOTT,
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New York Bicycle Co.

No. 4 East 60th Street,
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DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

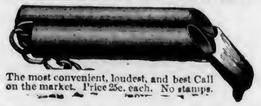
Be sure and send for Samples and Blanks.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,
243 Columbus Ave., Boston, Mass.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

WHITTEN, GODDING & CO.,
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BARGAINS.

Victor Tricycle, LATEST model; good as new; $110. 52-inch Royal Mail Bicycle; balls all round; used only 50 miles; for $75; cost $137.50. 46-inch Ideal; A No. 1. $25.

Bicycle Hoist, by mail, $1.50.

LINCOLN HOLLAND & CO.,
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TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

Sporting Goods of Every Description.



SMITH MFG. CO. P P.,

Nos. 121 and 123 Fulton St.
NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

◁ MANY PEOPLE SUPPOSE ▷

THAT BECAUSE A MAN LAUGHS HE ISN'T MAD.

Our advertising is sometimes of a jocular turn: but there is certainly no nonsense about a 42 pound Safety that will carry the heaviest riders.

If *lightness* and *ease of running*, combined with *elastic toughness, extreme durability* and *complete noiselessness* are desirable features we would like to compete. The best talkers for our wheel to-day are men who wouldn't come to look at it yesterday.



Bicycle (Safety), 42 lbs., $90.00.
Quadricycle, 62 lbs., $110.00.
Express, 76 lbs., $150.00.

STERLING CYCLE CO.,

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THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

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SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

THE JOHN WILKINSON COMPANY,

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Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

Ladies' and gents'; the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

ELASTIC TIP CO.,

MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.



Spade Handles, complete, full nickel,	$2.50 per pair
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Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.25 per box
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Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
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ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

MR. FRANK FAIRBAIRN.

Dear Sir: I received my Jersey suit some time ago, and am well pleased with them. They are the most comfortable clothing a bicycler can wear. Yours truly,

F. D. LINBACH.

Denver, Pa., April 3, 1889.

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Instantly Relieves Pain!

Its Curative Properties are WONDERFUL

It always quickly heals ACCIDENTAL WOUNDS of whatever character, such as BURNS, LACERATIONS, CUTS, MASHED FINGERS, etc. *Price, 50 cts.*

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For sale by Druggists & General Merchandise Dealers.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York.



Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

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Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

Howard A. Smith & Co's

Second-Hand List,

ORATON HALL,

NEWARK, N. J.

Note the Reduction in Prices.

List No.	Size	Make	Bearings	Finish	New price	Price now	Condition
325	54	Club,	Ball, Nick.		$180.00	$55	Good
492	50	Club,	Ball, Nick.		175.00	60	†
471	51	Am. Star,	*	2-3 Nick.	160.00	40	
479	52	British Chal.,	Ball,	2-3 Nick.	160.00	60	Good
486	48	Am. Star,	*	Nick.	100.00	45	
503	51	British Cham.	Ball.	Enam.	137.50	55	
508	51	Special Star,	*	Enam.	110.00	55	†
519	50	Premier,	Ball,	Enam.	120.00	55	
521	52	Royal,	Ball,	Enam.	135.50	70	Good
522	50	Royal,	Ball,	Enam	130.00	90	†
530	53	Col. Lt. R.,	Ball,	2-3 Nick.	137.50	85	†
541	48	Royal,	Ball,	Enam.	120.00	60	Good
545	50	Expert,	Ball,	Enam.	140.00	65	†
561	51	Special Star,	*	Enam.	135.00	60	†
570	50	Expert,	Ball,	Nick.	142.50	75	†
577	50	Am. Rudge,	Ball,	Nick.	102.50	50	
579	54	Am. Club,	Ball,	Enam.	100.00	35	†
583	51	Special Star,	Ball,	Enam.	125.00	50	Good
609	50	Ideal,	*	2-3 Nick.	90.00	40	†
612	54	Am. Star,	*	2-3 Nick.	80.00	50	Good
614	51	Expert,	Ball,	§	145.00	60	Good
617	52	Expert,	Ball,	Nick.	142.00	80	†
638	42	Ideal,	*	Enam.	35.00	20	Good
649	50	Expert,	Ball,	2-3 Nick.	145.00	65	†
650	54	Expert,	Ball,	Enam.	125.00	50	Good
653	50	Am. Club,	Ball,	Nick.	130.00	60	Good
657	50	Humber,	Ball,	Enam.	130.00	60	†
658	40	Youths,	*	Enam.	35.00	25	New
601	51	Col. L. R.,	Ball,	2-3 Nick.	132.50	85	†
603	51	Harvard,	Ball,	2-3 Nick.	145.00	50	†

Tricycles and Tandems.

511	48	Victor,	Ball,	Enam.	$160.00	$50	†
534		Humber,	Ball,	Enam.	185.00	75	Good
550		Humber,	Ball,	Enam.	285.00	90	Good
509		Star,	*	Enam.	100.00	80	Good
027		Victor,	Ball,	Enam.	160.00	40	Good
051		Humber,	Ball,	Enam.	280.00	75	Good
052		Col. 2-track,	Ball,	Enam.	150.00	40	Good
043		Sparkbrook,	Ball,	Enam.	185.00	90	‡
055		Invincible,	Ball,	Enam.	185.00	45	Good
600		Humber,	Ball,	Enam.	185.00	90	Good

* Plain. † First-Class Condition. ‡ Shop Worn § Full Nickel.

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address, C. O. D., with the privilege of examination, providing a remittance of $5.00 accompanies the order as a guarantee for express charges both ways in case machine is returned.

☞ In ordering, state second choice in case first one has been taken.

New Jersey Agents for the Stars, Columbias, Victors, American, Coventry Machinists, etc.

Store and Riding Hall Open evenings. Special hours for Ladies' Class learning to ride the Ladies' safety bicycle.

Largest Sundry House in the United States.

Send for Illustrated Catalog and Price List.

Agents wanted in unoccupied Territory.

RENTING: New Machines only offered for Rental. Safeties, Ordinaries, Tandem Tricycles, Tandem Safeties, Tricycles. Hour or week. Terms moderate.

REPAIRS: Complete Plant. Experienced workmen. Parts of all machines supplied. Estimates furnished.

ENAMELING: Specially constructed oven on Premises. Finish equal to the best. Promptness guaranteed; no delays.

STORAGE: Cycles stored, Cleansed, oiled and always in order. Moderate monthly charge.

STOCK: All leading makes, New and Second-Hand. Trial of Columbia, Hew Mail, Victor and Psycho Safeties given to Purchasers.

INSTRUCTION In riding Safety and Ordinary. Lessons Private. Special Hours by appointment. Floor space 80x100 clear. Hours reserved in advance.

It is no trouble to answer questions or send Circulars giving further details.

GEO. R. BIDWELL,

313 W. 58th St.,

NEAR 8TH AVENUE.

NEW YORK.

Testimonials.

E. C. MEACHAM ARMS CO.,
Powder, Arms and Ammunition.
515 and 517 Washington Avenue,
St. Louis, Mo., May 29, 1889.
H. B. Smith Machine Co., Smithville, N. J.
Gents: Since I received my 39x24 Star and having used it and given it a thorough trial, I have now convinced myself that it is all that is claimed for it. For hill climbing in particular—well, I can only say that it is the boss of them all, and cannot be excelled; it is the best wheel for road riding, and can be easily controlled on rough roads; it is not as sensitive as the ordinary chain safeties of the crank pattern, and can be easily handled in rutty roads. I find that almost any rider of the ordinary bike can mount and ride it at first trial, and are pleased with the way it handles. It is much lighter than any of the road riding safeties, and I feel confident that in the near future the safety riders will find that the 39x24 Star will be worth consideration, and it will not take much to convince them that it is "the wheel" for safety and all around riding. Respectfully,
Hal. W. Greenwood,
"Champion Hill Climber of the World."

DERBY SAVINGS BANK.
Wm. E. Downes, President.
Thos. S. Birdseye, Treasurer.
H. B. Smith Machine Co., Smithville, N. J.
Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping that the Star will continue as popular in the future as in the past, I remain,
Yours sincerely,
Jos. D. Ibbotson, Jr.
Taylorville, Ill., May 23, 1889.
H. B. Smith Machine Co., Smithville, N. J.
Dear Sirs: My new 39x24 Star machine is very satisfactory and I think it is the best machine on the market. Yours truly,
J. Ed. Long.

Office of the Blair Iron and Coal Co.
Hollidaysburg, Pa., April 9th, 1889.
H. B. Smith Machine Co., Smithville, N. J.
Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping



THE NEW STAR, 39x24.

it is the best wheel for road riding, and can be easily controlled on rough roads; it is not as sensitive as the ordinary chain safeties of the crank pattern, and can be easily handled in rutty roads. I find that almost any rider of the ordinary bike can mount and ride it at first trial, and are pleased with the way it

Gentlemen: The 39x24 is the machine for this immediate country. No machine on the market is its equal on the hills or rough roads, in my judgment; I except no machine, and we have seven different kinds in this town. Yours, etc.,
Thos. S. Birdseye.

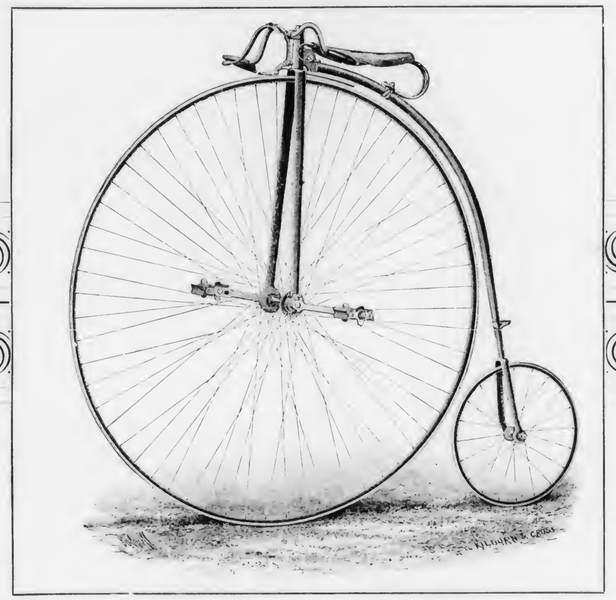
1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

REGULAR COLUMBIAS.

A "Safety Year," certainly, inasmuch as more Safeties have been sold this season than during any other season; yet the regular bicycles hold the riding lead. All the wheelmen of America are not forsaking the standard machines. Take the POPE MFG. Co.'s orders, for example, day by day, as the mail and telegraph bring them in — Safeties, many of them; regulars, on many days a great many more regulars.



Columbia Light Roadster.

The handsomest, strongest, most extensively used, and most generally satisfactory Light Roadster ever made. More good points than are to be found in any other single Bicycle. The lightest road machine. Compare its actual weight with that of any other brought into competition with it.

"The nearest to perfection of anything yet attained in wheel construction."

Expert Columbia.

Best known Bicycle in the world. The established favorite for long-distance touring, and all other uses where the highest possible qualities are requisite, with durability pre-eminent.

The best made and equipped all-round Roadster; and note this point, it's just as light as most Light Roadsters.

Direct spokes for durability, elasticity, and ease of repair when necessary. All our latest improvements.

Volunteer Columbia.

The best wheel for the money ever seen. Made to ride, and guaranteed to wear. All steel, and no castings.

Why spend your dollars for a second-hand Bicycle when the same amount will buy a new Columbia?

The general construction of the Expert, with some of its least essential advantages modified. A saving of money without a loss of efficiency. Study it up in the Columbia catalogue, and examine the machine itself.

Columbia Semi-Roadster.

Give the boy a real Bicycle, and remember that the best is the cheapest, because it will last the longest, and has a market value when you are through with it.

Columbia Bicycles, like Brewster carriages, may cost a little more to begin with, but the value is there, and you can depend upon it.

The most durable, easiest running, and best equipped Boy's Bicycle yet built.

POPE MANUF'G CO., Boston, New York, Chicago, Hartford.

THE BICYCLING WORLD & L. A. W. BULLETIN.

FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 5 JULY, 1889.

Volume XIX.
Number 10.

WHERE ARE YOU GOING MY LITTLE MAN?
I'M GOING TO THE LEAGUE MEET AS FAST AS I CAN,

AND TAKING MY VICTOR, IN ORDER TO BE
AT THE HEAD OF THE LINE AT THE FINISH, YOU SEE.

THE POOR OLD POETRY MACHINE BROKE DOWN RIGHT THERE (BECAUSE IT WASN'T A VICTOR), SO WE ONLY PAUSE TO REMARK IN PLAIN, BUT EMPHATIC PROSE, THAT VICTORS HAVE A CHEERFUL HABIT OF SHOWING UP IN "FIRST PLACES" WHETHER THE QUESTION IS OF SPEED, EASE OF RUNNING, OR ALL-AROUND EXCELLENCE IN ACTIVE USE.

THEY ARE VERY FINE TO LOOK AT, BUT THAT ISN'T WHAT THEY ARE BUILT FOR. ASK THEIR RIDERS HOW VICTORS ACT ON THE ROAD, UP HILL AND DOWN, AND HOME AGAIN.

SEND FOR CATALOG, IF YOU WANT IT.

OVERMAN WHEEL CO., MAKERS,
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"IVEL" TANDEMS.

These celebrated machines hold all tandem safety records for both road and track in this country and in England, including

One mile on the road in 2.38.
Five miles on the road in 15.22 2-5.
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In order to supply the limited demand for tandem safeties for Lady and Gentleman, with the steering controlled from the rear by means of a connecting rod between the ends of the handle-bars, we have just had a new pattern, which we call No. 18, made especially for us. The following are the specifications:

Best weldless steel tube frame and stay rods; special hollow elliptical weldless steel forks; double steering; hollow adjustable handle-bars and seat rods; lamp bracket; powerful brake to each wheel; ball bearings throughout, including pedals; 6-in. cranks; solid U rims, with extra stout H. T. wire spoces and wide bearings to driving wheel, 7-8-in. best rubber tires; rubber foot-rests; tension saddles: mud guards: gearing 54-in., 57-in., or 60-in.: enameled black: parts plated: tool bag, oil can and spanner.

Weigt, 85 pounds. **PRICE, $175.00.**

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ASK ANY RIDER OF

THE AMERICAN RAMBLER

Why he believes it is the best Safety in the world. Apart from remarking that it is an all steel machine, costing more to build than other wheels, he will tell you it has a

A PRACTICAL DEVICE

for absorbing vibration. This is manifest more particularly on rough roads, or in crossing car tracks in the cities. The Rambler rider keeps his feet on the pedals. The advocate of front fork springs does not. Hundreds of testimonials bear us out on these points. Has it occurred to you that the weight comes mostly on the rear of the machine? Then why not put the spring there? But look into this matter yourself and you'll see.

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Slightly spiritous and containing an abundance of natural fruit acid.

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Superior Old Cider Vinegar.

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STOLEN from No. 3040 Washington Ave., St. Louis, Mo., 48-inch, '88 Victor Bicycle, No. 7058. $25 reward for return of same. Address C. J. MILLER, 3040 Washington Ave., St. Louis, Mo.

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A 50-inch Expert Columbia Bicycle; full nickel; ball bearing; in perfect condition, for $80. Address HENRY T. DOBSON, 170 Columbus ave., Boston.

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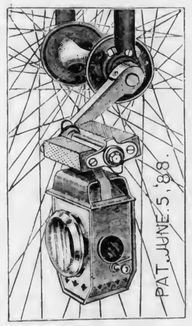
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One 52 inch National, good as new, $95.

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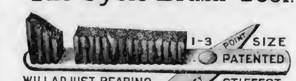
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Great value for 50 cents.

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SCREW DRIVER, SCRAPER, UTILITY

STIFFEST UNBLEACHED BRISTLES, FOR POCKET OR TOOL BAG. BY MAIL, 50 CTS.

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All Kinds Of

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First-Class Repairing ONLY.

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Used with strap or chain.



SECURES Satchels to Seats in Cars or Waiting Rooms. FASTENS Bicycles, Grips, Parcages, Robes in Buggies, Dog Collars, Horses, Trunk, Telescope and Valise Straps. Complete little Yale Lock. Neatly made and Nickeled. NO TRAVELER CAN AFFORD TO BE WITHOUT IT.

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"SINGER SAFETY BICYCLES lead them all!! But not in the repair shop. More Singers sold this season than any other make of Safety. Strongest, handsomest and finest running Safety that was ever invented by a cycling genius. It has a raking, racing looking build. Has the only Spring-wired Tire. Can't come out. No other Safety has it. Why not? Because Singer & Co. have got the finest thing, and they are going to keep it to themselves. The Singer has the most powerful brake can be used. Always reliable. The Singer rides easily and comfortably. No lame back or loose false teeth, if you ride a Singer. The Singer is made for comfort as well as speed. If you don't believe it try one. We give you a fine spring saddle of any make you may choose. The Singer is such a reliable wheel, that despite the large number ridden, if we were to depend for one-quarter of our repair work on Singers, we should have red flag flying over our door in no time. Its name is Singer, but not rattler. Notice the handsomest wheels among the leaders in any road scorch and you will find they are Singers, and then notice that they don't rattle like a low gear loaded with hoop iron. If you want to see a first-class piece of cycle mechanism, beg, borrow, steal or hire a Singer Safety and pull it apart. The very finest workmanship will be displayed. Notice the ball bearings. Notice the chain adjustment. Notice the fine finish. In fact, if you want to see the acme of cycle mechanism notice the Singer. CAMPBELL & CO., 33 Page St., Providence, R. I.—*Advt. in Evening Telegram.*

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

SPECIAL OFFER!!

DON'T MISS IT.

As we are completely sold out on second-hand wheels and need a few, we offer to **TAKE IN TRADE** a few good second-hand wheels in trade for

NEW MAIL ORDINARIES.

Write us description of your old mount, stating size, condition, and your valuation of it, and we will state what we can allow. Certainly a good opportunity to obtain one of the noted New Mails—the wheel of wheels. Write at once as we shall take only a limited number.

WM. READ & SONS,

107 Washington St., BOSTON.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 5 JULY, 1889

THE position taken by us in regard to advertising matter to be inserted in this paper has created quite a stir, and we are glad to be able to record that a majority of our patrons have already expressed themselves pleased with the stand we have taken.

The question was put to us by a patron as "where we would draw the line as to disparaging advertising?" The answer is simple: If A desires to state or imply *specifically* that B. or C. makes a wheel that is no good, or implies that because B. or C. is in the courts attempting to protect the rights they claim to hold under certain patents, B. and G. are "villains of the deepest dye," we should refuse to print such matter.

In other words, if a case is in litigation we will only print *facts* of such litigation and *not opinions* of either of the litigants. An advertiser has a perfect right to claim that *his* machine or device is the best in the world, and he may properly compare *in general (not specifically)*, his machine or device with others, so long as he does not make his comparison so plain as to be obvious attacks on *any particular* make. We cannot forbid our patrons stating that the ordinary is superior to the safety, the direct action preferable to the geared machine, the geared machine superior to the direct action, his particular anti-vibration appliance superior to others of a different principle, or that the stiff fork is better than the spring fork, or *vice versa*. Each maker has a specialty, and where fairness is used and comparison is not so plain or specific as to bring it down to one or two machines, we cannot refuse to accept such matter, as we believe that it is legitimate.

THE English cycling papers are full of interesting news of the doings of the American party. But *Wheeling* has a very savage article on Mr. Elwell and his methods, and without knowing Mr. Elwell's side of the story we will wager that the McCandlish impetuosity has run away with the McCandlish good sense. The burden of *Wheeling's* complaint is that Mr. Elwell was not sufficiently appreciative of English hospitality in the manner he treated the Stanley Club's and the Ripley Road Club's invitations.

The charges made by *Wheeling* are very direct and decidedly pungent and we take them for what they are worth, until we hear the other side.

Mr. Pennell also comes in for a share of censure at the hands of the same paper as being also callous to the warm and hospitable overture of London wheelmen. Among other pleasant things *Wheeling* prints is: "If Mr. Elwell should conduct another team of Americans to Ireland and England he wants to leave a little practical anatomy. He has had the warm heart and ready hand. We can promise him the cold shoulder next time."

We hope for the honor of American courtesy and appreciation of the whole-souled reception the tourists have received, that Mr. Elwell will not allow this virulent attack to pass without notice.

We have no doubt at all but that the tourists and Messrs. Elwell and Pennell will be able to put themselves right in the eyes of English and American cyclists.

VAN WAGONER WILL TRY TO RIDE A SAFETY IN THREE MINUTES, HANDS OFF.

WE are in receipt of a letter from our correspondent, "Newport," stating that Wm. Van Wagoner will make his first attempt to ride a mile inside of three minutes, hands off, on the Roger Williams Park, Providence, about July 8.

FROM JOHNSTOWN, PA.

Editor Bicycling World: The WORLD of May 31st came to us to-day (June 26th), this being the only mail matter in the form of papers that has reached our town since the fatal flood of May 31st, the fearful horrors of which are still fresh in everyone's mind, both in this country and abroad. Some of the WORLDS which reached us are twenty-seven days old, but the matter contained therein was news to us, and I must confess that it was with reddened eyes that we looked once more upon it's familiar pages. No matter how trifling the incident, everything which awakens anew the painful memories causes the heart to ache, and in many instances the tears to flow.

Very properly has this city been called the "City of the Dead." No artist can draw, no pen can describe the scenes and the horrors that have been the lot of our sorrow-stricken people to see and experience during the past month. One would think that the constant presence of these soul-harrowing scenes would harden us, but such is not the case.

One would naturally imagine that after the fatal calamity there would be few wheels left in town, and that cycling would be practically at a standstill, but such, however, is not quite the case. Of course riding in the city is utterly impossible, as locomotion on foot is very bad, because of the sand and debris. It, however, is not an unusual sight to see a cyclist trundling his wheel over the sand and over the debris and between stacks of coffins in his efforts to reach the roads of the hills, over which to take a ride, and for the time being to get away from the heart-rending scenes, which even to this day are of frequent occurrences.

I have in my possession, as a relic from the flood, a saddle, to which was found clinging, cold in death, a cycling tourist, the flood evidently having overtaken him and swept him to his doom. No inquiry has been made in regard to his body, but he was given a decent burial, that is, as decent as we could under the circumstances. He was buried before the coffins which we ordered reached the city, and so a rough box was used and he was buried like thousands of others, without even the form of a christian burial.

I thought you would like to hear from this district, and so the first moment that my thoughts could be taken from the occurrences which surround me, I took the opportunity to drop you a line from this stricken district. WILL F. LEWIS.

Johnstown, Pa.



NEW YORK.

"HAWKSHAW."

It isn't often that we see a simon pure case of road-hogism practiced upon the owners or drivers of any other vehicle than a cycle. The breeding of a road hog begets the natural cowardice of such an animal, and he hesitates to attack any of his own species, for fear that they might be able to protect themselves or to return his attack in kind. In the case of the wheelman, however, the hog feels safe in riding him down, knowing full well that during his attack the cyclist will have his hands full in his endeavors to save himself and his wheel, and that after the accident, the superior swiftness of the hog will insure his escape from capture and punishment. Last week in Central Park, however, one of the most flagrant examples of road-hogism was seen, and for once the innocent sufferer from the unprovoked attack, was the occupant of a carriage, not a cycle. Mr. Alfred A. Cowles, Vice President of the Ansonia Clock Company, while driving through the park, was deliberately run down by Francis McEntee, a builder, and upon Mr. Cowles protesting against the outrage, the brave McEntee, seeing that both of Mr. Cowles' hands were busy attending to his team, which was frightened by the accident, vigorously applied his whip to the shoulders of unoffending Mrs. Cowles. The hog was arrested, but he had the usual political pull and escaped by giving bonds for his future good behavior. Perhaps the notoriety gained by this case may call puplic attention to the claims of wheelmen, that the roads are infested with many such specimens of hog, who make the usage of the public thoroughfares by any one else an exceedingly dangerous performance. It wouldn't be a bad move to call Mr. Cowles' attention to the L. A. W., perhaps, specifying that one of its chief aims was the punishment of just such brutes as the one he had the misfortune to come in contact with.

The K. C. W.s, who are beyond doubt the greatest racing wheel club in this or any other country, have again demonstrated this by the holding of a successful two days' race meet. As an outgrowth of all the racing talent in the records of the K. C. W., they recently held a meeting at their club house, at which places for the building of a first-class four-lap cinder track for riding purposes were considered. Several prominent capitalists were present, and expressed their willingness to supply abundant capital to complete the scheme, provided a suitable piece of property could be discovered. The construction of such a track would be a boon and a boom to racing here, and I know no more experienced or capable hands to leave the affair in than those of the K. C. W.'s. May success attend their efforts.

An alleged "comic" picture of a wheelman and his escapades and and mishaps, fills the centre pages of this week's issue of a story paper. The "artist" has pictured the wheelman as mounted upon an ordinary, which is equipped with a cow-catcher similar to the ones used by a locomotive, while to the right and left of him are scattered animals, ranging in size from a calf to a new born chicken, that he has swept from off his path in his mad career. Of course the idea is a most brilliant one, especially when we remember the strain it must have been upon the "brains" of the "artist," since there exists outside of his "imagination" no foundation in fact for this wonderfully brilliant sketch. To further intensify the "humor" supposed to exist in the entire affair, Mr. Bill Nye kindly consented to rattle up the few ideas he claims to possess in his think-box, and to write something real "funny" about the cartoon. Mr. Nye's humor is always of the most soul destroying kind, and its funny qualities are not discernable by any ordinary individual. In the present case Mr. Nye lost none of his prestige and his reputation, for the density of his imbecility has been entirely preserved. There was not one word of wit in the entire article, and but few of truth. The most noteable examples of the latter quality are where he declares that "bicycling is a noble sport," and that "bicycling tones up the muscles, enarges the lung area and teaches self-reliance." It is much to be regretted that the benefits of cycling do not go further, and teach some sense to lots of those who follow it, because if it did, it would certainly be of much advantage to both Mr. Nye and to the "artist" who drew this alleged funny picture, if they took a long and vigorous dose of wheeling. Unfortunately such is not the case, and the crop of idiots who attack wheeling, of which the above are examples, must forever go on increasing, without any hope of relief. Cycling can stand it, though, if they can.

PORKOPOLIS NOTES.

"STAR."

Sitting by the roadside near Springdale were two of the most forlorn looking dogs Hamilton county had ever seen: one a large nondescridt animal, through whose veins coursed the blood of perhaps a thousand different breeds; the other a scrawny, mangey, sore-eyed skye terrier who, just as the contestants in the road race of the C. B. whirled past, was heard to say to his companion:

"Why is the man wearing that gray cap in such a hurry?"

"Oh, he's afraid he'll be beaten by the fellow with the corduroy pants, the sweat from whose brow is making the road so muddy, and the one with the red face who forgot his stockings. He needn't be afraid of him with the lump on his forehead, nor of him with a boil on his cheek as neither are in condition. Just look at that pretty man with the high shoes! The last time he came through here he turned the heads of all the girls so that now every single one of them has a wry neck. But the fellow with black hair and dark eyes is the best of all for his voice is as gentle as the sighing of a zephyr, as soft as the cooing of a dove and as sweet as the gurgle of molases from a jug, and when he sings the very birds stop and listen."

"Why doesn't he sing now?"

"Dunno. Just look at that old man with the whiskers! He wouldn't work that hard if he were paid a hundred dollars a day! Yet he's nearly killing himself now just to be allowed to wear the club medal for four months; and still they say dogs haven't any sense! I'm glad I'm a dog aren't you?"

"Well I should——"

The rest of his remarks were lost in the distance.

Brookville, Ind., is to have 5 bicycle contests on the 4th of July for which they offer as prizes: mustache cups, razors, mahogany bedsteads etc., etc. The enemies of cycling would think it more appropriate if the prizes consisted of bottles of liniment, roll of adhesive plaster, pots of healing salve, leeches, cases of needles and thread, air cushions, phials of Pain-Killer, boxes of artificial cuticle ketchup, etc., etc.

Mr. Bennett's road race that was postponed several times on account of the rain, once on account of the C. B. C. race and once on account of the atheletic's race has finally been postponed to September. This is a great disappointment to our "Teddy" who is so anxious for an opportunity to demonstrate the fact that he is both fast and tough; but as several riders suffered from the heat in last year's race and as the heated term is now at hand, Mr. Bennet's decision is wise.

NEW ORLEANS.

"BEE."

The Louisiana Bicycle Club men have been having quite a laugh on the N. O. B. Club. The latter fought down Sunday racing, and made quite a note of it in the papers, "that it didn't encourage Sunday racing amongst *its* members." This as a sort of hit at the L. C. C. Well, they tried to run the Hill cup races on Saturday and fizzled, and a week or two later came out sheepishly and ran it on a Sunday. Hence the Louisianas laugh.

And, by the way, Consistency and Chapman are both jewels. The latter was the hardest fighter against the Sunday racing, and there he was when the race was run, watch in hand and one of the high cocklorums of the event. Oh! Chappy.

The Louisiana Club is elongating our table of local records very considerably with its long-distance races, and soon our scorchers will have figures to work on at all distances.

The list of events for our September meet has already been gotten out, but it will probably be altered before a great while, as the Racing Board put it out simply to draw criticism and see exactly what was wanted. No date for the meet has been set, although the 14th has the call just now. I am thinking, too, that the racing will be pretty lively this year, as if Sprigg, Cary and Rea maintain their present form our old champs, Hill and Guillotte, will not be leading many of the dances this time.

The Louisiana Cycling Club is still wrestling with its building project, and has after surmounting some pretty stiff breakers, about reached clear sailing, and their house, I think, will be one of the realities of the near future. An unfortunate move resulted in delaying the matter just about four months. The club thinks of renting a house till then, as the membership is becoming too bulky for their nomadic life.

The New Orleans Bi. Club was the holder of the lucky number in the raffle of Hill's tandem, and if the members are anxious to give their best girls pleasant and not every-day airing the way is now open to them.

The ladies' safety is commencing to loom up. Two months ago there wasn't a rider, now there are three, Misses Fairchild, Born and Hill. They are all delighted, too, with their wheels, though that mount does worry 'em considerably.

The summer meeting of the Louisiana Division, at which also occurs the annual election, takes place July 20th. Hodgson will for the third time succeed himself as Chief Consul, but as yet no one has materialized for the Secretary-Treasurership. Fairfax says he doesn't want it again.

CHICAGO.

THE "STROLLER."

The Chicagos evidently do not like the way in which I have spoken of their racing team and they have issued a challenge to the Illinois team for a race, distance three or five miles; the race to take place at Cheltenham Beach, the latter part of August, are are now awaiting a reply to the same.

I understand the Illinois, Chicago, Lincolns and Kenwoods all have a team entered for the team race at Ottawa, and that there is fun ahead there in more ways than one in the racing line. The Chicagos and Kenwoods I am told have entered the same men in each of their teams, *i. e.*, Lumsden, Geo. Thorne and Belden or Otis, all of whom are members of both clubs. If victory comes to this team both clubs will claim it. If defeat, then what? Also, Tuttle thinks he can run Lumsden off his legs by riding from start to finish, as he has an idea that Arthur has a fine finish and that is all, and that if the pace is a hot one Arthur cannot hold out to the finish, and he proposes to prove this in the one-mile State championship, while Lumsden thinks he can give Tuttle all he wants of his own medicine and will try and give it there and then. But Myer will also be on hand and have a go at both of them at the same time, and, according to the amount of talk going on, this one race alone will be worth a trip to Ottawa to see.

Lumsden rode a practice mile the other evening with out a pacemaker in 2.41, and Geo. Thorne, who has recently changed his mount to a crank, made a mile in 2.50.

Some eighty couples attended the dancing party of the Chicagos at South Park Pavilion Thursday evening last. A large audience witnessed the production of the operetta "The Rose of Auvergne," given under the auspices of the Lincoln Cycling Club last Wednesday evening, at the Madison Street Theatre.

The Lincolns and Chicagos will each hold their annual road race in a few weeks now, distance 10 miles.

The Chicago delegation to the League meet at Hagerstown will undoubtedly be small, but in all probability Ayer and Oliver will be there, and this being the case, Chicago's interests will be well looked after at all events.

There seems to be a great deal of sympathy among Chicago wheelmen for Windle since his expulsion from the League, and the wish is often expressed that he may soon be reinstated. Although With Windle out, this leaves Chicago pretty near, if not quite, at the head of the racing line with Lumsden as its representative.

A collision between a tricyclist and a buggy on Washington Boulevard last Saturday, resulted in the fatal fracture of the skull to the driver of the buggy. The injured man up to this writing has not been identified.

The latest gossip is that the Illinois club have secured Bert Myers, of Peoria, as a non-resident member of their club, and that he will ride in their team at Ottawa, while the Lincoln and Chicagos have withdrawn their team entries, and that Spooner of the Lincolns will also ride with the Illinois team; I rather doubt the last, though.

PENNSYLVANIA.

"ARIEL."

Mayor Fitler took curious ground for his veto of Councils' appropriation of $300,000 for repairs to the streets last week. He claimed that it was poor policy to patch up the many streets when that amount would go far toward paving *one* street complete. Councils did not agree with him, for they passed it over his veto, for which may they have the thanks of all wheelmen. We get four blocks more of asphalt out Broad street and ten blocks additional on Diamond. Further than this, a large number of the most influential men of the city have appointed a committee to push the proper surfacing of Broad street all the way out to Fisher's lane, which would thus perfect what is one of the finest avenues in the country. The papers are taking hold of this question of good roads and improved streets vigorously, and the *Press* editorial on this subject last week was a telling one. Let the good work go on. Wheelmen, by the way, should not forget to mark those councilmen who are placing themselves on record these measures. Election day is a good time to remember it.

A large number of Quaker City riders leave here to-morrow afternoon at 5 o'clock on the special train, via the B. & O. R. R. The Pennsylvania club will have their own car, and after the meet a number of them, under Lieut. Lehman's command, will tour down the Shenandoah Valley to Luray and the Natural Bridge. The Centurians send a delegation off to-day, who ride to Hagerstown, via Lancaster and Gettysburg.

Ex-Capt. W. T. Fleming goes West on his wheel after the League meet. He accompanies those of the Century who ride down to-day.

Another match race between M. J. Bailey and T. A. Schaefer is among the possibilities. The latter is not satisfied with the result of the last race, and the Century man is willing to accommodate him. Nothing from Kobb re the McDaniel's challenge. The Southend man evidently knows when he is well known.

Taxis enters for the Lancaster races on the Fourth and will not go to Hagerstown. At Lancaster he will meet Wilhelm, and it remains to be seen what he can do against this crack rider.

Mr. R. C. Evans, president of the Mt. Vernon Wheelmen, has resigned the office. His successor is uncertain as yet.

Baseball has the floor at the Century club-house among some of the members, and they are talking of organizing a team that can do up any other club of cyclers in the city.

Friday evening the vexed question of feminine membership is to be brought up again in the Century Club. The impression has gotten abroad that the Centurians were opposed to ladies as members. Nothing could be further from the truth. The fact is that there are no suitable accommodations to be given them in the house as at present arranged, and as the necessary changes would involve a large expenditure of money, the club feels that with a new property on their hands they would not be justified in increasing their indebetedness.

OMAHA.

"JIM."

The last two weeks have been rather quiet in cycling circles, owing to heavy storms, which made the roads unridable, but we hope to be abe to ride to Fremont next Sunday. Fremont used to be the favorite run with the boys last year, but for some reason or another, hasn't been tried yet this season. The road is, with the exception of a few hills, in good shape, and well traveled. The round trip is said to be seventy-four miles, and was made by three of the men last year in nine hours, including one hour's rest.

A moonlight run to Lake Manawa was one of the features last week, and was greatly enjoyed. Eighteen of the boys turned out and on their arrival at the lake, chartered a steamer for the pavilion, where they were entertained by Mr. Perrigo, Townsend and others. The return trip was made in full moonlight, and Lake Manawa was voted O. K. for future moonlight runs.

The Omaha Wheel Club has been invited to act as a body guard for "King Tarrarax" at the Veiled Prophet procession, July 4, in Lincoln, and has accepted the invitation. Without doubt they will have a royal time, as the Lincoln boys are known to be the best entertainers and jolliest crowd imaginable.

Sunday morning we started out, with the intention of visiting the Chautauqua ground at Council Bluffs, and listen to the morning service, but were shown so little courtesy by a fellow who acted as gate tender, that we concluded not to go inside. This fellow actually refused to let us take our wheels inside the grounds, but we hope that the Chautauqua Assembly has by this time secured the services of a man who at least knows how to answer politely, when asked polite questions.

It seems that the Omaha Wheel Club is rapidly gaining ground, as is clearly shown by the lot of membership applications at every monthly meeting, and it is pretty safe to predict that they will be able to build their own club house next spring, which should be the highest ambition of all members, as our present quarters are getting rather cramped.

A reception was tendered last Saturday, to Mr. E. B. Smith, who, having severed his connection with the Nebraska Telephone Company, left for Chicago. He has always been very popular with us, and we will miss him and his little "49" machine at our runs. Mr. Smith is one of the oldest members of the O. W. C., and held the office of Vice President during the year of 1888.

NEWS AND COMMENT.

"Senator" Morgan having sucked the racing orange dry in this country is about to embark for Australia, the land of the kangaroo. With him he will probably take Jessie Oaks, Kittie Brown, W. F. Knapp and others not named. The Australians can brace themselves for the excitement of witnessing female cycle racing.

Will some one who knows give us the *best* route from Cleveland to Columbus, Ohio?

The Louisville (Ky.) Cycle Club, half a hundred strong, headed the Knights Templar parade at Louisville last Monday. The feature was one that attracted decided attention and applause.

The Memphis, Tenn., long distance fiends are at it still, hammer and tongs. The latest score is as follows: Julius Seelig, 2247 miles; George Phillips, 1868 miles; A. F. Alberts 974 miles; Wm. Wood, 721 miles. W. A. Whitmore, J. Wood and W. H. Haylie, withdrawn.

Tom Eck threatens to invade the Eastern States with his feminine aggregation of cyclienne flyers. The troop will include Jessie Woods, Hattie Lewis, Lottie Stanley, Lily Williams and Armaindo.

New Bedford, Mass., has passed an ordinance requiring cyclers to carry a lighted lamp after sunset, and it also forbids sidewalk riding.

The San Francisco City Trustees have had printed 500 copies of the ordinance prohibiting, under penalty of a misdemeanor, the riding on the sidewalks of bicycles or tricycles whose wheels exceed thirty inches in diameter, and requiring the wheels of smaller bicycles and tricycles to have rubber tires. The ordinance will be posted throughout the city.

An individual signing himself 'X'. Y." sends the following to a Beeston, R. I., paper, an excerpt of which we reprint as being remarkable for its construction and grammar [the italics are ours.—Ed.]: "*There aint no bicycle rider* who will run into a pedestrian unless the pedestrian runs into him, for the rider is liable to fall and hurt himself instead of the pedestrian. Some people say, '*They wont give no room* on the walk and are afraid they will run into them.' Now, I say, *there ain't any bicycle rider* but will give you all the room you want and will always get off of his machine if necessary."

We did not think it best to hold our paper for a full report of the League meet. We shall have it in full in our next.

A correspondent claims that "it is strange that the World has not any letters, official or otherwise, from Ohio." Why, we always thought that Cincinnati was in Ohio! As for the official part of the paper, we would suggest our complainant stir up the State officials.

W. Windle is firm in his position that he will not race as a professional. As professionalism is at a rather low ebb in this country, we can but applaud Mr. Windle's resolve.

Ralph Temple was in Boston last Saturday en route for England. Mr. Temple is on pleasure and business bent, and that he will do some racing while abroad we should not be surprised.

Timothy A. Carroll of Lynn, Mass., will leave for Washington the first of the coming week where he is to accept a position upon the department of labor under Col. Carrol D. Wright. Mr. Carroll, who is but 27 years of age, is well known to cyclers as being a prominent member of the Lynn Cycle Club and one of the first and most active promoters of the Glenmere track. We wish Mr. Carroll success in his new position.

We are in receipt of a photograph of Master Eddie Schwalbach, aged 5 years, of Brooklyn, N. Y. He is shown seated on his little rear driving safety. The petite cycler has the look of a veteran, and next to seeing "him in the flesh" and in actual motion on his wheel, we are happy in the receipt of the picture, which we have placed among our collection of cycling celebrities in a conspicuous position of honor.

Write to E. E. Arnold, of East Hartford, Mass., for entry blanks for blanks for the races to be run there on July 20th.

L. A. W. No. 15,400 wants to know a good route between New York and Boston. The Division Road Books of New York or Massachusetts will give the information desired.

Mr. H. Wade and daughter of Newton Centre, Mass., passed through Great Barrington, Mass., Saturday. They are touring on their bicycles from North Adams to New York.

Alexander Buckman, President of the Minneapolis, Minn., Bicycle Club, collided with a buggy while riding his machine on Fourth street, last week, and broke his left arm at the elbow.

Complimentary remarks upon the great improvement in the town streets and highways of Milford, Mass., are heard every day from men who do more or less driving and cycling. The Wrentham road is especially pointed out as a fine specimen of work.

J. M. Verhoff, a member of the New Haven Bicycle Club, in company with two wheelmen from Schenectady, N. Y., sailed for Europe on the steamer Nevada on July 1. They will land at Glasgow and will ride through England, Ireland, Scotland, Germany and France on their machines.

Letters continue to come in quite regularly from Explorer Stanley, but nobody hears from Bicyclist Stevens who went in search of the first-named several months ago. It may soon become necessary to send an expedition to find Stevens.

One of the Elwell tourists writing to an Augusta, Me., paper says: "I just want to mention that, except in Waterford, Ireland, we have not seen an electric light, and that everywhere up to London we have lighted our chambers with a flickering candle. Also, that at the great Baring Bros. yesterday the clerks were working with the assistance of this waxy light and quill pens. It is now noon, but little lighter than twilight, for the celebrated fog is over the city."

Morgan and his merry nymphs will invade Los Angeles and enchant the youth of that city with his aggregation en route for Australia.

Birmingham, Ala., is to have a bicycle track. It looks as if the South would soon be a racing centre, as bicycle tracks are being promoted all over that section of the United States.

The Lansing (Mich.), Bicycle Club will take a week's trip through Canada in August. They cross at Windsor, take the old Talbot road, via St. Thomas to London, and spend a day at London, guests of the Forest City Club. They will probably return via Sarnia and Port Huron. Invitations are extended to the Grand Rapids, St. Johns, East Saginaw and Bay City clubs. They will start about August 18 to join them.

Chief Consul Emery of the Massachusetts Division has just returned from a trip to Portland, Me. He was the recipient of many courtesses while in that city and was escorted round in a very hospitable manner.

Two gentlemen of Los Angeles while riding to a fire at top speed came into collision and the result was that one of them broke his collar bone and the other smashed his ankle.

Mr. G. B. Woodruff, a wheelman of Waterbury, Ct., has started on a tour north through Canada on a safety, to the handle of which he has fitted an umbrella, as a shield against sun and rain.

The French Minister of War has decided to place the bicycle on a strictly military footing. Henceforth four velocipedists militaires are to be attached to each regiment of infantry in the French active army, and volunteers are asked for from among the reserve and territorial armies. A special rate of pay will be granted to the velocipedists. The war office does not intend to provide machines for them to ride, but expects them to come provided.

Erratum: Mr. H. L. Hart of Halifax, N. S., writes us: "I notice in the June 21st numbe Bi. World and L. A. W. Bulletin that the Summer Carnival is put down for July 5 to 10. If not already corrected, kindly make a note stating the correct dates: Aug. 5 to 10, as that is the time the expected visitors from Cambridgeport, etc., to come."

The board of trustees of Charlotte Village, N. Y., has granted permission to the West End Bicycle Club of Rochester, N. Y., to lay a cinder path through the village to the beach.

A meeting was held a few days since at the club-house of the K. C. W., Brooklyn, to arrange for the formation of a stock company to build and equip a first-class cycle track. The result was the appointing of a committee who will secure sites and bargain for the necessary requirements. A standing committee was appointed to have plans and estimates for a 2-story frame club-house, a quarter-mile clay and cinder track, a baseball diamond, and eight tennis courts. The grounds most favorably spoken of for the purpose were those of the King's County Tennis Club, Dean street and Kingston avenue. They are only about 20 minutes' distance from the bridge, via the King's County Elevated R. R. and nine minutes from the Flatbush avenue station of the Long Island railroad, besides being on the line of several horse cars. It will all be decided in a few days whether the amount required can be raised or not with the bonds of the organization as security.

Owing to the objections of local riders to making the 50-mile road race of the Springfield Bicycle Club an open to all race, it has been decided to have two events, a 50-mile open to all race, and a 50-mile open to local riders, to be run Friday, September 13, over the Springfield-Hartford course. It has been decided to reduce the en-



THE EAGLE IS SPEEDY.

10 Miles in 38 Minutes.

THE BEST PREVIOUS RECORD BEATEN BY FIVE MINUTES.

The Cabin John road record is now held by Wm. T. Robertson and the EAGLE BICYCLE.

(From The Washington Post, June 24, 1887.)

A QUICK RUN TO CABIN JOHN.

Yesterday, William T. Robertson, on his Eagle Bicycle, lowered the record of forty-three minutes made on July 4th, 1887, by Pere Sevfferle, starting from Ninth and G streets and ending at Cabin John, making the distance ten miles. Robertson started at 11.21 A. M., reaching Cabin John thirty-eight minutes after, beating the record by five minutes. Timers, Messrs. Smiley and Sickle. He now holds the record both to and from Cabin John, making the latter trip in forty-two minutes in 1884. He say he intends to lower this record also.

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The Swift.

The Buffalo Express, May 29, says:

"James S. Hedge of the Buffalo Bicycle Club made the first century run of the year on May 26th Leaving the club house at 8 A. M., he rode via Seneca Street, Potter's Corners Road, Orchard Park, and Colden to Springville. Here a stop of two hours was made fordinner, and return was made via Boston and Hamburg to the club house, arriving at 6.45 P. M. Starting again at 7 P. M. he pushed on out to Bowmansville and return and rode three times around the meadow, arriving at the club house at 10.25 P. M. Hedge rode a Swift Safety, and considering the fact that he did not start out to make a 'century,' and did not think of it until he had ridden about 70 miles, made very good time, his riding time being 10 hours and 30 minutes for 105 miles, or an average of 10 miles an hour. Four hours and five minutes were used in stops. This is the first time a century run has been made by a rider in this city on a safety, and it is also the first time a century has been made over this route, there being a great many short steep hills to climb."

Wednesday evening last, Mr. A. W. Porter, of Newton, rode up and down Corey Hill four times, without a dismount, in 36 minutes, on a Swift Safety.

Geared to 57 Inches.

He was timed by L. D. Whittemore, Jr., of Newton, witnessed at the top by F. S. Norton and H. E. Bachelder, half way by F. W. Fisher and H. C. Blaney, and at the foot by L. D. Whittemore, Jr.

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SPECIAL PREMIER SAFETY—$135 Cold-drawn seamless steel tube, Ball-Bearings all round, 30 and 28-inch wheels, Hancock's non-slipping tires, weight 46 lbs. Light, strong, graceful, and the best steering Safety made: no dip in turning. The only light Safety suitable for both ladies and gentlemen.

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YOUTH'S PREMIER SAFETY—$65. Steel Tube, Hollow Steel Forks, Adjustable Ball bearings to Driving Wheel and Crank Shaft, 26-inch wheels, Butted Spokes. The finest Boy's Safety manufactured Fully warranted and will last until the Rider has attained full growth.

PREMIER TANDEM SAFETY—$200. Easily "The King of Tandem Safeties." Holds an absolutely Spotless Record for strength and durability on American roads. The only Tandem Safety built on correct mechanical principles. Double steering. Brakes on both wheels. Ready for a lady rider at any time, without alteration. Geared 55 or 60-inch at purchaser's option.

PREMIER WARRANT—We warrant all the Premier Cycles bearing our stamp and that of Hillman, Herbert and Cooper, to be free from defects in material, workmanship or construction, and will make good at any time within a year from date of purchase, any breakage not caused by use, misuse or neglect.

PREMIER INTERCHANGEABILITY—We guarantee all Premiers sold by us to be made strictly to guage, and to be thoroughly interchangeable, without fitting. We can supply parts at all times from stock on hand.

PREMIER AGENCIES—We are Sole United States representative for the Premier Cycles, under contract with Messrs. Hillman, Herbert & Cooper, and genuine Premiers can only be obtained from us or our authorized Agents. Premier Agencies have been established in all the Cycling Centres and many smaller towns. Live Wheelmen in unoccupied territory should write us at once for full particulars.

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LLEWELLYN H. JOHNSON, Orange, N. J.

trance fee to $5, to be refunded to the first three men in. Entries will close Sept. 1.

A TOURIST riding through Massachusetts into New York State, via Westfield, Pittsfield, Mass., to Hudson, N. Y., writes from the latter place: "I saw plenty of signboards in Massachusetts, but the only one I have seen in New York that is legible, was one about 100 yards over the State dividing line. The towns that I passed through and which had no signboards were Lebanon Springs, West Lebanon, Brainard, Malden, Chatham Centre, Kinderhook, Stuyvesant Falls, Stockport, Hudson Of course I do not count the L. A. W. signs. I write this to see if anything can be done to make those villages obey the law, for I believe there is one in New York. It would be a kindness to travellers to have the roads plainly marked, so that they would not have to go miles out of their way."

WE received a pleasant and unexpected call from Mr. S. G. Whittaker, Wednesday, and we were pleased to learn that he was to be married on July 4th to Miss Carrie E. Piper, daughter of Rev. G. F. Piper, of Bedford, Mass. To Mr. and Mrs. Whittaker we extend our heartiest congratulations.

THE TOURISTS IN ENGLAND.

TO-MORROW, June 17th, at 8 A. M., we leave dear old, dirty London for Brighton, fifty miles away, after a *glorious* day—Sunday—at Ripley. But, not to begin at the wrong end of the week, let us go back to Sunday week at Oxford.

As per last letter Sunday, the 9th June, was miserably wet and disagreeable. Despite the weather the day was well enjoyed in visiting the various colleges in the old University City and in lunching with the under-graduates in their rooms. The evening was put in at the hotels at which we stopped.

Monday morning dawned wet and dismal, but, as per programme, the start was made for Hampton Court, sixty-one miles, through mud and in the rain. Hardly had we got in the open country when the rain became a down-pour, and soon all were drenched to the skin, through waterproofs (?) and all. At Wallingford, fifteen miles out from Oxford, nine of us got the train and went through direct to Burr's Hotel. Of them, more later; of the faithful ones who stuck it out, sad were the tales they told when they got to London next morning. Sixty-odd miles in constant pouring rain water-logged them so that they only (the slower ones) reached the Castle Inn at Hampton by 8 or 9 P. M. Those who trained it got to Burr's at 3 the same afternoon, and were soon comfortable in dry clothing, long trousers, etc., and enjoyed the evening in reading the immense quantity of mail which awaited them. As we sat in the smoking room toasting our toes at the hearth and reading what was to many of us our first news from home we hugged ourselves, and at every wild dash of rain which beat against the pane we prayed for the other unfortunates whom we knew must be out in the cold and wet.

Tuesday morning we, the nine wise ones who had come on ahead, breakfasted late, stowed our wheels for the week and then sat down to wait for the coming of the band of pilgrims. About 10 A. M. along came Papa Elwell (he has been so affectionately christened) and Rev. Mr. Fessenden, both of whom had trained it from Hampton in.

Then we waited and waited but no sign of the others. Finally about 12 or 1 o'clock they began to straggle in. They had a jolly time with themselves on the greasy streets and wet asphalt as they came through Oxford street. More than one gracefully sat down on the cold, wet stone and wept, and for a while it was skip, slide and fall over, for everybody. Having arrived, the remainder of the day was devoted (nay, used up perforce) in cleaning up selves and wheels and getting settled comfortably. In the evening many attended the theatres, and sad to say the taste of the majority *in re* theatricals has run to variety shows and "sich."

Wednesday the real sight seeing began, and for the next three days the boys were busily engaged in "doing the town."

In groups of three or four the party visited all the places and buildings of note, such as the British Museum, South Kensington Museum, National Gallery, Hyde Park and the Albert Memorial, Regents Park and the Zoo, the Crystal Palace (where a party of us went Thursday evening to see the fireworks and illuminations, which were the grandest any of us had ever seen), Westminster Abbey, Houses of Parliament, the Tower, Kew Gardens, and others too numerous to mention or to remember.

Walking on Oxford street, riding on busses, in hansoms, etc., strolling down to Holborn Viaduct where there are a dozen large cycle stores in a bunch, passed many flying hours, which indeed seemed literally to fly.

In the evenings, as before said, the theatres were the points of interest, and parties were made up which saw Irving in Macbeth, which all agreed was yet more superb than Faust, as given in America, and if Irving should play Macbeth in America, none should lose the opportunity of seeing it. Parties also attended the Criterion, where Charles Wyndam and his splendid company, including Mrs. Bernard-Beere, played "Still Waters Run Deep;" and the variety theatres were not unpatronized.

Friday evening the event of the week took place, viz., the banquet given us at the Inns of Court Hotel, Holborn, by the Stanley Club. It was a grand and glorious time, and after all had done ample justice to the magnificent banquet provided, came the toasts and speeches.

Toasts—"The Queen," "The President of the United States," "Our Volunteer Army," "Our American Guests," "The Visitors," "The Chairman and Vice Chairman."

Mr. Beal, of Ann Arbor, did himself proud in his eloquent response to the toast "Our American Guests."

The chair was occupied by Col. Saville, of the Volunteer Cycle Corps. The Vice Chairmen were Mr. M. A. Harpman and Mr. Geo. Lacy Hillier. The Hon. Secretary, Mr. E. A. Lamb, was also present, and such a host of notable men that it would be impossible to name them without giving the roster of all our noble hosts, therefore pass we on, stopping only to rigister the unanimous verdict of the party that in their journeyings thus far they had not been more royally entertained. The club yell was given to great applause and encored.

Besides the speeches there were many musical events on the programme. About 1 A. M. all returned to the hotel and soon were sleeping.

Saturday the boys devoted to whatever sight seeing and shopping remained undone, but in the afternoon eight or ten went to the cycle races at the Beddington Grounds.

There was a rare lot of good men among the entries and some grand racing. Thanks to the kindness of Mr. G. L. Hillier, we were taken inside the track enclosure where we could see without difficulty. In the first safety race,—by the way, in the open races both ordinaries and safeties competed, to the grief of the ordinaries—W. C. Jones, Polytechnic C. C., broke the 2-mile amateur record, doing 5.26, and there were also other records smashed

In the tan-tricycle race Mr. and Mrs. Smith of Ripley road fame, competed and pushed the fastest of them to the hottest pace to win. Her appearance on the track caused great applause, as she is a universal favorite, and though having ridden the two miles at a 2.45 gait at the finish was as fresh as at the start.

Sunday (today) our London visit culminated in a grand run to Ripley. After a cloudy week and a wet night Sunday was bright, warm and splendid. At 10 o'clock the party started, 15 all told, the others not caring for such a long ride, or having writing, etc., to do, and under the pilotage of Mr. Pennell and many of the Stanley Club rode out over the historical ground of the far-famed Ripley road. On the way additions to the party came on or met us by the way, so that when we pulled up at the Angel, Thames-Ditton, we were 100 or more, and we met there over the same number, among whom Mr. and Mrs. Smith, Mr. Hillier, and many others of fame.

On again, over the Fair mile, and so into Ripley, where 200 or 300 more cyclists were waiting our coming. In all there must have been 500 wheelmen present, one of the largest gatherings that ever took place there.

At the flag-bedecked Anchor we pulled up our flying steeds and soon were busy in getting the better of the bounty of the Stanley Club. That at length over, a few toasts were proposed, Mr. Beal again responding for the American party, and then all repaired to the cyclists' church near by, where a short service was read by Rev. Mr. Hooper (?), assisted by our Rev. Mr. Fessenden. After coffee and cigars a start was made back *via* Ockham, through shady lanes with perfect surface to the Angel at Thames Ditton. Here we had tea at 6 P. M. From there to Hampton Court was only one mile, and at Moulsey Lock a half hour was charmingly spent in watching the swarm of boating craft on the river. The gay flannels, the pretty faces under the multi-colored parasols, the river alive with gay parties and lined with spectators—all combined to make a picture never to be forgotten.

From Hampton all but five of us took the train to the city. We five who rode the entire distance, came home through Richmond, and, taking an easy gait, arrived at our hotel at 9 P. M., at which time it is bright daylight here in June, after a day's ride of 60 miles, every mile of which, and every minute of the day, was an unalloyed pleasure. We have to thank the members of the Stanley Club for giving us the most enjoyable day's outing by far that we have had in England, and their unbounded hospitality merits and receives our everlasting gratitude.

To-morrow, as I said at the beginning of this screed, we start bright and early for Brighton, on our last day's riding in England, sorry to leave old London and the many kind friends we have made

here, yet glad to be once more away from the crowded streets and off on the smooth, shady roadways of Kent.

The copies of the WORLD reached us in London and the contents were eagerly devoured by all the tourists.

The next letter will contain an account of our wrestling with *mal de mer*, French roads, language, cooking, etc., and from what we learn, our next two weeks will be filled to overflowing with stirring events and hysterical excitement. Till then (as we shall soon be in France we hope it may be permissible to drop *l'Anglais* and to say) from all *au revoir*. PEDALS.

ALEXANDRIA BAY AS A LEAGUE MEETING PLACE.

THERE seems to be an unwelcome prospect of a decline in the excellence of League meets. The cause may doubtless be found in the extravagant "entertainment funds" of the past: the remedy, as the WORLD suggests, is individual payment of expenses. Following the first gathering at Newport, in 1879, each meet was conducted on a larger scale than its predecessor, and the eighth annual, at St. Louis capped the climax.

The present lack of enthusiasm indicates that the larger cities no longer need the national convention for booming purposes, and another year may see a forced change in the character of meets—temporary, perhaps, certainly desirable.

The parades and races have become monotonous, and by many are regarded as nuisances—I mean as features of a meet, where facilities are poor. Aside from the banquet, visitors and entertainers alike fine the greatest pleasure in the excursions which are organized, at considerable expense, to carry them away from the very cities that are being visited. It is reasonable to assert, then, that a meet on the individual payment plan, held at one of the best summer resorts, would far excel the old style of meet in comfort and pleasure, to say nothing of reduction in expense.

I believe that Alexandria Bay, N. Y., at the Thousand Islands, would be a suitable place for such a meet, though its facilities are not very good for cycling *ahem*. It is a solidly built village on the St. Lawrence River, connected with Clayton, the railway terminus (12 miles), by daily steamer, and by a road of packed sand and stone, which has been traversed awheel in about an hour. The streets of the town are good.

Before describing the locality itself I will call attention to the advantage it offers for seeing famous places en route. The traveler from the Atlantic coast passes up the Hudson or through the centre of New York State, and in returning home may visit the Adirondacks or Catskills, or tour through the park-like Oneida and Chenango Valleys; or he may take the packet up to Montreal, 140 miles, going over the Lachine Rapids under the careful guidance of the Indian pilot, Baptiste, "son of his father." New York and Boston are one night's journey from Montreal. The man from the West may see Niagara as he comes and goes, or can spend a day with the Chautauqua worshippers. He will probably see Charlotte Beach, Lake Ontario, where half of Rochester goes to swim. A return may be made over the Canadian Big Tom touring ground.

But Alexandria Bay is the pleasure spot of them all. For many years this wondrous St. Lawrence River region was the sole domain of fish and fowl. The crews of passing craft feasted their eyes upon its silent grandeur, but not until General Grant and his staff made a protracted visit to Alexandria Bay did the beauty of the islands gain the notice of the press and public. Islands of several acres' extent, with splendid trees and curious water caves, were bought shortly after that time for from $5 to $200. Many of the same islands are priceless to-day.

The "Bay," as it is called, lies on a point of the New York mainland, between two bays of the same name. It faces a group of islands known as the Venice of America. They are of solid rock, and rise abruptly from the blue water, being softly covered with moss, and wooded with birch and fragrant pine. Rustic summer homes of wood and native stone—some of picturesque and costly design—have been built upon them. The massive rocks, cracked and seamed by the frosts and heat of centuries, are gradually crumbling and falling away into the river, the greatest depth of which is hundreds of feet.

As I have said, this spot is hardly adapted to cycling alone. It is nevertheless suitable for a L. A. W. meet. The cyclist is a lover of nature. He may ride his wheel all day long and day after day, never tiring of it; but give him a vacation and place him where he can enjoy nature to the fullest, and still take his morning spin and a refreshing coast in the cool of the evening, and you have a happy man, or woman, as the case may be.

Briefly, an Alexandria Bay vacation (excepting the business meeting, League meet, and vacation, generally mean the same thing), has these advantages: The scenery is impressive, the water everywhere, but no damp land: the air is dry and allows an immense amount of exertion and scandalously late hours without the usual fatigue. The boats, it is acknowledged, are built on the handsomest model known. The fish,—bass, pickerel, pike, muscalonge and the smaller perch and rock chump—are really caught; and, what is important, there are two large first-class hotels under metropolitan management, whose patronage is of the best. The rates are very low. Five dollars a day will pay all ordinary expenses, including a private boat. Everybody rows. The season extends from June to October, but from May to November is not too long for those who have once visited the place. For camp life it is perfect as there is no mud, the moss absorbing all moisture and a wooden floor in the tent is a luxury. The mosquitos never bite and the air, whether the condition be wet or dry, warm or cool, is always bracing and wonderfully clear, the morning mirage being a frequent occurrence. Tent life is fascinating when it is free from discomfort. There is no necessity for inconvenience here, as one may live in a very wilderness, with no sign of human habitation in sight, except perhaps the thin line of smoke characteristic of an Indian basket making camp, and yet be only 20 minutes' row from town. Provisions are brought to your shore by the steam market launch. The sun may come and go and the weather may smile or frown, but you are undisturbed and happy, living the life of a lotus eater. Imagine yourself reclining in a sunny tent-bed among the pines on some moss-bound island, a little world, possessed for the time by yourself and camping companion. The distant puff of a steamer and the rippling murmur of the river are the only breaks in the silence of the calm summer night. In the wee, sma' hours a storm suddenly comes up, the thunder echoes from rock to rock, and great gusts of wind and rain beat down upon your canvas roof, which brightens every moment with the lightning's flash, but you doze serenely through it all, and by and by the storm subsides. A few dashes of rain from the trees and all is quiet, save the gentle swash of your companion's feet as he grumblingly closes the ship front door, which was blown open, flooding the floor.

Usually a day in the woods is arranged by chartering a steam-yacht, which tows a fleet of fishing boats to some sylvan nook, where follows a day of fishing, feasting and fun. An early return is made for dinner; then music and the dance. As darkness falls the hotels are illuminated, and at the island homes round about vari-colored dots of blinking light show the contour and tree; boats flit here and there. As you stand and watch the scene its power grows upon you, you are overcome and lifted from your natural sphere into the realms of enchantment. The sweet sound of the human voice, coming singing over the water, thrills you through and through and you go in and shake hands with the fellows in an ecstacy of feeling. You are proud to be an American, and to have lived to know America's wonder work of nature, where may be found the very essence of mental elevation and physical enjoyment. If the change comes give Alexandria Bay a chance. PHŒNIX

THE LEAGUE MEET.

FROM the telegraphic reports we learn that Hagerstown was all up and alive to receive the visiting wheelmen on Monday. Flags and triumphal arches make the streets brilliant and attractive. A heavy rain was falling when the special train with President Luscomb and 200 wheelmen drew up at the city, but the Hagerstown people didn't seem to mind the "sprinkle," and turned out in full force to receive the visitors. A brass band played. The Mayor of the city and the full Board of Aldermen were on hand to receive President Luscomb. A barouche drawn by six white horses carried the cycling dignitary to his hotel. In the Hamilton House's spacious rotunda President Luscomb made a speech in response to the welcome of the city officials. Everybody formed in line and shook hands with "his excellency, the President."

There was little sleep the first night among the many wheelmen who are already here. A dwelling caught fire shortly before midnight and the matter of subduing the flames was entirely in charge of the cyclists. Their efforts resulted more in spoiling many uniforms than in drowning the fire. This phase of the entertainment was no doubt suggested by the charming descriptive article on Hagerstown, written by the "Secretary" and printed in the WORLD of a couple of weeks ago.

TUESDAY.

The first day of the meet was not calculated to inspire one with much joy, as it has rained and is raining in torrents, making outdoor amusements and runs out of the question. Everything is being done, however, by the managers to make up for the disappointment and all are hoping that the sun will shine to-morrow and the air clear. It is stifling hot, the air is thick with moisture and the thermometer is ambitious. The wet weather has interfered with the arrivals, and the guests are not coming in as fast as was expected.

The informal gathering at the Grand Opera House, to discuss

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topics of interest to cyclers, was well attended, but the men who had ideas were undoubtedly coy, as very few could be prevailed on to "discuss." An orchestra of cyclists, however, rendered some excellent music. Some of the men warmed up on the handicapping question. Hodgson, of New Orleans, wanted handicapping abolished: Prial, of New York, spoke in favor of handicapping, but was opposed to clubs paying expenses of members to race meets: Purvis-Bruce put in a good word for the professionals: while I resident Luscomb made an address in which he asserted that the question of road improvements was one of the most vital to the League.

A meeting of the Chief Consuls was held and a vote was taken on the questions of the right of State Divisions to appoint official tailors and official organs, and if the telegraphic report to the Boston *Globe* is correct, the meeting voted in the negative in both cases.

Despite the rain a party of nearly 100 took a trip to Williamsport. Several ladies were in the party.

RACES AND RECORDS ON ROAD AND TRACK.

AT BROOKLYN, June 28.—Kings County Wheelmen Tournament.—One-mile novice, J. Bensinger (1), J. P. Stevens (2): an easy victory for Bensinger: time, 3.16 3-5. One-mile handicap, first heat, A. A. Zimmerman (1), T. B. Hesse (2): time, 2.57 1-2. Second heat, L. L. Clarke (1): time, 3.00 1-5. Final heat, T. B. Hesse (1), W. F. Murphy (2): time, 3.01 1-5. One and one quarter miles, R. W. Stevens (1), W. W. Taxis (2): time, 5.23 1-5. Two-mile handicap, A. A. Zimmerman, 105 yards (1): C. M. Murphy 95 yds. (2): time, 6.17 2-5. Two-mile safety, W. F. Class (2), W. F. Murphy (1): a collision took place and both men fell, but Murphy mounted the quicker and finished first: time, 7.21. Five-mile K. C. W. championship race, W. F. Murphy (1), Jones (2), Stevens (3): time, 17.29 1-5. Triangular race, T. Shearman to walk two miles, P. D. Skillman to run three miles, and W. F. Murphy to ride a bicycle four miles. It proved an easy victory for Murphy and the bicycle. Shearman stopped at one and one half miles, and Stillman stopped at two miles: Murphy's time was 14.09 4-5.

A large crowd witnessed the second day's racing at Washington Park. The results are as follows: One-mile novice open bicycle race, won by J. Bensinger, K. C. W.; W. C. Heyseeker, N. Y. B. C. (2); Robert Miller, Brooklyn (3): time, 3.17. One-mile open handicap bicycle race, first, second and third men to run in final heat: first heat, won by F. B. Hesse, K. C. W., 55 yards: W. W. Taxis, A. C. S. N., 35 yards (2): J. L. Clark, B. A. C., 65 yards (3): time, 2.58 2-5. Second heat, won by C. M. Murphy, K. C. W., 55 yards; J. Bensinger, K. C. W., 70 yards (2); W. F. Murphy, K. C. W., 45 yards (3): time, 3.07 3-5. One-mile handicap for Brooklyn Bicycle Club, won by W. E. Sheffield, Jr., 100 yards; J. Frank Borland (2): time, 3.03 2-5. Two-mile bicycle race open first, second and third to ride in final: first heat won by J. B. Hess, K. C. W., 85 yards; R. L. Jones, K. C. W., 150 yards, (2); William Schumacher, L. I. Wheelmen, 30 yards (3): time, 6.14 1-5. Second heat, W. F. Murphy, K. C. W., 80 yards; C. M. Murphy, K. C. W., 95 yards (2); W. W. Taxis, A. C. S. N., 50 yards (3): time, 6.24 2-5. Final heat, won by Taxis, Hesse (2): time, 6.22 1-5. Two-mile safety bicycle open handicap, won by William F. Murphy, K. C. W., 70 yards; W. F. Class, B. A. C., 110 yards (2): time, 6.30 2-5. One-mile bicycle open handicap: final, W. W. Taxis, A. C. S. N. (1); F. B. Hesse, K. C. W. (2): time, 2.59 1-5. Half-mile handicap, open run, won by J. D. Skillman, N. Y. A. C., 25 yards; W. J. Carr, Brighton A. C., 145 yards (2): time, 1.58 1-5. Three-mile team race, won by Berkeley Athletic Club; Kings County Wheelmen: winning team counted 36 points; second, 30 points; time, first man, A. C. Banker, 9.30 1-5. Two-mile tandem open handicap, won by J. Frank Bolan and Alfred Coningsby, B. B. C.; C. M. and W. F. Murphy, N. C. W. (2): time, 6.18 4-5. Three-mile New York State championship, won by A. C. Banker, B. A. C.; F. G. Brown (2): time, 10.00 2-5.

AT ST. AUGUSTINE, FLA.—Our correspondent at Jacksonville writes us some racing news faom that section. He says: "I suppose you have heard of the famous Alcazar and Ponce de Leon Hotels at St. Augustine? Well, at the invitation of the Alcazar Bicycle Club we journeyed to St. Augustine the other day to race on their great half-mile track around the Alcazar building, two laps to the mile (asphalt), Sanderson, our crack rider, winning the two mile race easily in the time of 8.55. This same man Sanderson will some day be heard from on the track. We are to go over again on the 4th of July for a series, when Sanderson and Lampkin will meet in a five mile race, and I look forward to some fine time. I will send result and time if you will be so kind as to publish same."

ABROAD.—The Whitsuntide professional bicycle tournament at the Molineaux grounds, Wolverhampton, saw some of the fastest men in competition. In the one-mile championship Howell won in 2m. 53 3-4s., though he lost the second round to R. H. English. English was second in the final, and Fred Wood third. English won the five-mile championship in 16m. 4 1 4s., after he had lost the trial to Howell, who was evidently out of form at the finish, as he came in fourth, Lee being second and Allard third.

At Beeston, June 15, Herbert Synyer cut the half-mile grass record to 1m. 20 4-5s.

The 10,000 metres (6 1-4 miles) race for the championship of Europe was contested at Berlin, June 16, and resulted in a victory for the holder, A. Lehr of Frank-fort-on-the-Main. The English representative, J. H. Adams, was third. The time was 19m. 8 4-5s.

More records went to the wall at Paddington, Eng., on the 15th ult. W. C. Jones covered two miles on a safety in 5m. 26 3-5s., while S. F. Edge and F. J. B. Archer, on a tandem tricycle, made a flying quarter in 35 1-4s.

AT WASHINGTON, D. C.—Track.—The out door meet of the Columbia Athletic Club of Washington, D. C., which was postponed from May 30th, took place Sunday, June 30, on Analostan Island, the playground of the club. The bicycle races were won by W. E. Crist and J. L. Barbour, respectively. The first was a mile dash between Crist, Barbour and Brown. Barbour had a handicap of 70 yards. The finish was close, but Crist was too speedy, and won in 2.44 1-5. Barbour captured the two-mile lap race over Brown and Crist, scoring 21 points.

NEW YORK TO ALBANY in eighteen hours. June 29th Mr. Van Sicklen, of the Manhattan Bi. Club of New York, together with a companion, started from New York at 3 A. M., Saturday last and rode to Albany, a distance of 151 miles, in 18 hours. Considering the fact that a heavy rain was falling during much of of the distance, and the roads were very heavy and muddy, the feat is a wonderful one. The roads, even under favorable conditions, average far below "good," and the grades are very steep most of the way. It is a tough route and a great performance. For this particular route it is record, and we doubt if we shall have to announce a better one for some time to come.

AT MILWAUKEE, WIS., June 29. Road.—The four-mile handicap road race of the Milwaukee Wheelmen's Club came off last Saturday, and the results are given below: 1, Terry Andrae, scratch; 2, W. C. Wegner, 5 minutes; 3, Phil Nickel, 8 minutes; 4, H. Crocker, 3 minutes 30 seconds; 5, F. W. Schultz, 5 minutes; 6, C. King, 6 minutes 45 seconds. Terry Andrae's time was 33.45, while the last man in, Otto Schnieder, with 9.45 handicap, was 18.35.

AT NEW ORLEANS.—Road.—Members of the Louisiana Cycling Club ran a 20-mile race on St. Charles avenue for the Batson medal. There were the participants: Mal. Graham, scratch; L. J. Frederick, Jr., 1.15; Betts and Grevot, 3.15; and Walsh and Casen, 5.15; Graham finished first, 1.15.27; Betts second, 1.15.27 1-5; Frederic third, 1.19.07. Though Graham finished first, he failed to make up more than a fraction of a second of the 3 minutes 15 seconds allowed Betts, consequently the race and medal goes to the latter.

AT CHICAGO, Ill.—Illinois Bicycle Club road race: distance 8 1-2 miles.—F. H. Tuttle, 1; H. E. Loveday, 2; Maas, 3. Riggs had a collision that resulted in a fall and which knocked out his chances of winning.

AT OBERLIN, O.—Track.—June 25 the Oberlin Bicycle Club held its races at the Athletic grounds. S. E. S. Seville won the quarter-mile race, Ed. Leslie the one mile safety race, S. E. Sherrill the 5-mile race, and O. C. Van Zandt the novice race. A noted sprinter from Chicago by the name of Grosvenor won a 100-yards dash, beating a bicycle.

'ARIEL'S' COMPLIMENTS TO "JONAH."

DIDN'T know, my dear fellow, that your breath was taken away so easily. I believe that my innocent little remark did not attempt to "begrudge" the winners of the Irvington-Milburn race of any of the glory that was justly theirs. Neither did it intend any "finedo." The paragraph in question was penned on the strength of one of the Wilmington team remarking to me that they would like to receive a challenge from any of the New York teams, he having read some of the little expressions which adorned the New York accounts of the race, to the effect that the Wilmington men were no good alongside of "our" flyers, couldn't stay with them, etc. All

of which may be true; but, as I said, I should like to see a race arranged between the teams, which would settle it.

As to "victors challenging the losers," I wasn't aware that it had been a "team" race, and that any one set of men could claim to be the victors over another set. I had thought it was each individual for himself and de'il take the hindmost. If I am mistaken in this, my apologies are yours—and t'other fellows.

Now don't you sit on me so heavily, "Jonah," and I assure you we shall agree like the typical lion and lamb. "ARIEL."

Philadelphia, July 1, 1889.

MASSACHUSETTS UNION RUN.

THE next Union run of Massachusetts wheelmen will be to Nantasket Beach July 28. Headquarters at the Pacific House. Captains are requested to call the runs for that day in accordance, and to notify the committee before July 25 how many will attend. A. W. ROBINSON, Chairman; CAPTS. C. P. CURRERLY and A. P. BENSON, Committee. 33 Winter street, Boston.

E. C. ANTHONY TO MR. VAN WAGONER.

IN reply to Mr. W. Van Wagoner's challenge to Bristol County, I would like to say that as my business does not permit me to spare time for three races, I should like to compete with him in the following manner: One race of twenty miles, the first man crossing the line at five miles to score one point, at ten or fifteen miles another point and at the finish a third point, the man getting 2 out of 3 points to be the winner of a gold medal worth from $20 to $50.

I think such a race sufficient to decide the question of superiority. Fraternally yours. E. C. ANTHONY.

A FATAL COLLISION.

ON the night of Tuesday, June 18, Mr. F. Watts and Miss Mira Judson were out driving in Colorado Springs, Col., where they were run into by an unknown cyclist, causing a runaway and the death of Miss Mira Judson. The cyclist had neither bell nor lamp on his wheel, and ran into the horse in the dark. Miss Judson was engaged to be married to Frank Watts, the gentleman who was with her at the time. No inquest will be held. The authorities are doing all in their power to capture the criminally careless cyclist, but up to last advices he had not been caught.

ROUTE WANTED.

MR. J. D. FORBES, of Sioux City, Iowa, P. O. BOX 265, writes us: Anticipating a trip from this city to Oskaloosa, Iowa, via Council Bluffs. I write to ask if some of our friends along the line won't give me some points in regard to roads, hotels and route?

LANTERN PARADE.

ABOUT 300 of the wheelmen of New York and Brooklyn took part Saturday, June 27, in the torchlight parade of the King's County wheelmen in Bedford avenue. The clubs represented were the King's County Wheelmen, Brooklyn Bicycle Club, the Long Island Wheelmen, Manhattan Bicycle Club, Atalanta Wheelmen, Riverside Wheelmen, New York Bicycle Club and the Ladies' Tricycle Club. The start was made from the front of No. 1137 Bedford avenue at 9 o'clock, and the column, with Chinese lanterns and other decorations, made a fine appearance down Bedford avenue to Division avenue. After their return the King's County Club had a lantern drill in front of the club-house.—*Tribune*

TRICYCLE STOLEN.

TUESDAY forenoon a young and unknown man hired a Columbia straight steerer tricycle at the establishment of Charles E. Whitten, 8 Andrew street, Lynn, Mass., for one hour, since which time nothing has been heard from either. The clerk who let the machine thought that he recognized the stranger as a man who had hired a machine there before, and therefore did not take the precaution to inquire his name. Detectives Hanscom and Rowe have the case in hand. Look out for the thief.

THE Warwick Cycle Co. report that with a force of 150 men working over time, they hope to be able to catch up with their orders pretty soon.

THE Overman Wheel Co. have generously donated a Victor bicycle as a prize for the winner of the fifty-mile road race, to be held September 13th, under the auspices of the Springfield Bicycle Club.

L. H. JOHNSON is having a remarkable run on the Catford Premier Safety, the new Light Roadster of Hillman, Herbert & Cooper's make, of which we have spoken before. The machine is now fitted with 30 inch wheels, 6 1-2 inch crank-throw, and is geared 54, 57 or 60 inches at purchasers' option, with 57 inches recommended. The Catford is remarkable for its clean cut appearance, a number of our noted flyers, including Mr. A. C. Banker, Mr. Taxis, of Philadelphia, and others, have chosen it for racing purposes in preference to the full racing safety, as its weight makes it far steadier on the corners than a 20 pound wheel, while it runs with the ease and rigidity of a path machine. The weight complete, with brake, saddle and pedals, is 34 pounds. Mr. Johnson is now delivering them from stock.

A CORRESPONDENT writes: "The club here (at El Paso, Texas) had a raffle on the night of the 21st, which was not only an unique affair, but also a paying one. Through the kindness of Messrs. Gormully & Jeffery, acting with their agent, W. F. Payne, the club was given an '89 pattern all nickel American Rambler at halt price. For the raffle, the large wheel of a Champion was set perpendicularly, with a perpendicular stick on each side, to which was attached a piece of pointed leather, which would strike between two spokes; then numbers from 1 to 72 were pasted promiscuously on the rim between the pokes.; the wheel being turned, the numbers at which the leathers pointed were added together and the total taken. There were 175 tickets sold at $1 per ticket, making $175. The wheel was won on a tie, 137, the highest possible number being 148. Every one was well pleased with the raffle, and want another. The club tendered a vote of thanks to Messrs. Gormully & Jeffery for their assistance, to start them along. We are now in a very prosperous condition, having cleared about $60 on the raffle."

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

FIXTURES.

JULY.

8—Connecticut Division Meet, at Bridgeport, Ct.
17—Minneapolis, Minn., Two mile bicycle race, Caledonia Club.
20—E. Hartford, Mass., Wheel races. E. E. Arnold, E. Hartford, Conn.
25—Minneapolis, Minn., Twenty-five mile road race, State Championship. Entries close July 2. Fee $1. W. Monasch, Minneapolis Bi. Club, Minneapolis.
29—Louisiana Division Meet at New Orleans.

AUGUST.

Nov. 16—Massachusetts Div. Meet at Cottage City, Mass.

SEPTEMBER.

4, 5—Hartford Tournament.

OCTOBER.

23-26—Macon, Ga., Race Meet.

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ONCE ENOUGH.

A man was driving rapidly down the street when he accidentally ran over a negro. Unable to stop his horses, the driver, true to his nature, called out: "Hi, there! get out of the way!"

At that moment the dazed negro, not much hurt, picked himself up and shouted in reply: "Fo' the lan' sake, boss, yo' aint comin' back again, be ye?"

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A - PUBLIC - APOLOGY.

We feel bound to Apologize to our many friends who have honored us with orders for machines this season, but who have not yet received them. Many people will think that a **public apology** is an unpleasant duty. Still it is our **duty** and "England and America expects every cycle firm to do its duty," and in this instance we are proud to apologize, and ask our many friends to have a little patience with us if we have been a little late in filling some of the orders. They are being filled in the sequence in which they were booked, and in a short time we will be going like an eight-day clock geared double. The demand for our celebrated "White Flyer" has taxed our resources to an unexpected extent. Our desks are littered with letters in favorable criticism of our machine, but we have decided to be original in our advertisements, so as to give the gentle reader a laugh now and then. Here is what a physician in Bridgeport says of our catalogue. (If you have not read our catalogue published in the BICYCLING WORLD, issue of May 31st., in the *Wheel*, issue of June 28th, and in the *Wheelmen's Gazette* for June, *why have you not sent to us for it.* We shall send it free to your address.)

The Bridgeport physician, who is somewhat of a wag says: "I asked a drummer once, some years ago, what a boy like myself should do in starting out on the road with a new article which was a good thing. Said the drummer: 'Act as it you did not care a ——— for anybody,' and so I thought as I perused you catalog in the BICYCLING WORLD this morning, that you didn't care a ———. I am a safety rider, doing nearly all my medical work on it, and covering upward of 3000 miles during the last twelve months. I am on the outlook for anything that will lighten my labors, and if Mr. "Jack" comes this way, I should like to look at your new *species*. Bridgeport is full of the craze just now. I was the first safety rider (from a *business* point of view.) Now there are over 50 machines, of various shapes and sizes—and a few abortions. Would like one of your catalogs, if you have not got rid of them all. Hastily.

Advertising agents, with unique methods of advertising, address J. PURVIS-BRUCE,

WHITE CYCLE CO., - - - - - - Westboro, Mass.

Agents wanted in every City in America. Write for terms and Catalogue.

See Page 282.

Velocipede Days Are Over!

BICYCLES, LIKE SHOES, ARE SELECTED TO FIT THE REQUIREMENTS OF PURCHASERS.

Ride a Light Safety Once, and You Will Not Consent to Ride a Heavy One.

A Safety made for an Oklahoma Boomer is too Heavy for an L. A. W. Dude.

Write for our beautifully Illustrated Art Calendar for 1889, and Catalog of Psycho Cycles, containing **7** FORMS OF SAFETY BICYCLES, varying in weight and construction.

THE CAPITAL CYCLE CO., Washington, D. C.

Long Island Cycle Co.,

1150 FULTON STREET,

BROOKLYN, - - N. Y.

JOHN BERRY, Manager.

Cycles and Accessories.

Best makes of Wheels to rent.

HIGH GRADE REPAIRING A SPECIALTY.

DON'T FORGET

To look for our little ad. once in a while. It may interest and possibly profit you.

Another 52-inch Victor (we call it a new machine) for $40

52-inch Expert, fine order, all extras, $55; for a few days only. Quick.

CLINTON CYCLE CO.,

CLINTON, - - - - Mass.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

Annual Election.

Attention is called to the following extracts from the Constitution of the League:

ARTICLE IV., Sec. 2. Each Divisoin shall elect a Chief Consul, Vice Consul, Secretary-Treasurer and Representatives annually, between the 15th day of July and the 15th day of August, as follows:

One Representative for each 100 resident League members, also one Representative from each League Club of not less than twenty members, and an additional Representative for each fifty additional members upon its roll on July 1st. ClubsRepresentatives to be chosen each by the club of which he is a member. These shall constitute the Division Board of Officers.

ARTICLE II., Sec. 3. Subdivisions shall organize as follows: When there shall be twenty-five League members in any State or Territory, it shall be constituted a Subdivision, and the President shall appoint a Chief Consul. When the membership reaches fifty it shall organize as herein provided and elect a Chief Consul and Secretary-Treasurer, but shall not be entitled to a Vice Consul. In the event of the failure of such Subdivision to elect officers, the President shall appoint.

Each Division must make its own rules for the canvas, casting and counting of votes. Chief Consuls should take immediate steps preparatory to the election and should publish in the BULLETIN the rules of their respective divisions and the full plan of election at as early a date as possible. Below we publish a table showing the membership by States. Applicants published after June 14 do not qualify until after July 1st, and they cannot therefore be counted in estimating the representation. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer. Space will be accorded in the BULLETIN for the publication of nominations, but these must be limited to the name of the candidate alone.

A State or Territory having twenty-five members is recognized as a subdivision. Its Chief Consul will be appointed by PRESIDENT LUSCOMB, who will be glad to receive nominations from clubs or individuals. Marked B in the table below.

A State or Territory having fifty members is recognized as a subdivision, and the members may organize and elect a Chief Consul and Secretary-Treasurer. Marked A in the table below.

A State or Territory having one hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice-Consul, Secretary-Treasurer, and one Representative for each 100 resident League members.

League clubs may elect Representatives on the Division Board of Officers as follows:

One Representative if they have twenty members, and an additional Representative for each fifty additional members upon its roll July 1st. These elections should take place during the period assigned to the election for Chief Consuls and Representatives, and returns should be made in such manner as the rules of their respective Divisions provide.

The table below gives full membership to July 1st and the apportionment of Representatives. States not entitled to Representatives are classed A and B as explained above.

	Life.	Appli.	Ren.	Total.	Reps.
California	1	77	274	352	3
Colorado	.	5	31	36	B
Connecticut	1	63	358	422	4
Delaware	.	1	30	31	B
Dist. of Col.	.	35	117	152	1
Illinois	2	169	199	561	6
Indiana	.	19	104	123	1
Iowa	.	17	93	110	1
Kansas	.	15	97	112	1
Kentucky	1	10	59	70	A
Louisiana	.	13	54	67	A
Maine	.	33	105	138	1
Maryland	.	109	331	440	4
Massachusetts	5	169	601	1315	13
Michigan	1	67	232	300	2
Minnesota	.	33	81	115	1
Missouri	1	55	245	301	2
Nebraska	1	11	61	73	A
New Hampshire	2	10	55	67	A
New Jersey	1	39	189	506	5
New York	9	252	1429	1690	17
Ohio	2	123	616	739	7
Pennsylvania	17	242	944	1203	12
Rhode Island	2	57	203	262	2
Tennessee	.	9	75	84	A
Texas	.	10	21	31	B
Vermont	.	3	31	34	B
Virginia	2	6	64	72	A
W. Virginia	.	10	20	30	B
Wisconsin	.	19	59	75	A

Nominating Committee, New Jersey Division.

I hereby appoint the following committee to receive nominations and make up the ticket for the coming election.

Townsend Rushmore, Chairman, Plainfield, N. J.
Mr. E. W. Johnson, Jersey City.
H. W. Smith, East Orange.
Robt. W. Whitehead, Trenton.
Frank K. Chew, Camden.

The offices to be filled are Chief Consul, Vice Consul, Secretary Treasurer and Representatives.

Any member having names to propose should confer with some member of the committee at once.

Fraternally, J. H. COOLEY, Chief Consul.

Massachusetts.

A meeting of the Board of Officers will be held at Clarendon Hotel, Saturday, July 6th, at 8 P. M. Important business. Fraternally,

WM. H. EMERY, Chief Consul.

Boston, June 26, 1889.

Pennsylvania.

Upon the recommendation of S. F. Seidel, L. C. of Pittsburg, the Monongahela House is hereby appointed League Hotel for Pittsburg, rate $2.50 per day.

JOHN J. VAN NORT, Chief Consul of Penna.

Minnesota Hotel and Local Consul.

The Jewell House, Winona, is hereby appointed League Hotel for that city. Regular rate $2.00 L. A. W. rate $1.75.

Mr. E. E. Ellsworth is appointed Local Consul at Little Falls. T. M. SLOSSON, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 199—Total 135.

BOSTON, July 5, 1889.

CALIFORNIA DIVISION—8.

Oak Leaf Wheelmen.

23873 Wagner, E. C., Pacific Tannery, Stockton

Unattached.

23775 Mc Namara, J. H., Box 23, Eureka
23872 Hooker, Geo. H., Los Gatos
23877 *Stocker, Mrs. Josephine A.*, Fresno
23878 Stocker, Walter W., "
23874 Banta, Arthur C., Box 423, "
23875 Chittenden, L. S., care Vincent, Chittenden & Co., Fresno
23876 Rosenfeld, Fred A., care Louis Einstein & Co., Fresno

CONNECTICUT DIVISION—9.

Bridgeport Wheel Club.

23880 Ellison, Chas. W., 405 Main st., Bridgeport

New Haven B. C.

23795 Morse, Jos. B., 851 Chapel st., New Haven

Unattached.

23870 Fowler, Frank D., 181 Maple ave., Hartford
23839 Andrews, Geo. C., 813 Main st., Hartford
23838 Hutchins, S. C., Box 121 Danielsonville
23841 Brady, Fred E., Norwalk
23840 Maples, Wm. K., "
23839 Baldwin, W. H., "
23837 Pratt, A. C., Selden House, New Haven

DELAWARE DIVISION—1.

Wilmington Wheel Club.

23825 Grier, A. O. H., 704 Adams st., Wilmington

DISTRICT OF COLUMBIA DIVISION—3.

Columbia C. C.

23804 Casey, Jos. E., 1421 5th st., N. W. Washington

Unattached.

23829 Brandenburg, Clarence A., 412 5th st., N. W. Washington
23803 *Burden, Miss Ellen F.*, 1726 5th st., N. W. Washington

ILLINOIS DIVISION—17.

Paris Bi. C.

23882 Gregg, Will P., Box 885, Paris

Capital City B. C.

23785 Buck, Geo. H., 606 South 4th st., Springfield
23786 Cheney, Will D., "

Chicago B. C.

23827 Sprochnle, Albert W., 110 Wabash ave., Chicago

Illinois C. C.

23779 Holman Jno., 1122 Fulton st., Chicago
23777 Blackman, L. L., 57 De Kalb st., "
23778 Hyde, W. S., 549 Jackson, "
23779 Norton, H. N., 49 River, "
23780 Agnew, J. H., 10 N. Jefferson, "

23781 Bradley, A. S. Jr., Hyde Park
23782 Gaston, W. G., 1341 Jackson st., Chicago
Unattached.
23818 Davidson, Will H., Carthage
23783 Burkhardt, M. L., 268 Franklin st., Chicago
23784 Moore, Ben. J., 507 Pullman Bld., "
23787 Armington, Alfred P., Dixon
23796 Bangs, Edward, Fairbury
23881 Murray, Ben. S., Box 170, Olney

KANSAS DIVISION—2.

Wichita Wheelmen.
23787 Morehouse, Chas. H., Wichita
Kansas Wheelmen.
23883 McAlpine, Robert L., Box 220, Kansas City

MARYLAND DIVISION—7.

Crescent B. C.
23785 Mettee, M. Howard, 128 N. Eutaw st., Baltimore
23828 Callaghan, Wm. S., 902 E. North ave., "
23829 Courtney, Wm. T. Jr, 902 E. North ave., "
Unattached.
23789 Hollander, Jacob H., 212 N. Carey st., "
23790 Reinhard, Lewis, 1001 Druid Hill ave., "
23887 Cahn, Jacob B., 1029 Eutaw Pl., "
23888 Nassauer, Samuel J., 112 N. Eutaw st., "

MASSACHUSETTS DIVISION—11.

Unattached.
23791 Badger, J. W., 9 Berkeley st., Boston
23886 Boudreau, Jos. A., Box 164, Chicopee Falls
23793 Ellison, Henry W., Box 293, New Bedford
23767 Dalzell, Chester G., So. Egremont
23792 Richard, Wm. L., 17 High st., Springfield
23830 Graves, Dexter H., Box 27, West Springfield
23832 Long, I. A., 28 School st., Brookline
23881 Young, Alonzo E., 105 Devonshire st., Boston
23890 Curtis, W. C., 12 Linnean st., Cambridge
23885 Hawes, O. B., Elgin st., Newton Centre
23808 Paine, Herbert W., Box 25, Elmwood

MICHIGAN DIVISION—13.

Manistee Wheelmen.
23807 Sibben, Jno. W., 510 Pine st., Manistee
23808 Thompson, P. L., 380 First st., "
23881 Sweetman, J. L., 393 River st., "
23810 Palmer, C. A., 391 River st., "
23811 Parsons, G. F., Box 085, "
23812 Babcock, R. S., Box 95, "
23813 Babcock, F. R., Box 95, "
23814 Place, Harry S., 82 Greenbush st., "
23815 Haines, Harry D., "
23816 Law, Wm. J., 381 River st., "
23817 Pierce, K. B., 334 E. River st., "
Unattached.
23843 Hinman, L. A., Box 81, Sparta
23809 Henderson, E. H., Box 704, Three Rivers

NEW JERSEY DIVISION—5.

Hudson Co. Wheelmen.
23794 McLaughlin, E. T., 237 Warren st., Jersey City
Unattached.
23831 Rosell, D. H., Box 2725, Atlantic City
23832 Rosencrantz, Harry De Witt, Hoboken
23708 Norris, Henry M., 155 West State st., Trenton
23889 Peal, A. H., 29 Bank st., Newark

NEW YORK DIVISION—30.

Amateur Union.
23771 Harris, Joseph Marc, 216 E. 17th st., New York
Fort Schuyler Wheelmen.
23833 Jones, E. Searls, 131 Genesee st., Utica
Y. M. C. A. Wheelmen.
23770 Brower, W. C., 310 West 22d, New York
Albany Wheelmen.
23838 Hagadorn, F. Howard, 323 Hamilton st., Albany
23839 Bowers, Robert J., 174 Clinton ave., "
23850 Rankin, Geo. A., care D. & H. C. Co., Maiden Lane, Albany
New York Bi. Club.
23851 Charles, H. E., 310 5th ave., New York
23852 Chamberlain, Chas. S., 652 W. 51st st., "
23853 Hubbard, H., 8 W. 28 st., "
23854 Harrison, L. R., 8 W. 28 st., "
23855 Horton, W. R., 160 Duane st., "
23856 Lyon, Bernard, 694 Broadway, "
23857 Lawton, Nelson A., 23 E. 14 ave., "
23858 Miller, Thomas Jr., 18 Cortlandt st., "
23859 Mantius, W. E., 18 Exchange Place, "
23900 Nichols, Chas. H., 60 W. 33d st., "
23901 Scott, Elmer A., 200 West End ave., "
23902 Scott, W. E., 200 West End ave., "
23903 Semple, Geo. H., care F. H. Leggett & Co., Franklin st., New York
23891 Van Buren, Henry, 103 West 129th st., "
23905 Vanderpool, J. A., 224 Madison ave., "
23906 Whittingham, Sidney M., 13 Broad st., "
23907 Montanye, C. H., 146 Center st., "
23908 Odell, E. H., 141 Reade st., "
23909 Heinstedt, Emil, 145 Broome st., "
23870 Burdsall, F. W., 11 E. 14th st., "
23871 Hexdecker, E. L., 5 Beekman st., "
23872 Vogell, Gus E., 200 Broadway, "
Unattached.
23899 Nichols, H. D., 38 East 14th st., "
23891 Firth, V. A., Newtown
23780 Mitchell, Theo. C., "The Alexandra" 51st and 6th ave., New York
23810 Ward, Thos. 760 Greenwich st., "
23798 Miller, Frank C., 349 West 29th st., "
23796 Miller, Robert De, 349 West 29 st., "
23820 Butterworth, H. N., 3 Arsenal st., Watertown
23821 Butterworth, Chas F., 2 Arcade st., "

OHIO DIVISION—2.

Akron C. C.
23844 Baldwin, Wm. B., 110 Adolph ave., Akron
Unattached.
23892 Collier, Thomas A., Box 55, Pigeon Run

PENNSYLVANIA DIVISION—18.

Chester Co. Wheelmen.
23758 Haines, Jos. D., 511 No. High st., West Chester
Tioga C. C.
23772 West, Wm., 1020 Ontario st., Philadelphia
23773 Dagn, Wm., 3420 No. 19th st., "
23771 Pyle, Wm. L., 2088 No. 12th st., "
New Castle Bi. Club.
23894 Dwyer, Jno. C., 213 So. Mill st., New Castle
Keystone Bi. Club.
23895 Abell, Van J., 913 Liberty ave., Pittsburg
York B. C.
23824 Small, Chas. E., 132 E. Market st., York
Oil City Wheelmen.
23840 Simmons, C. B., Oil City
Unattached.
23822 Trippe, F. H., Canton
23823 Trippe, W. M., "
23801 Edgar, J. Marshall, Chambersburg
23870 Irwin, Wilbert Jr., Erie
23834 Lippincott, J. A., 135 Penn. ave., Pittsburgh
23817 Grose, Rev. Howard B., 201 Coltart sq., "
23806 Sutton, S. S., West Newton
23797 Rauch, Harry, Reading
23815 McGarvey, A. Fisk, Tyrone
23805 Winter, C. L., Box 187, New Brighton

RHODE ISLAND DIVISION—1.

Unattached.
23809 Burnham, Chas. F., 14 Highland st., Pawtucket

TENNESSEE DIVISION—1.

Unattached.
23807 Marshall, W. F., Waterhouse st., Cleveland

VIRGINIA DIVISION—1.

Unattached.
23835 King, C. A. L., U. S. N. Navy Yard, Portsmouth

Renewal List.

BOSTON, July 5, 1889

Last No.	14		
California		Texas	
Colorado	3	Vermont	
Connecticut	28	Virginia	1
Delaware	2	W. Virginia	
Dist. of Col.	6	Wisconsin	3
Illinois	18	Alabama	
Indiana	3	Arkansas	
Iowa		Dakota	
Kansas	1	Florida	
Kentucky		Georgia	1
Louisiana		Mississippi	
Maine		Montana	1
Maryland	3	New Mexico	
Massachusetts	91	No. Carolina	
Michigan	15	South Carolina	
Minnesota	1	Utah	2
Missouri	21	Wyoming	
Nebraska	1	Canada	
New Hampshire	3	England	
New Jersey	48	Nova Scotia	
New York	182		
Ohio	34		480
Pennsylvania	23	Previous	7214
Rhode Island	12		
Tennessee	4	Total	7694

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*.....

Club..... *St. and Number, or Box*.....

References..... *City*.....

State.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

IF YOU WANT A GOOD MACHINE FOR FAMILY USE

ASK YOUR LOCAL DEALER FOR THE BEST ON EARTH,

"WARWICK PERFECTION."



THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots
W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street, New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.
THOS. H. B. VARNEY, 42 and 44 Fremont St., San Francisco, Cal., for Pacific Slope.

Or to the makers at Springfield, Mass.

COLOSSAL IMPUDENCE.

We have grown weary of the cheek of patent medicine advertisers who inveigle the gentle reader to read an account of a fire or a shipwreck and "WORK IN" AT THE SAME TIME an advertisement for their confounded pills or squirts or powders. The WHITE CYCLE CO. of Westboro, Mass., resort to no such strategetic methods, but *regularly* advertise in the best wheeling papers and cycling mediums, and when they say that the WHITE FLYER is the best running wheel in the world they know what the are talking about, and you can believe what they say. Agents wanted in every city in America. Write for catalogue and terms to agents. Advertising agents with brand new ideas and lowest rates address

J. PURVIS-BRUCE,

WHITE CYCLE CO.,

WESTBORO, - - - - MASS.

See page 278

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

THE CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

Schoverling, Daly & Cales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.....5.00
No. 1, Canvas, leather trimmings 3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suit

A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chicago

FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,

Sole Agents,

NEW YORK AND CHICAGO.

The trade supplied.



GET THE BEST!

THE

Standard

Cyclometer.

Greatly Improved for 1889

No more Rattle.

Simplest and Best Instrument ever Invented

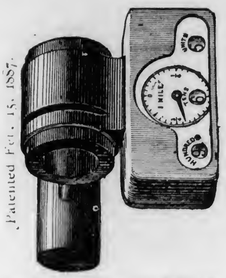
Made for all Safeties

Registers 2500 Miles.

J. A. Lakin & Co.

WESTFIELD, MASS.

Send for Circular



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

338 Washington Street,

BOSTON, MASS.

Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



New York Bicycle Co.

No. 4 East 60th Street,
NEW YORK,
DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,
Dealers and Repairers,
33 Page St., Providence R. I.

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BICYCLES

Psycho or Singer Safety,	54	$ 75
Tandem Bicycle, Sociable,	54	150
Ladies' Psycho,	145	75
Gents' Psycho,	145	75
Royal Singer,	140	75
Singer Safety,	135	75
Apollo Safety,	135	75
Courier Safety,	70	50
Courier Safety,	60	50
Gypsy Safety,	50	35
Victor Bicycle Safety,		$50 to 35
Little Jewel,		Send for catalogue.

We give you the best the price will buy

38 Van Buren St., Chicago, Ill

If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe,

without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.



NO. 1 SHOE BEARS OUR LABEL.

High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Wholesale Agents:

J. P. Lovell Arms Co., E. C. Meacham Arms Co., H. B. Smith Machine Co.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched,	$5.00
No. 2, " " "	$3.50
No. 1 Ladies' Tricycle Shoe, - -	$4.50
Ideal Racing Shoe, - - - - -	$6.00

STRICKLAND & PIERCE,
RANDOLPH, MASS.

PUNNETT, Merchant Tailor & Athletic Outfitter,

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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

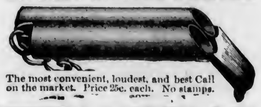
Be sure and send for Samples and Blanks.

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Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,
243 Columbus Ave., Boston, Mass.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

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PROVIDENCE, R. I.

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Victor Tricycle, LATEST model; good as new; $110. 52 inch Royal Mail Bicycle; balls all round; used only 50 miles; for $75; cost $137.50. 50-inch Ideal; A No. 1. $25.

Bicycle Hoist, by mail, $1.50.

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Worcester, Mass.

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Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

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311 N. 14th St., - - - St. Louis, Mo.

Sporting Goods of Every Description.



SMITH MFG. CO. P. P.,

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NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

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Made to Order.

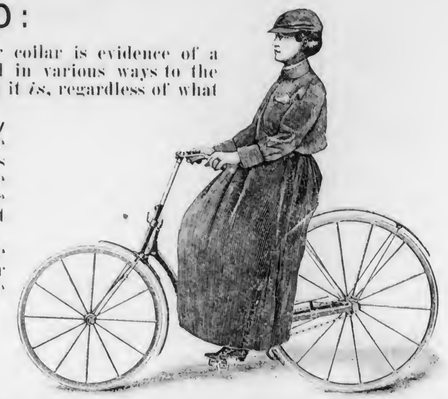
J. HARRIOTT,
3 Winter Street, Boston.

JOSH BILLINGS SAID:

"Gravity is no more evidence of wisdom than a paper collar is evidence of a shirt." This proverb can be turned end for end and applied in various ways to the cycle business, always remembering that a bicycle *is* what it *is*, regardless of what its manufacturer says of it.

We don't want anyone to think better of the *Hickory Wheels* than they deserve. Of course *we* believe they are all right, and dozens of riders who are using them send us good reports. But we don't shout all the time because we don't have to, and because everybody knows that "the people with the smallest souls are apt to make the most fuss about getting them saved."

The *hickory bicycle* is made (as all safeties will be eventually) with dropped frame. It weighs 42 lbs., sells for $90.00, and will carry a 200 lb. rider. Saddle may be lowered to 27 inches.



STERLING CYCLE CO.,

Newton, Mass.



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for 50 cts.

KIRK BROWN,
18 So. Broad Street, Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago,



Jobbers and Manufacturers and direct importers of STEEL AND CYCLE GOODS.

"ROVERS"

Ladies' and gents', the original and the BEST. Highest possible grade of every part of the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second hand bicycles taken in exchange for new. Difficult repairing and first class nickel plating at moderate prices.

Send for Catalogue before you buy a wheel.

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Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

ELASTIC TIP CO.,

MANUFACTURERS OF

Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.



Spade Handles, complete, full nickel,	2.50 per pair
Forged Steel Spades in the rough with bolt and grip	$2.00 per pair
Spade Grips, Vulcanite, any style,	.50 per pair
Soft Rubber Handles, Pear Shape,	$1.50 per pair
Tire Cement	.25 per box
Electric Tape	.25 per roll

Send for wholesale list of Bicycle Tires, &c.

Mould work of any kind solicited.

THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,
Cor. Cornhill and Washington St., - - Boston.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

ORANGE, N. J., April 10, 1889.

MR. FRANK FAIRBAIRN:

Dear Sir, Your circular just received. The suit I obtained last year from you was satisfactory in every respect and is just what I wanted. Please send me one pair of medium, ribbed stockings, dark blue; size of shoe No. 9. Enclosed find $1.25.

Your truly,
CHARLES A. LINDSLEY.

HARLEM BICYCLE CO.,

284 Lenox Avenue., near 125th Street

Agents for

VICTOR CYCLES

And all the **Best American and English Wheels,** Boys' and Girls' Bicycles, Velocipedes and Tricycles

Renting, Storing, Lockers, etc.

REPAIRING A SPECIALTY.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube to holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 4th avenue, New York



Jersey Fitting Garments

FOR

Bicycle Riders. Lawn Tennis Players. Yachting and Rowing. Base Ball and Foot Ball. Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.

3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00



Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

Second-Hand

Bicycles & Tricycles.

NEW YORK BICYCLE CO.,

No. 4 East 60th. St., NEW YORK CITY.

☞ We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Mails, and for cycles of all other good makes. ☜

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Bear.	Cond'n
500	54	British Challenge,	$140.00	$ 50	7	2	5
513	—	Humber Tandem,	250.00	115	4	2	5
523	50	American Club,	135.00	50	4	2	5
534	52	Dictator,	130.00	45	1	2	5
537	51	Rudge Lt. Roadster,	130.25	95	4	1	2
539	51	New Mail,	148.75	75	4	1	2
541	—	S. S. S. Tandem,	250.00	150	4	1	2
553	52	Singer Matchless,	130.00	95	4	1	2
558	—	Col. Lt. Rdstr. Trike,	100.00	125	1	1	1
572	—	Columbia Tandem,	250.00	150	4	1	3
571	50	Columbia Expert,	130.00	75	1	2	2
577	54	Columbia Expert,	125.00	60	4	2	2
590	52	N. R. Roadster,	132.50	115	4	1	1
599	40	Victor Junior,	50.00	50	4	3	1
597	48	Otto Special,	100.00	35	5	1	2
598	52	Columbia Expert,	132.50	85	3	1	1
601	—	Col. Lt. Rdst Tricycle,	100.00	125	4	1	1
602	48	Special Star,	137.00	75	4	Ball	2
604	52	Columbia Expert,	132.50	85	7	1	2
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
610	52	Special Club,	125.00	40	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
628	50	British Challenge,	130.00	30	4	1	4
630	—	Premier Tandem Safety,	200.00	170	4	1	1
632	40	Otto,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
636	48	Apollo Lt. Roadster,	135.00	75	3	1	1
637	—	New Rapid Safety,	135.00	80	4	1	6
638	54	English,	140.00	50	3	2	6
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sansparell,	135.00	45	4	2	5
645	52	Columbia Expert,	132.50	50	3	1	6
646	48	Special Star,	137.50	60	3	Ball	2
649	52	Victor Lt. Roadster,	137.50	75	3	1	3
651	51	Special Star,	130.00	68	3	Plain	2
652	50	Springfield Roadster,	75.00	40	4	Plain	3
653	50	Columbia Expert,	127.50	78	4	1	2
654	—	Victor Safety, (78)	135.00	128	4	1	1
659	54	Royal Mail,	130.00	50	4	1	2
657	48	Columbia Standard,	85.00	25	4	4	6
658	40	Columbia Semi R'dstr,	70.00	15	7	3	1
660	52	Victor Lt. Roadster,	137.50	90	3	1	1
661	50	Special Club,	130.00	60	1	2	2

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., N. Y. CITY.

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co's "Star" Wheels.

RENTING: New Machines only offered for Rental. Safeties, Ordinaries, Tandem Tricycles, Tandem Safeties, Tricycles. Hour or week. Terms moderate.

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INSTRUCTION In riding Safety and Ordinary. Lessons Private. Special Hours by appointment. Floor space 80x100 clear. Hours reserved in advance.

It is no trouble to answer questions or send Circulars giving further details.

GEO. R. BIDWELL,

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NEAR 8TH AVENUE.

NEW YORK.

Testimonials.

E. C. MEACHAM ARMS CO.,
Powder, Arms and Ammunition,
515 and 517 Washington Avenue,
St. Louis, Mo., May 29, 1889.

H. B. Smith Machine Co., Smithville, N. J.

Gents: Since I received my 39x24 Star and having used it and given it a thorough trial, I have now convinced myself that it is all that is claimed for it. For hill climbing in particular---well, I can only say that it is the boss of them all, and cannot be excelled; handles. It is much lighter than any of the road riding safeties, and I feel confident that in the near future the safety riders will find that the 39x24 Star will be worth consideration, and it will not take much to convince them that it is "the wheel" for safety and all around riding. Respectfully,

Hal W. Greenwood,
"Champion Hill Climber of the World."

DERBY SAVINGS BANK,
Wm. E. Downes, President,
Thos. S. Birdseye, Treasurer.

H. B. Smith Machine Co., Smithville, N. J.

Taylorville, Ill., May 23, 1889.

H. B. Smith Machine Co., Smithville, N. J.

Dear Sirs: My new 39x24 Star machine is very satisfactory and I think it is the best machine on the market. Yours truly,

J. Ed. Long.

Office of the Blair Iron and Coal Co.
Hollidaysburg, Pa., April 9th, 1889.

H. B. Smith Machine Co., Smithville, N. J.

Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping that the Star will continue as popular in the future as in the past, I remain,

Yours sincerely,
Jos. D. Ibbotson, Jr.



THE NEW STAR, 39x24.

it is the best wheel for road riding, and can be easily controlled on rough roads; it is not as sensitive as the ordinary chain safeties of the crank pattern, and can be easily handled in rutty roads. I find that almost any rider of the ordinary bike can mount and ride it at first trial, and are pleased with the way it

Gentlemen: The 39x24 is the machine for this immediate country. No machine on the market is its equal on the hills or rough roads, in my judgment; I except no machine, and we have seven different kinds in this town. Yours, etc.,

Thos. S. Birdseye.

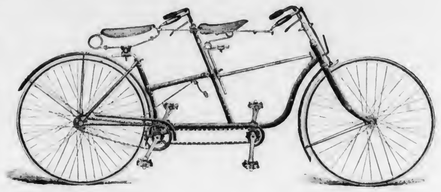
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READY FOR IMMEDIATE DELIVERY.

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Price, with Double-Grip Ball-Pedals,

$200.

Price, with Double-Grip Parallel Pedals,

$190.

Tangent Spokes, One-Piece Hollow Handle-Bars, Columbia Tubular Steel Frame, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, Improved Ewart Chain, Columbia "Double-Grip" Ball-Pedals.

CONNECTED STEERING AND SEPARATE BRAKES.

A light, graceful, and easy-running machine for two riders, suitable for anybody. Readily adaptable for a lady on the front seat by removing one brace.

THE FRONT RIDER NEED NOT BE AN EXPERIENCED ONE.

Driving Gear unsurpassed for ease of action, durability, and ready interchangeability of all parts.

COLUMBIA TANDEM



Price, with "Double-Grip" Ball Pedals,

$250.

Price, with "Double-Grip" Parallel Pedals,

$240.

A front-wheel handle-bar steerer, which two ladies can ride if desirable, capable of being steered and controlled by brake from either seat, and readily convertible into a handle-bar steering "single"; in appearance graceful and well-proportioned, in construction as nearly perfect as long experience in cycle building can make it, and, withal, as light as a roadster Tandem can reasonably be expected to be.

THE UNSURPASSED COLUMBIA BEARINGS AND ADJUSTABLE DRIVING GEAR.
CHOICE OF SADDLES.

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FOUNDED 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 12 JULY, 1889.

Volume XIX.
Number 11.



"IT'S TOO LIGHT!"

Is a remark frequently made by those who look at the **QUADRANT SAFETY** for the first time. And so it might be if it were not made by a Company who have the most scientific designers and the most skillful workmen in the world.

"WILL IT STAND HARD USAGE?"

Was a question in the mind of one of Philadelphia's most prominent business men, who weighs 200 pounds and often rides from 60 to 100 miles a day over rough roads. He had never ridden anything but the old reliable ——— and was a little afraid to trust himself upon a wheel so light as the Quadrant. At the same time he did not want to push that extra 10 pounds of dead weight around with him everywhere, if the lighter wheel was just as strong. So he bought one of the first Quadrant Safeties imported, with a written guarantee that if it did not stand the hard usage he intended to give it, the importers would give him any make of machine in the market in even exchange for it. He still rides a Quadrant and it has never cost him a cent for repairs. If you now tell anyone who knows the history of this machine that the Quadrant is too light, he will tell you that a machine that will stand Mr. ———'s riding will carry anybody.

AND IT WILL!

SOLE IMPORTERS,

STRONG & GREEN CYCLE CO.,

707 Arch Street, - - - - - - - - - Philadelphia, Pa.

THERE WAS A "GREAT" 10-MILE ROAD RACE IN PEORIA THE OTHER DAY, A HANDICAP.

You haven't heard much about it, have you?

Do you want to know the reason? Its easy of solution. The first six to finish, (including the winner of the time medal, Bert Myers,) rode

AMERICAN LIGHT CHAMPIONS.

The Light Champion has gotten about all there was this year, winning the Pullman Race, the time medal, and second place of the Irvington-Millburn Race, and now Peoria.

BUT THEN THESE ARE NOT "BATTLE FLAGS" ARE THEY?

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 311 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

SECOND HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

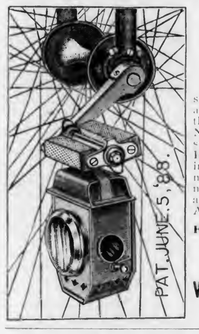
LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

BARGAINS FOR CASH.

	Reg. Price.	Price Now.
NEW 45-inch Special Pony Star enamel finish, Kelly saddle, Spade Handles and footrests	$108.00	$95.00
NEW Star Rover Safety, 50 inch front wheel, 32-inch rear wheel	135.00	100.00
Second-Hand 45-inch Special Pony Star, enamel finish, Corson improved Saddle, Spade Handles, and following extras: Hollow frame, Hollow Handle-bar, Ball bearing front wheel Brooks' Cyclometer and footrest. This wheel was new last fall and is in A1 condition	135 50	95.00
Second-Hand, 48-inch Special Star, enamel finish, Corson Saddle, balls to front wheel and footrest, good condition		60.00
Second-Hand 54-inch Victor, balls all around; good condition		65.00

F. H. CLEMONS, Star Agent, 422 Lackawanna ave., Scranton, Pa.



Pedal

LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents wanted.

Enamel, $5.50.

Nickel, $6.00.

Write to

W. T. BOWERS,

Saco, Me.

Bicycles Bought, Sold and Repaired.

Largest Repair Shop in the West.

BROWN BROS. MFG. CO.. - - Chicago, Ill.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

$50 buys a *new* "Ideal Rambler Safety" and $15 a new "Pet" safety. W. D. CLOYES, Corta d, N. Y.

FOR SALE CHEAP—Veloce Columbia, good as new; ridden only four months. L. B. MANN, West Randolph, Vt.

58-INCH New Mail, custom made last fall. Cost $55. Ball bearings all around and good as new. Box 1390, Providence, R. I.

BARGAIN—Humber Tandem, good condition; balls all around. $100 cash. FRED. A. SPIELMAN, Fairfield, Ia.

A SNAP FOR SOME ONE! 54-inch Expert Columbia, enameled wheels, rest nickle, balls all around, new last season; run less than three hundred miles. Lakin's cyclometer, King of the Road lamp, never used, Perfection Alarm bell, and the Lamson luggage carrier, tools and tool bag. This wheel is as good as new; all for $100. CY. SNELBAKER, Wauseon, O.

AT A BARGAIN—A tandem safety bicycle. Address "Premier," care BICYCLING WORLD.

STOLEN from No. 3940 Washington Ave., St. Louis, Mo., 48-inch, '88 Victor Bicycle, No. 7058. $25 reward for return of same. Address C. J. MILLER, 3940 Washington Ave., St. Louis, Mo.

BARGAIN IN A BICYCLE.

A 50-inch Expert Columbia Bicycle; full nickel; ball bearing; in perfect condition, for $80. Address HENRY T. DOBSON, 420 Columbus ave., Boston.

NEW SAFETY bicycle to be raffled off July 9th by the Brownsville Cycle Club. 50 cents a chance. Address E. S. MICHENER, Brownsville, Pa.

FOR SALE—'88 Victor safety. Good as new. Address P. O. Box 2345, New York City.

WANTED—A second-hand light ladies' bicycle, also a tandem suitable for two ladies. Address giving price and condition. G. W. STOREY, 20 Central st., Boston, Mass.

FOR SALE—A New mail bicycle, 52-inch, in nice condition. A bargain for cash. Address F. A. H., Box 3573, Boston.

COLUMBIA TANDEM BICYCLE, not run over 50 miles, for sale; reason, unrideable roads here after flood. **Cheap** and splendid bargain. C. B. SCHUYLER, Painted Post, N. Y.

WANTED—A Ladies' bicycle in exchange for a Sparkbrook Crypper, light weight, tricycle. A. G. POWELL, 1210 Callowhill street, Philadelphia, Pa.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

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Spade Handles for all Kinds of Machines, $2.50 Per Pair, fitting on 50cts. extra.

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NEW MAIL SAFETY



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SPRING FRONT FORK, preventing vibration—very easy and out of sight.

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Has ***Strengthened Base Hollow Rim.***
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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

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☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old ddress and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 12 JULY, 1889.

THE fact that we are such a distance from the place of the meet and that we could not have gone to press before Saturday (two days late) if we had held over, is our very good excuse for holding our own full report of the meet for this issue. With our large edition we *must* go to press somewhere near on time.

WE regret that our report of the League meet indicates that the boisterous few gave a tone to the tenth annual meet, at Hagerstown, very similar to that complained of at Baltimore, and that the heading of the report written by "Jack," that it was a "howling success, with the accent on the howling," is altogether too unpleasantly true. How is the thing going to end! Does it mean that the annual meet must be abandoned? A prominent official of a prominent division stated that he *had* been in favor of inviting the meet to his city and division, but that after the sights and sounds of Hagerstown he was *not* in favor of inviting the League. It pains us to write thus, but can we afford to wink at these causes for complaint?

SOME few weeks ago we spoke of the disreputable methods employed by some unprincipled dealers who showed crippled machines, on which the numbers had been obliterated and thus was identification made impossible, they make statements as to how such machines came to be used up.

We now have another complaint that certain conscienceless dealers in cycles, buy crippled up or second-hand wheels, have them refinished so as to appear new, putting in new tires, erasing the original numbers placed on the machine by the makers, or alter so that it is a spurious number in order to prevent the purchaser from being able to identify the machine, and then offer it as a new machine and at a little less than the retail price.

This is a disreputable sort of a thing to do, and will not be done by reliable dealers. The consequence is that riders get unreliable machines, and are not able to hold the makers responsible, as makers would not guarantee machines so treated. We suggest to riders that they invariably take note of the original number on the machine, and if there is any question as to its being the original number, that they write the makers and ask for information on this point. This would prevent such questionable transacttions.

It often happens that a machine is injured in some way that does not appear on the outside, but in a way that would show up in the use of the machine. Buyers are not safe against such conditions, unless they are protected by the makers' guarantee.

MASSACHUSETTS DIVISION.

THE Board of Officers met at the Clarendon Hotel last Saturday. Nothing special was done excepting that after adjournment of the board meeting the committee on the annual meet at Cottage City in August met and arranged the following programme, which is subject to changes: Leave Boston on the 7th and arrive at Cottage City in the evening. The morning of the 8th will be utilized by holding the annual business meeting of the division, and then a base ball game will be played between the wheelmen and the home club. In the evening an illuminated parade will be held, and a prize will probably be awarded to the wheelman having the most original illumination. During the second day of the meet a trip will be made to Gay Head, and in the evening the cyclists will hold their annual ball. The parade will be held the next morning, and in the afternoon the races will be run off. The three days' convention will be brought to a close by a hop at the Sea View Hotel. It is the opinion of the committee that each League member will, upon presentation of his League ticket, be given a badge which will admit him to all the exercises, and none but holders of the same will be allowed League rates or the benefits of the League.

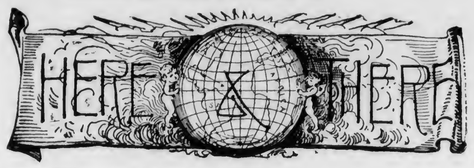
ILLINOIS STATE DIVISION MEET.

The State meet at Ottawa was a great success and some wheelmen from this city were in attendance there. Of these 50 were from the Illinois club. There were over 300 wheels in the parade to the driving park, where the races were held: and it is hardly necessary to say how well the wheelmen were cared for by the Ottawa boys. Suffice it to say that everybody seemed to be enjoying themselves at the meet from start to finish. At the business meeting in the moaning the wheelmen were tired, the weather was hot, and things went through with a rush. The report of the constitution committee was trotted out from its obscurity, and several changes having been made in the same, it was adopted. The races in the afternoon were exciting, and some 4,000 people were present to cheer the men in their attempts to win. The Chicago team from the Kenwood Club defeated the Illinois team in the team race, the result of which will appear in the racing columns. It was quite amusing to notice the way Lumsden played with Tuttle in the races; then the way Thorne did up Tuttle riled the Illinois clubmen. Lumsden showed that he was far and away the fastest man there, beating Bert Myers and all other comers handily. Misses Comstock, Roberts and Davis and Mrs. W. C. Thorne represented the lady riders of Chico at the meet and were the centre of attraction wherever they went, a lady on a bicycle evidently being a rarity in Ottawa and Chicago, could not have been represented in this line. A lantern parade was held on the evening before the ball, and on Friday a picnic run to Starned Roen was toe feature of the day.

STROLLER.

FIRE AT POPE MFG. CO., 77-79 FRANKLIN STREET BOSTON.

AT about 2.50 A. M. last Wednesday a fire was discovered in the upper stories of the building occupied by the Pope Mfg. Co., at 77-79 Franklih street, and before it could be extinguished the fourth floor was pretty well gutted, and although in 30 minutes it was under control much damage was done by water in all the stories. The fire was first discovered on the fourth floor. The ware-room on the ground floor escaped, and the general offices did not suffer much. The damage to stock and building is covered by insurance.



CHICAGO.

THE "STROLLER"

SOME of the Chicago's members who did not attend the meet got up a picnic on their own account and although out of the usual run of things for wheelmen, it was thoroughly enjoyed by Messrs. Bogul, Harmon, Bunch, Niles, J. Cory, F. Cory, Forrest and W. Bode and ladies, as the following clipped from one of our dailies will show: "Promptly at 9 o'clock Thursday morning nine couple loaded the interior of the Hon. John Darby Cory's tally-ho coach with the necessary amount of good things with which to spread a delicious dinner, and in their turn mounted to the top of the immense coach and rolled rapidly away from the Chicago's up-town club house, bound for Cherry Farm, where dinner was served at 2 o'clock. The return to the club house was made in almost a constant blaze of fire-works."

FOURTH of July evening, Barrett and Arthur had a "mix up" with a South Park policeman near 26th and Michigan avenue, that resulted in two badly wrecked wheels. A party of six were wheeling down the boulevard, at a moderate pace, when a mounted policeman says: "Yer ridin' too fast!" and then backed his horse broadside in front of them to stop them. Birdie Munger got by, Barrett and Arthur did not. They stopped at once, had to, and a horse and carriage behind them succeeded in leaving two very dilapidated wheels as a result of the interview. While Mr. Policeman was having a very stormy time of it at the hands of the owners of the aforesaid wheels, Arthur gave him a good shaking while threatning to go farther and give him a few lessons in the manly art without gloves. He was probably the scarest copper in the city for a while. The names of several who saw the accident and the number of the policeman were taken, and it is proposed to sue the Park Commissioners for the damage.

SOME 20 of the Chicagos took in the run to Milwaukee last Sunday and were received with open arms by their Milwaukee brethren Saturday afternoon, and several will remember Schlitz's Park for some time to come, as a result of the same. Sunday, Burley lead them forth on sand-papered roads to their heart's contents.

I HAVE been trying to find out who the young man is who so recklessly picks up the gauntlet thrown down by Greenwood. I have been told that he is a young man who had just returned from college and some waggish friends of his sent the letter accepting Greenwood's challenge as a practical joke on the young man. Whether this is so or not, I feel sure that there are no cyclists in this city at present who desire to enter any hill-climbing contest with sturdy "Hal" of St. Louis.

RIGGS rode from Milwaukee to Chicago, Monday, making the distance, 85 miles, in a little over 12 hours. Had it not been so hot, Frank says he would have made an attempt at the record.

ARTHUR won the 2 mile race at Wanderers' athletic games, July 4th. Time, 6.49. Bode who expected a repetition of his successes at Cheltenham Beach, found himself in too fast company this time.

NEW YORK.

"HAWKSHAW."

IT is a patent fact that old Jupiter Pluvius in his day wasn't any cycler, and that he has not improved any of late. From the way he worked that old sprinkling pot of his upon the devoted heads of the L. A. W. at Hagerstown I am fully convinced that he is either a road hog himself or under subsidy from them. This may be libelous and I hope it is, but circumstances compel me to go on record with just this opinion.

I SEE that George Thomas Govin, who under the stage name of Letine once headed a famous "family" of trick riders on the stage, has been murdered in London, by the father of a girl who became one of his troup of riders. I remember this Letine quite well. Some seven or eight years ago he came to this country, bringing with him his troup of riders, and they being the first in their line of business soon drew crowded houses and large salaries at the variety theatres where they performed. As soon as the news of their presence became known to the handful of wheelmen here they at once became the craze and were much patronized by the pioneers of the sport here. One night a party of us went to see them perform at a variety theatre in the Bowery, and after the show invited them out to supper with us. Among the party was William M. Wright, the first wheelman in this city to embark in the bicycling business, and a gentleman who was at that time blessed with a sufficiency of the world's goods to keep pace with his enthusiasm for the cause of the wheel, which was almost boundless. So pleased was Mr. Wright with the performance of the Letines that he presented them with a full set of bicycles for their act, a piece of generosity that cost him nearly $800. After accumulating quite a handsome sum of money Letine and his troup retured to England, and the news of his violent death is the first I have heard of him since the above mentioned episode occurred.

THE "homeless" are at last to have a local habitation as well as a name. Long have they been known as "Bidwell's Brigade," and motley has been their uniform, but now all of this is going to be changed, by the energy of the same man who made them riders. Mr. Bidwell has the plans drawn and the money ready to construct a magnificent six-story building fronting on the Grand Circle, at Fifty-ninth street near Eighth avenue, which he intends shall be the most perfect and expensively equipped cyclists' club house in the world. The building will contain six bowling alleys, an indoor track, a plunge bath sixty feet in length, a gymnasium, parlors, restaurant, locker rooms, and sleeping rooms for such as return from late rides or desire to go off on early ones. The entire building will be lit by electricity and heated by steam, while the entire corps of attendants will be in uniform. So constructed will the building be that one portion will be for the exclusive use of ladies, entirely separate and distinct from any other portion of it. It is Mr. Bidwell's intention, I understand, to run this entire affair personally upon the plan of a proprietory club. To become a member of this establishment it will only be necessary for the applicant to establish his or her standing as a gentleman or as a lady, and then for a settled sum he or she will be entitled to the full use and enjoyment of all the privileges of this princely establishment without any of the bother or trouble of running it. It is fair to suppose that "Good old George" will not be less successful in managing this affair than he has been in any of the other wheeling interests he has taken hold of, and the result will be that success is certain from the start. Heretofore membership in "Bidwell's Brigade" has not been an honor much sought after by club men, but if the proposed plan, as above outlined, becomes a certainty we may look for a rush to the "brigade" that will make some of our club magnates open their eyes. To me it seems that Bidwell is going to become the Ward McAllister of cycling, and that his "brigade" is going to be the "four hundred" thereof. Well if he does, I know of no one who could better assume the honors of so high a degree, or who is more deserving of them than George is.

ST. LOUIS.

"LINNEUS."

AT last Tuesday's meeting of the Missouris Joe Fugua moved that associate members should pay the same dues as actives, and be entitled to vote and hold office in the club. In order to get the sentiment of all the members on this question, circulars asking for each member's opinion will be sent out, and the matter will come up for final discussion at the next meeting of the club. The change will not benefit the club, financially or otherwise, and will, in my opinion, put it just that much nearer being a social club than what it is now.

So much has been said about the poor quality of our roads by some of the visitors to the 1887 meet that, per contra, the following will be of interest. L. H. Frost, ex-Captain of the Chelsea Bi. Club, is now a resident of our city, and while making his initial tour to Ballwin, over the Manchester road, said to me: "You can put me down as saying that Boston, or any other city I have yet visited, has any roads which for smoothness, undulations, riding or coasting beats this one. The hotel at Ballwin is every bit as good as Bailey's, is better furnished, and accommodations cost just half what they do there."

S. G. WOLZENDORF sent me a clipping from the Clayton *Democrat*, which says that Isa B. Warner is making efforts to obtain the position of United States Marshal for the Eastern district of Missouri, made vacant by the death of the Hon. Robt. C. Allen. Here is a chance for our wheelmen to show their hand and see that he does not obtain tde coveted position.

THE Cycle Club is on the eve of disbanding and will be immediately reorganized under the name of the St. Louis Cycling Club. The reason for the above is that the club wishes to get rid of some objectionable members and enter into a contract with some capitalist to either build them a club house or alter one to suit the purpose. Nearly all the desirable members favor the scheme.

PORKOPOLIS NOTES.

"STAR."

ON the bank of that big placid stream, the Big Miami, within a stone's throw of the old mill in that spot so dear to the heart of many a wheelmen, sweet old Miamitown, is a small rude structure, whose clap-board roof and walls of rough and illy-fitted boards suggest the abode of Poverty and Want. The interior, with its backless wooden chair, its decrepit stove, its ancient bureau, its feeble and rickety bedstead with soiled and tumbled bedding, its uneven floor littered with fuel, dirt and trash, will be found a solitary occupant with low and narrow forehead, surmounted by a mat of grizzled hair, his foxey eyes, his open mouth revealing a few filthy snags, his ragged beard and his patched and seedy clothing, tend but to confirm this impression. From inquiries among his neighbors I learned that his name is Elisha Cleaver, that 54 years ago he was born in Pennsylvania and that while still quite young he had drifted with his parents to his present location. As a child he was said to be odd, as a youth peculiar and as a man queer. In '61, charmed by the noise of a fife and drum, he enlisted in Company D, of Fremont's Body Guard, and it is said that during his three years of soldier life the whistling of bullets and the shriek of shells, were, to his feeble intellect, wierd music inspiring him to deeds of reckless valor. At the close of the war, his parents being dead, he supported himself by trading in melons, assisting his neighbors, and in fact at anything he could get to do. At present, however, he does very little, as his mind is so occupied by the delusion that, like the Apostle John, he is a "fisher of men." He makes frequent trips to the city on urgent government business, the nature of which he will impart to no one. It is also said that on dark and stormy nights he may be seen by the lightning's flash standing at the door of his hut midst the swish of the rain, the howling of the wind and the crash of the thunder, waving aloft an old and rusty sword as though he were leading the celestial orchestra.

PORKOPOLIS, the Queen City of the West, and the Paris of America, possesses many attractions, and if it should ever be our fortune to entertain the national meet we could take our visitors to Alexandria, let them wander through its immense library, and view the landscape from the top of the lofty lighthouse, or we might recount to them the many exploits of the heriоc Hannibal as they sat among the ruins of Carthage, or take them to Venice to listen to the musical voice of the gentle gondolier, or allow them to recline under the cedars of Lebanon and meditate on the tribulations of the Jews, and then with them float past the castles of our proud German barons on the bosom of the historic Rhine.

THE C. B. C. are nothing if not patriotic, and of course celebrated the glorious Fourth in a manner fitting to the occasion. We purchased a cent's worth of fire crackers, a one-bail Roman candle, a package of torpedoes, a pin wheel, a sky rocket, a spit devil and five cent's worth of red fire. They were let off one at a time by our gallant captain, and the brilliancy of the display attracted such a multitude that the street in front of the club house was packed with an enthusiastic mass of humanity. The success of the display exceeded expectations to such a degree that little Piper was heard to declare that he had not enjoyed himself so much since he had the measles.

THE C. B. C., on the evening of the 1st. inst., received another batch of applications for membership. There is so much new blood being intused into the club that the old "bloods" are actually beginning to feel lonesome.

NEWS AND COMMENT.

"BETTSEY B." and "Posted" of New Orleans are having a sparring match of the claimed mile record, 2.54, for New Orleans. "Posted" claims that it cannot be a record because of certain League rules, stating that no record can be made Sunday, several day's notice must be given and a certain lot of timers, checkers, etc., must be on hand. Bettsey seems to have the long end of the handle in answering that the L. A. W. does not recognize road racing, hence the objections of "Posted" are *nil*. This is true. It is a local performance performed on Sunday and on the road, and so the rules of the L. A. W. do not effect the race or the claim.

THE average farmer is slow to see how benefit is to accrue by the spending of a dollar unless he can *see* the return instantly, but if such articles as the following, taken from the *Despatch* of Pittsburg are kept before his eyes, he *may* be made to wake up to the fact that good roads means money in his pocket: "Reports from several sections of the county are to the effect that extensive repairs are being made on the public roads. This is good as far as it goes, but to afford full relief the work should be extended to every district and precinct. Old Allegheny is rich enough to have good roads so that farmers can bring their produce to market at any and all seasons of the year."

MR. C. B. Tiffany, a Philadelphia cyclist, has ridden from that city to Flandrau, S. Dak. He intends to continue his tour through that section indefinitely.

WE are glad to notice that the city authorities of Bridgeport, Ct., propose to make it particularly torrid for those cyclers who insist on using the walks of the city parks when riding. Speaking of the action of the authorities a local paper says: "Wheelmen should not complain, as there is nothing better on earth for their use than the smooth driveways at Seaside. Why they should have persisted in wheeling on the walk along the sea-wall, is a mystery, unless there is more excitement when curving around frightened nursery maids, old gentlemen and children."

THE officers of the Dorranceton, Pa., borough are models which we should like to see serve as a pattern for the shallow-pated officials who look on cycles as a nuisance to be swept out of existence. Witness the following item taken from an exchange: "The Dorranceton borough authorities have done a good thing in fixing up the bicycle path along the old flats road. The work is not quite completed, but enough is done to indicate the marked benefit the improvement will confer upon the foot and wheel traveling public."

SENATOR MORGAN brands the story of his marriage with Jessie Oaks as a canard, but that the Senator is engaged to Miss Oaks he does not deny, and so we will keep that article in type for future use.

THE Albany (N. Y.) wheelmen held their third annual parade and outing on the 3d July. The Albany Bi. Club and the Troy Bi. Club were the guests of the wheelmen. The route was from the club rooms, 455 Madison avenue, thence through the park to State street to Swan, to Washington avenue to Western avenue, to Englewood place. The route was then continued through the principal driveways of the park. At Rich's hotel on the New Scotland road the visitors enjoyed the hospitality of the Wheelmen. Capt. Irving was in command.

THAT was a very graceful act of the New Orleans Bicycle Club in presenting to the Hagerstown Bi. Club a handsome silk banner in recognition of the courtesies extended New Orleans touring wheelmen on three different occasions.

WE desire to extend our congratulations to the *Wheel* for its most excellent and exhaustive report of the League meet.

THE Hyde Park (Mass.) Road Commissioners have been taking lessons from A. T. Noyes of Newton as to how to build and maintain roads, and no better authority exists than this same Mr. Noyes.

A WONDERFUL escape was that of Charles Pond of West Medford, Mass., who took a header over the edge of a 15-foot embankment, resulting only in a bad shaking up for him but annihilation to his wheel.

THE East Hartford (Ct.) Club have a just reputation for giving good races. It, therefore, should be borne in mind that the races to be given by that club July 20 should be attended by all who can go.

TWO Topeka (Kan.) wheelmen were lately arrested for riding over the Kaw River bridge and they threaten suit. If the bridge is *public* property and to be used for vehicles they have an excellent show of bringing the authorities to terms. But if it is a *foot* bridge owned by a private company, then ——?

SUNDAY, June 30, there were were 94 wheelmen at the Massapoag House, Sharon, Mass. They hailed from Boston, Providence and intermediate and surrounding towns.

MR. ALBERT F. NOYES is one of the most expert road builders in the country, as the superb condition of the Newton (Mass.) roads, of which he has charge, will most flatteringly attest.

MOSES SHERIFF of Manchester, N. H., recently covered the 55 miles between that city and Boston in exactly five hours. One stretch of 21 miles was ridden without a stop.

MESSRS. GEO. B. WOODRUFF, E. S. Brown, and W. H. Bradford of Winstead, Ct., have started on a tour through Massachusetts, New York to Toronto by wheel, thence by steamer to Montreal. From that city they will wheel home via Lake Champlain, Lake George and Saratoga Springs.

THE London *Graphic* midsummer number contains a sketch by

the Pennells, entitled "To the Paris Exhibition on a Tandem Bicycle," written in Mrs. Pennell's characteristically bright vein and charmingly illustrated by "Long Joe's" gifted pencil. It is well worth reading.

CHIEF Consol Hodgsdon, of New Orleans, was in town last Tuesday and Wednesday, and from him we had a very pleasant call.

THE following item from the Boston *Globe* must be an error; for *streets* it must mean to read *sidewalks*. They cannot keep cycles off the *streets*: — "The Selectmen of Arlington, Mass., have prohibited bicicle and tricycle riding upon the streets of that town, and notices to that effect have been posted."

"A CONTINUED ROUND OF PLEASURE"

THE MEET AT HAGERSTOWN A HOWLING SUCCESS, WITH THE ACCENT ON THE "HOWLING."

Notes and Minutes by "Jack."

HAGERSTOWN, Maryland, has been the scene of the tenth meet of the League of American Wheelmen. Never perhaps in the history of the League have the privileges of a town (its streets, its hospitalities and good cheer) been showered more recklessly upon visiting wheelmen than in the meet of 1889, at that city, July 2d, 3d and 4th. Everybody is kind and obliging, and if you *won't* drink "hard" drinks why there's plenty of the other kind. Tuesday, the 2d, was the first day, though the festivities of the eve preceding baffle discription. At least they baffle the description of the writer of this report.

Probably hospitalities were never extended to Leaguedom in its many varied phases of representation with more graceful abandon. To one accustomed to a quiet manner of entertainment this League meet will leave an impress on his memory that not even a Veiled Prophet's procession or a New Orleans Mardi Gras could equal. Not even the quiet of a Buffalo Bill entertainment, in which mimic Indian engagement predominates could equal that "first night" at Hagerstown.

"First nights" of all descriptions are memorable, and when the writer, accompanied by some twenty members of the Pennsylvania Bicycle Club arrived at Hagerstown at midnight, the train was boarded by many men in white caps, who added their quota to the entertainment by most melodious blowings and scrapings (varying in quality with the lung power of the artist) upon the insinuating tin sacbut and the expansive india rubber American dulcimer. In fact two Philadelphia tin horn factories had been depleted of their wares, and the Goodyear Rubber Company had great difficulty in supplying india rubber squeakers, creakers, croakers, squealers and howlers, so that the air was filled with the saddest and sweetest of melody. Added to this was the burst of the cannon cracker. These two battled for supremacy, the tin horn and the sweet scented explosive which scattered its smouldering fragments among the good-natured bystanders who regarded the whole thing as a huge joke.

The League meet of 1889 may be characterized as the most remark- milestone in the history of the League. The X mark will ever remain in letters of living light upon the minds of all those who were so excessively fortunate as to attend its erection.

Charles H. Luscomb, Esq., of New York, the illustrous and gifted President of the L. A. W., arrived in Hagerstown with a strong body-guard on the 8.30 train on Monday evening. He is all that is courteous and gentlemanly, is very prolific of ideas, and when he does speak, makes a lasting impression upon the hearer. Arriving at Hotel Hamilton the visitors were ushered into a reception room, where a brief but comprehensive address of welcome was delivered by Col. Buchanan Schley on behalf of the authorities and citizens. President Charles H. Luscomb responded in his characteristic manner, his *bon mots* redolent of a fine appreciation of high-grade wit, a feature which was only eclipsed by the soundness of his eloquence. At the conclusion of some neat little speeches Mayor Delamarter handed the keys of the great city of Hagerstown to the President, remarking that the gates were ever open, and had no hinges. President V. M. Cushwa and Norman B. Scott, Jr., Esq., of the Hagerstown Club, introduced a large number of the citizens to Mr. Luscomb. At the dining table the expressions of welcome were prolonged.

In the evening red paint was freely handled without gloves, and added greatly to the enjoyment of the visitors. The hotels were dreadfully crowded, so that less favored ones sweltered through the long night on military cot beds, like parching angle worms on a sunny sea board. As the hour of morning approached, the sound of the cannon cracker and the tin horn abated and was succeeded by the snore of the honest amateur cycler. Probably one thousand new snores were introduced into Hagerstown during the meet. Of other things not a word.

Balcony, pillar and post is festooned lavishly with bunting, red, white and blue predominating, and stars and stripes flutter in all directions. The weather, as is usual when large numbers of men congregate for out-door demonstrations and sports, was liberal as to liquid—the Hagerstowners likewise.

The seven ages of man are represented very thoroughly in the visitors. J. W. Niles, of Bloomsbury, Pa., is a 52 year old cycler, a safety being his mount, while Master Marshall Wilhelm, of Reading, Pa., is only seven years of age. Mr. W. H. Morrow, of Ada, Ohio, who is 54 years of age and lost his left arm at Chancellorsville as a result of the "coon quarrel" between the North and the South, is a strong road rider. His mount is a safety, complete control of which he has with but one flipper. He is a pleasant man, original in his utterances, and has an honest sun-burned face.

The lady cyclists are a great feature of the meet. Accompanied by husband or brother, they pedal swiftly along the finely macadam roads and create no little envy from less favored sisters. Among them are Mrs. Albert Mott, Mrs. S. T. Clark, Mrs. E. P. Hayden, Mrs C. R. Eisenbrandt and Mrs. J. W. Cummings of Baltimore; Mrs. J. Martin of Philadelphia; Mrs. Wilhelm of Reading, Miss De Graaf of New York, and Mrs. A. W. Berkhelm of Boston. Most of the clubs leave their "ear marks" and brands in the shape of badges and medals; some show one simple button, while others are like unto a walking rainbow or a human jewelry window.

The following clubs are represented. There are more, but goodness knows one man can't get everything: Maryland Baltimore, Crescent, Centaur, and Chesapeake Clubs of Baltimore. The Cycling Ramblers of Westminster, Potomac Wheelmen of Cumberland, Patapsco Cycle Club of Ellicott City; Easton Bicycle Club, Hudson County Wheelmen, Hoboken, N. J.; Harlem Wheelmen, N. Y.; Dorchester Cycle Club, New Bedford Club, Massachusetts Club, Allegheney Cyclers, Pittsburg; Reading Wheelmen, Pa.; Berkeley Athletic Club, New York; Columbia Cyclers, Philadelphia; Washington Cyclers, Juanita Wheelmen, Bloomfield, Pa.; Blennerhasset Wheelmen, Parkersburg, W. Va.; Wissahickon Club, Germantown, Pa.; Columbia Athletic Club, Washington; Boys' Cycle Club, Carlisle, Pa.; Wheeling (W. Va.) Wheelmen; Dayton Bicycle Club; Chester County Wheelmen, Westchester, Pa.; Boston Bicycle Club; Milton Bicycle Club, Milton, Pa. Many unattached wheelmen are present. Most of them are declaring their intention of joining the League.

The newspaper crowd who collect in the sanctity of their apartment and discuss men and things are Charles J. Howard of the Boston *Globe*, A. S. Will of the Baltimore *Sun*, J. Harry Hull and Lynn R. Meekins of the Baltimore *American*; L. Bert Eyster representing the Press News Association of New York; A. C. Willison of the Cumberland *Times*; F. P. Prial and L. B. Graves of the New York *Wheel*, and "Jack" of the BICYCLING WORLD.

Harry Hodgson, the chief consul of Louisiana, is present and very popular. He is the only representative of the New Orleans Bicycle Club.

INFORMAL MEETING.

At eleven o'clock on Tuesday morning the informal session of the League convened in Hose Opera House. Norman B. Scott, Jr., Esq., delivered an address of welcome, to which Pt. Luscomb responded. Owing to a recently adopted constitution the old-time formal business meeting is a thing of the past, and an informal business meeting was held in its place.

President Luscomb, in a few remarks, mentioned the purpose of the meeting, which was for a mutual interchange of ideas which might be of benefit.

Chief Consul Hodgson of Louisiana read a carefully prepared speech in typewriter. He started out in a humorous way and spoke of some of his cycling experiences. He also touched upon handicapping, and said that such a system in placing men for the purpose of racing was more or less guess work. He thought he expressed the general opinion of cycledom when he said that the public were tired of seeing handicap races, which deteriorate into struggles between an eminently superior scratch man and a 3.20 galoot who had been given 1400 yards start in a mile. Mr. Hodgson is a big man. When he got upon the platform there was a mighty lull until the boards ceased vibrating under the tread of the fine dark-skinned Southerner. His delivery is unique. With one hand in his rear pocket, as if he was in a dispute over the buttons in a keno game in "Eighteen Royal," and his arched instep on the unlit footlights, he reads his impromptu speech in carefully corrected, dictatorial typewriter parlance, with a vigor that is only exceeded by his strenuous efforts to hitch his trousers successfully on his left joint bone.

F. P. Prial arose and made a good speech. At the first he said he was not a speaker—few writers are. He spoke in regard to handicapping, that in England where the distances were small the difficulty of handicapping was greatly lessened, as a man could learn



THE EAGLE AGAIN WINS.

THIS TIME ON GREENFIELD HILL.

FAST TIME ON THE ROAD.

At the meet of the Connecticut State Division at Bridgeport, June 8th, the hill climbing contest on Greenfield Hill was won by W. B. Clough, of Stamford, on a 48-inch Eagle Bicycle, with six-inch cranks.

(THE CAPITAL AND CRITIC, Washington, July 5, 1889.)

A FAST RUN TO HYATTSVILLE.

"Wm. T. Robertson on an Eagle Bicycle lowered the record from this city to Hyattsville made by Rex. Smith on a "Star" bicycle. Robertson made the distance in 19 minutes and 25 seconds, thereby cutting down the records 5 seconds. The timers were Rex. Smith and T. E. Robertson.

Earlier in the morning he had a picture taken of the favorite trick, coming down the Capitol steps, to illustrate the safety of his machine."

SEND FOR CATALOGUE.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.



The Swift.

The Buffalo Express, May 29, says:

"James S. Hedge of the Buffalo Bicycle Club made the first century run of the year on May 26th. Leaving the club house at 8 A. M., he rode via Seneca Street, Potter's Corners Road, Orchard Park, and Colden to Springville. Here a stop of two hours was made fordinner, and return was made via Boston and Hamburg to the club house, arriving at 6.45 P. M. Starting again at 7 P. M. he pushed on out to Bowmansville and return and rode three times around the meadow, arriving at the club house at 10.25 P. M. Hedge rode a Swift Safety, and considering the fact that he did not start out to make a 'century,' and did not think of it until he had ridden about 70 miles, made very good time, his riding time being 10 hours and 30 minutes for 105 miles, or an average of 10 miles an hour. Four hours and five minutes were used in stops. This is the first time a century run has been made by a rider in this city on a safety, and it is also the first time a century has been made over this route, there being a great many short steep hills to climb."

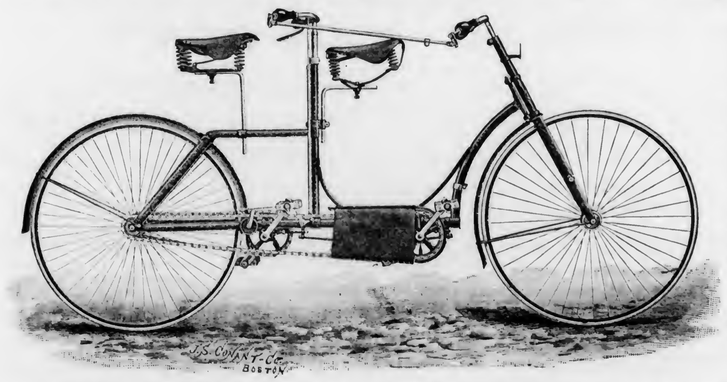
Wednesday evening last, Mr. A. W. Porter, of Newton, rode up and down Corey Hill four times, without a dismount, in 36 minutes, on a Swift Safety.

Geared to 57 Inches.

He was timed by L. D. Whittemore, Jr., of Newton, witnessed at the top by F. S. Norton and H. E. Bachelder, half way by F. W. Fisher and H. C. Blaney, and at the foot by L. D. Whittemore, Jr.

CATALOGUE FREE.

To the Paris Exhibition on a Tandem Bicycle



"As this is the first time the new Tandem bicycle has been used for touring, it is of enough importance to say that the machine which we rode surpasses all forms of tricycles for speed and ease of running, its only disadvantage being that you cannot sit still on it. But it has so many advantages that this seems of small account. On it a woman can enjoy the pleasure of motion, not to be had in its perfection on any tricycle. Personally I may say that never after this one experience, would I ride the present form of tricycle." — *Elizabeth Robbins Pennell, in the London Graphic, Summer Number.*

—o—

Mr. and Mrs. Pennell rode a PREMIER.

Immediate Delivery of these Splendid Machines. Don't wait till the Riding Season is over, but get a PREMIER now. PREMIERS do not Break Down or Sag.

L. H. JOHNSON, Manufacturing Importer,

401 & 403 Main St., - - - - - ORANGE, N. J.

either by personal observation or by means of reports the times made in first class events by competitors.

In America—which has a width and breadth of thousands of of miles it is easy to see that this classification is a matter of great difficulty. Still, he was in favor of handicaps, and thought that the appointment of handicappers to "adjust the weights" of the riders in their district might result in as fair handicapping in races as was possible in a country of the tremendous width and breadth of America

President Luscomb had not spoken for some time so he made a few remarks. Being short of space we will proceed to the next speaker, Mr. Norman Scott, the chairman of the Reception Committee. He said it was the smallest city in which the League has ever held a meet. "It is little" he said "but oh my!"—twenty-five miles of roller made streets, 100 miles of turnpike in the surrounding district of Washington County. Already, he said, the keys of the city dangled from the belts of the cyclers and the walls were a fine crimson. (The stock of paint is apparently inexhaustible.)

Mr. W. H. De Graaf (two a's and one f: correspondents to this gentleman please note) was induced to appear and the thumb-twirling ceased which had taken place since one of the latter (not the last named) gentlemen had ceased his harangue. He spoke in strong terms against the big athletic clubs paying the "x's" of fast wheelmen. These wheelmen represent the club and all their entry fees and training and racing expenses are borne by the club. He said the cycling clubs sometimes lost their best men thus, and advocated that some steps be taken to modify this evil. He walked slowly to his seat and sat down with a crash. When the members in the back seats understood what he was driving at, they cheered to the echo, hands and feet being used as auxiliaries. President Luscomb called for J. Purvis-Bruce who mounted the platform with a guillotine step. He said:

"Gentlemen, I thank you for this honor. I have listened attento the speeches of the bright and shining orators who have preceded me. I shall bar the usual preliminary speech canter. I have always thought that the League of American Wheelmen, as its name would seem to indicate, was an organization for the aid of American Wheelmen and the advancement of the interests of wheeling in America. Now I think that in this professed Democracy a lot of detestable snobbishness has crept in. I have always thought that the League of American Wheelmen ought to extend all its privileges to *every* wheelman in America, professional or amateur, if it can be proven that he is an honest, good fellow. I believe in admitting professionals to membership, (*whenever* honest ones can be found) with this proviso, that they be restrained from competing in amateur race meetings. I have often wondered why a man to be an amateur must race for useless crane necked cups and Kodak Cameras. Is the coin of the realm such a debasing metallurgical disc that it militates against the adhesion of the amateur whitewash.

N. L. Bridgeman, President of the Kings County Wheelmen of New York, spoke in favor of handicaps, said that the Milburn-Irvington 25-mile road race was an instance of what close finishes could be accomplished among men of different paces by an intelligent handicap.

Mr. W. H. Morrow, a gentleman described previously in this report, made a very good speech of the Dan'l Boone order. He has a sterling face, and though his delivery is a wee bit *outre* there is a vein of solid sense underlying it that more than makes up for this. Among other things he told how he "pulled out" and beat some horsemen on the road (N. B., he has only one arm, his right). He spoke of good old Kaintuck, but made no allusion to the house of Bourbon.

President Luscomb then called on the very excellent band of the Hagerstown Bicycle Club (all members) for a selection. These gentlemen are John Bauer (leader), Frank Cook, C. E. Heard, Albert Heard, Frank Heard and H. B. Irvin. They play most melodiously. President Luscomb told how the road hog had been driven further and further out of civilization, so that like the Indian he was only to be met with in all his untamed and relentless ferocity in such regions where civilization has been slow.

He spoke very sensibly about what was the most important work for the League to-day. "We have succeeded in the majority of instances in getting our rights and privileges, now we want to devote our energies to the development of fine road construction. Thus the wheelmen of America will link hand and heart with the horseman, who represents so much capital in America. He said he longed for the day when a wheelman could ride for hundreds of miles in almost any direction on splendid surfaces." Cheers, as usual, greeted him.

Chief Consul Mott of Maryland mrde the most sensible speech of the morning. He came on the stage smiling, said speaking was not his strong point, thanked the League members present for the honor, said to the point what he did say, bowed and left the stage, and bored nobody (good luck to Mott).

This meeting, which was a regular pow-wow or chatter, was productive of little result.

THE RUN TO WILLIAMSPORT

on Tuesday was announced at 2.30 P. M. It was a ragged enough sort of informal procession, the six miles through thin mire and on indifferent roadways being made in thirty minutes by some, while others jogged (perhaps more sensibly) at the rate of one mile in every ten minutes. Some of the riders bathed in the rather muddy looking and not over sweet smelling Potomac. These men carried towels marked L. A. W., etc., etc. The L. A. W. towel had a rather better surface for receiving printers' ink than for absorbing moisture. Perhaps two hundred cyclists visited Williamsport.

There was one thing omitted at the meeting on Tuesday which certainly should not have been overlooked. This was the passing of resolutions of respect to the beloved memory of Stephen Terry, of Hartford, Conn., a man who devoted time, money and energy in behalf of the League. He died, it will be remembered, in California, of pneumonia, a few months ago. He was the type of man we need in the League—a gentleman and a warm exponent of clean living.

Unless strenuous measures are adopted the tone of the League will deteriorate, and the writer would like to see some cleansing and sweeping of the League, so we may render our subsequent accounts with joy and not with grief and shamefacedness.

This may seem harsh, but those who have attended the League meet of 1889 will agree with me that there was need of some official with sufficient force and power to keep in check an element in this meet of 1889 which asserted itself in such measure that it bordered on vandalism. Never were wheelmen more hospitably entertained in the history of the League than at Hagerstown: never have we had such a hideous nightmare, such a bacchanalian orgy than we have had for the last three days. You may not like this, but it is true, and truth counts. We mourn for the tender feelings of the ladies present, whose names I have not been able to gather thoroughly, as I dislike approaching people in the reportorial capacity and I doubt very much the value of the compliment in mentioning them as visitors to the League meet of 1889. (This may not go in, but if it does it is the truth and will be recognized as such, and I'd rather wipe up the stains with a big sponge at the end of a forty-foot pole and a clothespin on my nose, than tell the thing as it is, but there's no going back of the truth.)

We will not dwell on this subject longer, as it is especially distasteful to the writer. Members who visited the meet can be interrogated upon two things and they will corroborate what I say: That the entertainment by the Hagerstowners and Baltimoreans was overpowering in its genuineness of welcome, and the behavior of some of the visitors was of a kind I do not care to expatiate any further on, it tastes too rank. Hustle around and corroborate this.

During the day, though intermittent local deluges softened the roads and added other displeasantnesses, a run was made

TO ANTIETAM.

The start was made from the club house at 8 A. M., and consisted of a main body and some straggling followers. Roads, rough and stony, sixteen miles. About two miles from Antietam R. O. Goodman, of West Hampton, L. I., took a cropper off an ordinary and broke an arm above the wrist and cut and bruised his face and hands. Taken to the nearest house he was attended by Dr. Griffiths of Pittsburg. Lack of system characterized this run. Owing to the non-arrival of expected guides, when the party reached Sharpsburg no one knew where the places of interest were situated. At Antietam over sixty cyclists lunched beautifully at the L. A. W. "Hotel Antietam." The food was excellent, plain and well cooked, in striking contrast to—but comparisions are odious, and sometimes unkind when one thinks of the number of wheelmen in Hagerstown at present. There were three ladies in the Antietam party, two on tandem bicycles and one on a safety single. President Luscomb and Chief Consul Mott were along. The return was made by way of Boonesboro', where the National cemetery was sighted. Indications of rain were so pronounced that the drops could be felt on the nose tip, so the party took road for the nearest station, killed some time in divers and sundry ways and trained it in to Hagerstown. Some of the *non compos* contingent (who don't know a good thing when they see it) cycled in and said "they didn't get *very* wet."

"Annie Laurie" would blush if she heard the boys yell. "What did the band play?" (Said) "But for bonnie Annie Laurie" (sung to the air), and then a *whoooeawo!!* as a finisher. It is very pretty(?). Poor, sweet Annie Laurie.

THE PRESENTATION

to the Hagerstown Club of a beautifully embroidered silk banner emblematic of the club, was presented by Harry Hodg-

son in the name of the wheelmen of Louisiana, and New Orleans in particular. His remarks, which treated of the brotherly love existing between the wheelmen of the north, the south, the east and west, and particularly the courtesies extended to New Orleans wheelmen by their brothers at a distance were well chosen. Mr. Harry Hodgson is a gentlemanly, stout, good-natured personage, and if the New Orleans boys are all like Chief Consul Harry Hodgson the are like Annie Laurie—they are all right. President Cushwa of the Hagerstown Club responded in good style in acknowledging the fine spirit of fraternal feeling which prompted the presentation of the banner, etc., and the band played Annie Laurie.

President Luscomb was called on, and his well-chosen words called forth the customary and time-honored there cheers for the President of the L. A. W. The New Orleans Bicycle Club was put upon the Hagerstowners' honorary list, a suspension *pro tem.* of the club's rules being considered justifiable.

On Wednesday night, when the majority of the straggling, or befogged, wheelmen went to bed there was an air of weariness about the eyes of most of them. Several hardy spirits stood it, and far into the early morning their deep bovine voices could be heard asking "What was the matter with Annie Laurie," a question which caused these gentlemen much anxiety, judging from the frequency with which this query was repeated. Annie Laurie did not show up, however, though she might have been one of the ladies on the safety bicycles, whose name by reason of our characteristic bashfulness we did not learn. The last thing we heard before Morpheus clasped us in his powerful arms was a call in a neighboring resort inquiring as to the ailments of Harry Hodgson and Albert Mott, C. R. Overman and Candy, Bert Owen and Sam Clark, and others of the crowd with "ear marks," whereby you can spot the good fellow, and then kind sleep closed my eyelids.

On Wednesday the 2.30 P. M. train took a goodly number of ladies and gentlemen

TO PEN MAR.

Those who did not go to Pen Mar went to Antietam, and those who went to Antietam did not go to Pen Mar, "this I guarantee." A special of six cars pulled out of the Western Maryland depot and made the ascent of Blue Mountain, which is appropriately named, as the prevailing colors are green and red and rose madder (they always call a place "Oak Grove" when there are plenty of elm trees about and the nearest acorn is ten miles distant). The picnic fiend had here a fine opportunity for the pursuit of his pleasure.

Coney Island lemonade was on draft, and you could buy eight cigars for a quarter if you were fool enough to attempt such suicidal experiments. Youths without the aural appendages of Balaam's Ass, with Kodak cameras photographed the ladies whose breath came in "short knickerbockers" (Almanac 51 B. C.) after a spin through the adhesive mud of the charming neighborhood. There was also that enterprising gentleman who allows you to sprain your knuckles on a striking pad with a scale dial, for five cents per sprain, and the man who lets you go off with the impression that you are a two-thirds-gone consumptive because you can't blow the insides out of his lung power machine which has not been oiled for ten years. Some people walked to the Blue Mountain House, others drove in carryalls. As usual the Baltimore contingent were particularly happy. After supper at Pen Mar, the return was made to Hagerstawn.

THE PARADE,

that necessary adjunct to all meets took place on the last day, July 4th. The Maryland Club of Baltimore had the largest number in line, having over sixty men. It was not a cheerful affair, as the ever present rain and the slippery condition of the streets made it an unpleasant duty and not a delight to parade under such circumstances. However, some 400 to 500 men went out to go over the route. It *did* stop raining as the men filed into line, and for the first time during our visit the sun peeped out, but the streets—!!! Statistics that are interesting as to the kinds of wheels used as follows: Big wheel machines (ie., ordinaries, Stars and Springfield Roadsters), 223; rear-driving safeties, 198; tricycles, 10; tandems, 12.

The parade dispersed at the Fair Gronnds and the paraders were set to work to ride the track down smooth, after having the photo. taken by Mr. King, and those who have seen the proofs report that it is the finest photo. of a meet ever taken. We are promised copies and we will report further on them. The price is $1.75, which is 75 cents cheaper than similar photos. have ever been before.

THE SMOKER

and finale that was intended to have been held in the open air on the Seminary Campus was through stress of weather held in the Hose Opera House. Previous to the meeting a lot of sizzling and sputtering fireworks were set off on Market square. Then the smoker was let off at Hose Opera House. The city band furnished music, as also did the lively and unsuppressable kid element which has made the meet such a *howling* success. So loud and boisterous were the gentlemen that the ladies of the party who had the temerity to come in to see the smoker had to retire to safe quarters.

For some two hours it was a very good imitation of pandemonium. Then President Cushwa undertook to call the meeting to order, but it was a contract job.

President Luscomb then got up and in proper terms thanked the Hagerstowners and the Maryland Division for the royal welcome and entertainment. The President's words of adieu were cheered to the echo and then the "band played Annie Laurie," and the meet of 1889 was an event of history.

NOTES.

Report of races will be found in the racing column.

Much of an interesting nature has been omitted. This is almost unavoidable. "Jack" was the only man on the field for the BICYCLING WORLD, and he was ill. If his notes look ill forgive him.

Miss De Graaf, of New York, was perhaps the most desperately *chic* looking lady rider present, while Mrs. Hadyn on a Psycho rode beautifully and was properly dressed in a nice blue serge. Those who prate about corduroy had better try blue serge of good quality and forever hold their peace about corduroy, which is hideous and unsatisfactory. It is dirty looking and hot in summer and chilly in winter—paradoxical but true. Mrs. Mott on a tandem with her husband, the Chief Consul of Maryland, rode gracefully and strongly. The rest of the young ladies did their best. The majority of them ride with the saddle too high—a bad fault.

Hagerstown will never be forgotten for its hospitalities extended to visiting wheelmen, and the proprietors of the Hamilton and Baldwin were wonderfully good natured and kind. Never have we seen a people so indulgent of the whimsicalities and pyrotechnic eccentricities of the gay contingent as the Hagerstowners. It was a smile and a laugh when a fire cracker exploded under their horses' feet. Hagerstown could not have been more kind in its reception, could not have a better Consul than Mott, or as good a time generally for those who liked the smoke of sixty scent cannon torpedoes and the cat calls of holiday-making *boys*. As it was we felt about ten years too old for the horse play, but let us look at the matter with good nature, and say that it was "a continual round of pleasure." "JACK."

THE TOURISTS IN FRANCE.

It is now ten days since we left London, and what a lot of varied pain and pleasure we have been through in that short time. The pleasure of touring, etc., must be apparent to all; of the *pain*, more anon.

To pick up our thread where it was last dropped necessitates returning in spirit to Burr's Hotel. Scene. Monday morning, June 17, 8.30 A. M.—Prodigious hustling out of wheels, many rusty with the rust of——a week! Hurry-skurry, picking up traps and strapping on of luggage carriers, visibly diminished in size from that of the early part of the tour. Nine o'clock arrives. We start. Mr. Burr very kindly pilots us as far as Westminster bridge, where, under the shadow of the great clock tower he waives adieu and departs amid a chorus of cheers. Here we started on our way out of London under ihe guidance of Messrs. Philpot, J. Dring, and a few other prominent London cyclists. Following their skillful leader through the multitarious turnings for three or four miles we were at last on the Brighton road and out of the bustle of town. Along a bit, and all halted at the residence of B. P. Wood, Esq., father of the celebrated amateur, and were treated to champagne and cigars upon the lawn. After this piece of genuine kindness had been in some sort reciprocated by cheers and hurrahs for Mr. Wood, we once more were on our road. Up over the breezy downs, where we halted for a last glimpse of the city and the Crystal Palace on the horizon, and so on through a beautiful country, now up a stiffish hill, now down a splendidly smooth coast, until at about noon we sat atop of Reigate hill (but one mile down hill from lunch), and paused half an hour to take in the magnificent panorama of hill and dale, and woodland and fields, which lay before us far below.

Then down we go a clear mile coast, so steep that more than one was glad to walk into Reigate town and pull up at The Grapes for lunch. We found placards up both in the hotel and about the town announcing that the American tourists would lunch there, and, as Faed gruefully remarked, conveying a distinct invitation to all to "come and see the Americans feed." Howbeit, the lunch was good and ample, and it met the fate of all good lunches which our party can lay hands on. Lunch and lounging over, we were once more *en route*, and after a long afternoon's ride through country only equalled by the forenoon's ride, we were at last in Brighton and safe at the Gloucester for the night, having done 60 miles—the most enjoyable day, the most perfect roads, and the pleasantest weather of our entire English trip, bar Ripley.

Tuesday morning.—Up bright and early, with 15 miles of hilly roads to do in the face of a young hurricane before 9.30 A. M.

Jo. Pennell, Cooper and yours truly pull out earlier than the others, leaving Brighton at 7.30, and arriving in Newhaven at 9, having come through without a dismount and at the best speed we could, so one can judge what the wind was like. The others straggled along, all luckily arriving at the dock before the good ship Paris sailed. At 10.30 it was "All aboard!" and after a hurried parting with old Faed, who could go no further with us, with Philpot, Dring and others, the boat moved away from the dock and we were at last on our way to La Belle France. Poor old Faed's lugubrious phiz as he stood on the dock waiving us farewell, will haunt us forever. I am sure our own faces were not much better, for all the boys had come to love him, and had up to the last minute supposed that he was to be with us all the trip. He had grown to be like an old-time friend to us all, and to all he will ever be a fond remembrance when in years to come we may rehearse the story of our great tour.

Soon Albion's cliffs and all that sort of thing were fading from our view, and soon also were we anxiously seeking sheltered nooks in which to lie (?) safe from the green seas which came tumbling aboard in rapid succession. The wheels, draped in funereal tarpaulin, was in consonance with our feelings as the swell began to be apparent and the wavy waves to wave. More than one white face upheld by an unsteady pair of legs might have been seen making for the companion-way or towards the lee rail. Such a wet tub! Water came in above, below, and all over her. It was a deluge on the main deck and a tropical rain storm on the upper deck. Rubber goods were at a premium! Lunch was 2,000 per cent below par!

"From ten o'clork till noon;
From noon till half-past two;
From half-past to till four."

and so on in wet and misery till at length we were in the dock at Dieppe and gazing with saucer-like eyes at the strange new world just unfolding to us. On the dock! In the customs! Red tape *extrodinaire!* No wheels could possibly be passed! We might be an army of invasion! We might even be *Prussians* in disguise! It is no use; we must pay duty on our wheels! But stay, a happy thought strikes J. T. Pennell, who, calling for an "itinery" (our little route book), and by pointing out the little fact that we were travelling per schedule and were on time at Dieppe as per route-book—all became clear to the mind of the grandiose officials and a moment later we were allowed to pass free of all duty and without examination of baggage. Score one for the route book!

Our first night in France we spent very comfortably at the Hotel de Soleil d'Or, Dieppe, and there also had our first French dinner and our first *vin ordinaire* and *cidre*, destined to become an old song ere long. Morning came, hot and bright. After coffee and rolls at 6 A. M.—the fiest real coffee tasted since leaving home—we started over billiard-table-like roads for Rouen, 30 odd miles away. One or two hills were climbed just out from Dieppe which would make Corey or Eagle Rock seem like a mere hillock.

Then, these surmounted, along the broad, white, smooth road stretching mile after mile straight as a die into the horizon, until almost before we realized that we had started we were at Rouen, and safely lodged in the Grand Hotel du Dauphin et d'Espagne. Here we breakfasted, for, following French custom, we have but two meals per day, riding until 11 A. M. on coffee and rolls taken 5 o'clock A. M.

The afternoon was spent in seeing the marvellous old cathedral, the place of Jeanne d'Arc's martyrdom, and in rambling through the quaint old narrow lanes of the ancient city.

Early to bed, for early to rise, as we were out; through breakfast—I beg pardon—*not breakfast*, but through coffee and rolls by 5 A. M., and a moment or two later on the road to St. Germain, seventy miles away, the longest day's ride of the tour.

Breakfast had been telegraphed for at 11 A. M., at Mantes, forty-eight miles away. Alas for that breakfast! At every town passed through, such was the condition of our stomachs after our huge banquet of coffee and rolls, that an hour scarcely sufficed to fill the void with bread and milk, with bread without milk, with milk without bread, and with anything and everything we could lay our hands on (reference to *pain* in the beginning of this letter). An hour did I say? Nay, an hour, every half hour! A lunch at every house we passed and still hungry—always hungry! Mantes twenty-five miles away, clocks pointing to 10.45. Papa Elwell, in despair, telegraphs ahead to retard the lunch until 1 P. M. One o'clock—still grinding away, with occasional halts for "grub," Mantes yet in the distance. Two o'clock—Mantes in sight. Two-thirty—"Hotel du Grand Cerf" over-run with thirty famished American Indians disguised as wheelmen.

Three-thirty—"better now, thank you, better now!" Peace and good will restored, a pleasant couple of hours flew by, as lounging in the garden over cafe noir and smoke we recounted the multitudinous adventures and mishaps of the direful forenoon.

After five o'clock, when the sun had lost its heat, we were off once more, to do our twenty-three miles to St. Germain for dinner and the night.

It is a good example of what continuous touring will do for a man, when thirty of us got through that seventy miles (roads bad for France, hills tremendous, and on empty stomachs over forty miles), when many of us at the beginning of the trip were unable to ride twenty miles per day.

By 8 P. M. all were snug in the Hotel du Prince de Galles, where we had the pleasure of meeting Mr. Blackbeth (of the Paris New York *Herald*) and Baron de Baroncelli (Chief Consul C. T. C. for France), who had ridden out to meet us. Our arrival was duly chronicled in the next morning's edition of the Paris New York *Herald*.

After a very short evening we retired to our welcome beds, that we might be up bright and early for our ride into Paris.

Morning so soon! Why we had hardly been asleep! By inexorable fate (Elwell's route book) impelled, we dragged our weary selves out into the light of day and were soon after eight at breakfast. Then, at nine, under the guidance of Messrs. de Baroncelli and Blackbeth and several other gentlemen who rode out from the city that morning, we started.

By special permission (secured for us by our kind friends and directors) we were allowed to ride into the Park St. Germain and along the beautiful terrace, with its wonderful view of mingled wood and meadow, through which the sinuous Seine winds its snaky way—snaky inasmuch as it is sinuous only. Here it was that we had our first glimpse of the Eiffel Tower, a ghost-like pillar, far away rising from behind the slopes of distant Mont Valerian.

Here, under the noble trees, which of yore had sheltered the fairest and noblest of France, we were photo'd by one of the most noted Parisian cycling amateurs, M. Porteu, and thus handed down to history, or infamy, I forget which.

After the photo; down, down, down the winding road from the terrace to the plain below, then along over the side of Mont Valerian (the strongest of the detached forts surrounding Paris), through Suresnes, over the Seine, into the Bois de Boulogne, and halt at the cascade.

Here a party of French and American lady cyclists had wheeled out to meet us, together with many Parisian wheelmen. A gay *quart d' heure* under the trees at the restaurant near by, biere, vins, cigarettes, more photoing, et cetera, and then on again through the Bois, avoiding the broad, sunny avennes for the cool, shady *allees* winding in and out among the trees. Soon, past the *Jardin d' Acclimatation*, we were at the *Porte Maillot*, where, leaving the Bois, we entered the Avenue de la Grande Armee, the *Arc de Triomphe de l' Etoile*, looming up before us in the foreground. Here a halt was made at the rooms of the (in English) Metropolitan Bi. Club, and refreshments partaken of.

Then once more on, past the Arc, down the world-famed Champs Elysees, past the obelisk in the Place de la Concorde, and so up the Rue de Rivoli to Rue d' Alger and our long sought haven, the Hotel de la Tamise.

The genial host received us at the door, and has the stars and stripes hung out in welcome to us. Soon wheels were safely housed for the week and all were busy, discarding cycling togs for the conventional long trousers and boiled shirt of commerce.

Of our week in Paris, now drawing to a close, who can tell one half that might be told? The exposition, the museums, theatres, *cafe's chantants*, the boulevards, in short the thousand and one attractions of "Paree," would require so much space that this letter (already as long as a wagon track) might go on, like Tennyson's brook, forever!

Therefore let us cry quits here, for the nonce, and whatever remains to be told of our week in Paris, of our Sunday ride to Versailles, where we saw a championship race run off, etc., etc.—let that wait another letter and another week. "PEDALS."

Paris, June 26th, 1889.

MICHIGAN DIVISION L. A. W.

THE Michigan Division L. A. W. will hold its annual meeting at Ypsilanti, and to continue three days.

The programme will include a hill-climbing race, parade and road display and a run to Detroit and a visit to the exposition. The series of events which the Michigan wheelmen are to arrange will bring together a large number of wheelmen from Chicago, Cincinnati and the east. A run to Belle Isle and parade there, and a run to Pontiac or Mt. Clemens will complete the meet.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

RACES AND RECORDS ON ROAD AND TRACK.

AT BOSTON.—The new track ot Franklin Park was used by the cyclers on the Fourth. The arrangements were not good, the police force being inadequate for keeping the track clear. Another bad feature was the timing of races, the starting of which took place out of sight of the timers. The times given, therefore, cannot be looked on as authentic. The handicapping was not up to what could be wished. The results were as follows: One mile, novices; no machine to weigh less than 35 pounds. A. K. Pressy, 1; A. H. Rhodes, 2; won easily in grand style; 16 starters. Time, 2m. 41s. One-fourth mile, open bicycle, in heats; first two in each heat to ride in final. First heat won by P. J. Berlo, J. Clark second; won easily in 36 2-5s. Second heat, P. J. Clarke, 1; G. A. Whitehead, 2; a close race. Time, 36 4-5s. One-quarter mile, open safety bicycle, in heats, first two men to compete in final. First heat, A. P. Benson, Dorchester, 1; W. S. Doane, Dorchester, 2. Time 36 2-5s. Second heat, P. J. Berlo, South Boston, 1; A. W. Scott, 2; won by 20 yards. Time, 36 1-5s. Final, P. J. Berlo, 1; P. J. Clarke, 2; won by 3 lengths. Time 36 4-5s. One mile bicycle handicap, H. G. Andrews, Hyde Park, 200 yards, 1; C. A. Felton, Somerville, 200 yards, 2; the winner rode a good race and won easily. Time, 2m. 16 1-5s.. Also competed, J. P. Clarke, scratch; P. J. Berlo, 50 yards; J. Clarke and E. J. Clarke, 75 yards; A. K. Pressy, 100 yards; E. Gallup, 150 yards; J. T. Beal, 175 yards; and the following on the 200 yards mark: H. G. Andrews, G. H. Morse, H. Jenkins, E. Fisher, C. A. Felton, E. R. Rodd, W. Thomas, T. L. Connolly and T. J. Kenney. One mile safety handicap, A.W. Porter, 75 yards, 1; W. J. West, 100 yards, 2; won easily by 25 yards. Also rode: G. A. Benson, scratch; W. S. Doane, scratch; C. A. Wilton, 100 yards; F. G. Elliott, 150 yards; D. Breivogel, 200 yards. Final one-fourth mile safety bicycle, A. W. Porter, Newton, 1; W. West, Portland, 2; time, 36 3-5s. One mile tandem safety handicap, F. Leavitt and Porter, 150 yards, 1; James and J. P. Clarke, Dorchester B. C., scratch. The limit men won as they liked by 300 yards. Time, 2m. 19s. Consolation, 7 starters, won by E. J. Clarke; E. H. Gallup, 2; finished ahead easily by 30 yards.

AT CHELSEA, MASS, July 4.—One mtle, for novices; first prize, silver cup; second prize, silver-headed cane; entries, Aug. Quinn and A. R. Davis. Davis, 1; Quinn, 2. One mile, for boys under 15; 1st prize, gold medal; 2d, silver medal; 1st Henry E. Barter; 2d, George Tent. Two miles, open to all amateurs; 1st prize, silver ice pitcher; 2d, parlor table lamp; 3d, gent's dressing case; won by C. H. Roberts; Peter Alexander, 2; C. S. Hopkins, 3. Velocipede race for boys, two laps; 1st prize, gold medal; 2d, silver medal; 8 entries; won by O M. Scovell; R. Emerson, 2. Championship (Chelsea), one mile; 1st prize, gold medal; 2d, silver medal; C. H. Roberts, 1; C. S. Hopkins, 2. One mile open, 1st prize, opera glasses; 2d, silk umbrella; P. Alexander, 1; J. White, 2. Two miles, Chelsea riders only; 1st prize, grip; 2d, bicycle shoes; C. H. Roberts, 1; C. S. Hopkins, 2.

AT SEDALIA, MO., July 4.—Track.—Under the auspices of the L. A. W. Division of Missouri. One-mile novice, J. H. Pomarade (1), W. S. Snyder (2); time, 3.08 1-5—3.08 2-5; Pomarade was disqualified by his starter stepping over the tape, and the judges awarded the race to Snyder. Half-mile bicycle, Missouri Division championship, E. Barnard (1), J. M. Hodgen (2); time, 1.25 1-5. One-mile safety handicap, R. Hurck (1), Geo. E. Tivy (2); time, 3.22 2-5. Two-mile bicycle handicap, E. N. Sanders, 25 yards (1); A. M. Lewis, 100 yards (2); V. P. Ring, 35 yards (3); time, 6.10 3-5. One-mile bicycle open, A. G. Harding (1), Jno. M. Hodgen (2); time, 3.13 4-5. Two-mile bicycle, Missouri Division championship, E. Barnard (1), E. N. Sanders (2); time, 6.35. One-mile safety open, R. Hurck (1), Harry Gordon (2), G. E. Tivy (3); time, 3.36 2-5. One-mile team open, three men in each team, this was a walk-over for the Cycle Club as the Missouri team failed to put in appearance. One-mile bicycle handicap, A. G. Harding, 25 yards (1); E. N. Sanders, 10 yards (2); time, 2.57 1-5; this was the prettiest race of the day, and the time was the fastest made in any of the events. One-mile consolation, V. P. Ring (1), Geo. E. Tivy (2), J. H. Koen (3), A. A. Knight (4); time, 3.09 4-5. Two hundred and fifty yards, boys' bicycle, C. V. Jacobs (1), W. Shurck (2); time, 21 2-5s. The track at Sichers Park was in fine condition, and fully 5000 people witnessed the races. A ball game was in progress on the field inside of the track and added all the more spectators to the races.

AT HAGERSTOWN, July 4th—The races run by the managers of the League Meet were not as satisfactory as though the weather clerk had not been so inclined to throw a damper on the affair. Up to noon of the last day of the meet the rain had descended with a vengeance, but about 12 M. the sun came out and smiled down on the damp earth and the damper cyclists. The track, however, was so saturated as to require days of warm sunshine to dry up and harden. For half an hour before the races the cyclers were requested to ride round the track and in this way to harden it down. Many were the impromptu races and much fun was the result; but whether the improvement of the track was brought about, your correspondent refuses to state. The results of the races were as follows: One mile novice, V. L. Emerson (1), W. H. Ash (2); time, 3.24. This was an easy victory for Emerson. One mile L. A. W. championship, A. C. Banker (1), W. E. Crist (2); time, 3.08. This was a surprise party for those who pinned their faith to Crist or Rich as winners. Rich had to be content with 4th place. One hundred yard slow race, H. E. Dayhoff (1). The other entries Lichlider and Emmert fell off; time 3.36. Half-mile, W. I. Wilhelm (1), P. S. Brown (2), L. J. Barber (3); time, 1.28 1-5. This was an exciting race and on coming for the straight it was any man's race. Wilhelm won by a bare 6 inches. A foul was claimed by Hinds against Brown but was not allowed. Two mile handicap, W. H. Ash, 250 yards (1), L. L. Clark, 145 yards (2); time, 6.43 1-5. At a mile and a half Hinds became rattled and tried to pass on the inside but he ran into the fence and came to grief. I. Killiner fouled L. J. Barber and L. L. Clark and threw them. Clark remounted and finished claiming a foul from Killiner which was allowed. One mile tricycle L. A. W. championship. A walk-over for V. L. Emerson, who had for a competitor P. L. Brown; the latter gave out at the quarter mile and was ordered off the track. Time, 3.30 2-5. The one mile safety, W. E. Crist (1), W. I. Wilhelm (2), G. A. Picket (3); time, 3.05 1-5. It was a splendid race on the last quarter between Wilhelm and Crist, but Crist had a bit left and won by the skin of his teeth. One mile tandem race, Banker Brothers (1), E. B. Emmert and H. E. Dayhoff (2); time, 3.12 1-5. W. E. Crist and P. L. Brown dropped out at the half mile. One mile team, the following clubs were represented: Penn Club of Reading, Pa., Berkeley Athletic Club of New York. The Baltimore and the Washington Clubs fell out on the half mile. A. B Rich and A. C. Banker of the Berkeley Athletic Club won the race with 27 points, the Penn Club Team (2) 15 points; time, 3.02 2-5. The arrangements and the manner of running the races off was rather slow and not up to the requirements of good racing management but I cannot but end the report by reiterating that the Hagerstowners and the Marylanders are the very soul of good fellowship and paragons as hospitable entertainers.

POSTPONEMENT.—The Lancaster, Pa., bicycle races which were to have been contested on July 4th have been postponed on account of rain to the afternoons of July 18th and 19th. The entries to all the events, eighteen in number, have been re-opened, and should be sent to H. M. Griel, Lancaster, Pa., before July 15th. There are thirteen open events and over $500 worth of prizes. The half-mile and one-mile L. A. W. State championship, a three-mile club team race, for teams of three, for a fine sterling silver cup by Gorham or a Rogers' Group, three-mile lap race, two-mile safety, one-mile flying start, one-mile tandem bicycle, two-mile and half-mile hands off are among the leading open events.

AT PROVIDENCE.—Track.—The match race between W. Van Wagoner and M. Scott came off at Roger Williams' Park, July 4th. At three minutes of 11 A. M. the men were started, Scott on an ordinary and Van Wagoner on a high-geared safety. Scott cut out the pace at first. For 22 miles the men kept together, both working hard, and then they rested for a lap or two. At this time Scott showed weakness, while Van Wagoner was fresh and going strong. After loafing for a few laps Van Wagoner put on steam and forged away as he pleased, and at the 25-mile mark Scott collapsed and dropped out. Van Wagoner did the 25 miles in 1.22.39 1-2, record for that track. Time for the 50 miles was 3h. 24m. 40s. The race was for a $50 gold medal.

AT MACON, GA., July 4.—The one mile scratch was won by Hal. B. Beatty out of a field of six entries. Beatty is the dark horse I mentioned some time ago, who was giving evidences of possessing remarkable speed if developed properly, and facts are now going to carry ont that opinion. Two-mile race from scratch—C. A. Persons won, passing Beatty at an unexpected moment and was never headed. Five mile—Lon Powers, the amateur Southern champion (?), entered against Beatty and made a hot pace, but was beaten in 17.03 by six lengths. These were the only two entries in this race. The medals were very handsome, of gold and silver. On July 19 there will be four races, one, two, three and five miles, all handicaps, to take place at the park here. There will be some funny prizes and fun is expected. A prominent hotel will dine the winner of the one mile; a tailor make a $12 pair of trousers for the best in two miles; twelve cabinet photagraphs, two sittings, and etc. A great day is expected.

AT BROWNVILLE, PA., July 4.—Track.—Half-mile, novice—George Banker, Pittsburg, 1.54; George Lysle, McKeesport, 1.59. One mile, open—G. Lenz., Pittsburg, 3.35; J. H. Gloninger, 3.37. Half-mile, 1.35 class—H. H. Willock, Pittsburg, 1.44; Lee Higbee, Pittsburg, 1.57. One mile lap race—F. G. Lenz 18 points; J. H. Gloninger, Pittsburg, 12 points. Half-mile handicap for boys—G. Banker, Pittsburg, 1.53; Willie Githens, Brownsville, 1.53 1-2. Two mile State championship—F. G. Lenz, Pittsburg, 7.47; J. H. Gloninger, 7.52. One mile, 3.20 class—H. H. Willock, Pittsburg, 3.37; H. A. Davis, Pittsburg, 3.40. One mile handicap—George Banker, 176 yards, 3.15; J. H. Gloninger, 64 yards, 3.22. Half-mile, horse and bicycle —A. M. Thompson and horse, 1.42; Chas. J. Foster, 1.42 1-2.

AT WALTHAM, MASS., July 4.—Road.—Twelve mile race—F. C. Frese, 1; C. Merrill, 2; time, 50m. 40s. Six-mile race—C. E. Adams, 1; F. E. Swan, 2; time, 32m. 15s. Three-mile safety—C. Merrill, 1; Geo. Watson, 2; time, 18m. 47s. Three-eighths of a mile—F. E. Swan, 1; R. Stere, 2.

AT LYNN, MASS., July 4.—On the Common; one mile open—M. Greenwood, 1; G. S. Buttricks, 2; time, 2.48. One mile, novice—H. E. Taylor, 1; H. Bassett, 2; time, 2.57 3-4. One mile, safety—C Libby, 1; C. Kelty, 2; time, 3.57. One mile, boys—H. Wilson, 1; C. Downs, 2; time, 3.17. Two-mile handicap—Buttrick, 10 seconds, 1; H. E. Taylor, 15 seconds, 2; time, 6.16 3-4.

AT ST, CATHARINES, ONT., July 2. —Track. —One mile championship—E. O. Rossicoe, 1; Bert Brown, 2; time, 3.21. Five mile championship—Bert Brown, 1; time, 16.57 1-2; also started, Rossicoe and Gerry, who collided on the fourth mile and spoiled their chances for first place. One mile tricycle championship—Gerrie of Toronto won; time, 4.32 3-5. One mile safety—C. J. Connolly of Rochester, N. Y., 1; time, 3.14 1-2. Three miles, road machines—J. Gessler of Niagara Falls; time, 11.36 1-2. Five miles open—W. S. Campbell of Niagara Falls, N. Y., 1; time, 17.57 1-2. Another collision in this race, in which Rossicoe was violently thrown and his chance spoiled.

AT CLEVELAND, OHIO, July 4—Road.—The 25-mile road race at Cleveland, under the auspices of the Forest City Ramblers, resulted as follows: First, Robert Ruck, scratch, 1h. 53m. Second, C. T. Collins, 1h. 53m. 1-5s. Third, C. S. Walz, 15 minutes, 2h. 8m. 2s. Fourth, E. J. Doubet, scratch, 1h. 53m. 2 2-5s. Fifth, Arthur Neal, scratch, 2h. 6m. Sixth, W. N. Taylor, 15 minutes, 2h. 26m. Seventh, A. A. Dorn, 15 minutes, 2h. 31m. 40s. The condition of the roads was heavy and muddy.

AT DUBLIN, IRE.,—Track.—R. J. McCreedy recently broke the one-mile tricycle record for Ireland by riding the distance in 2 m. 44 2-5s., at a championship meeting in Dublin.

AT HIGHLANDVILLE, MASS., July 4. — Road. — The first event of the sports at Highlandville, July 4, was a 25-mile road race. There were six entries. W. R. Johnson, of Worcester, had a seven minutes' start, but his machine broke down when he had completed about six miles. W. A. Rhodes' time was 1h. 27m. 25 1-2s.; T. J. Kern, of Worcester, 1h. 35m. 32s.; Herman Schervee three minutes later; W. H. Carter, Highlandville, 1h. 43m. 30s., closely followed by Albert Beers, of Everett. The one-mile bicycle scratch race was won by H. M. Greenwood, of Lyan, first prize, and Porter, of Newton, second prize. The three-mile bicycle prize was won by A. K. Pressy. Greenwood did not start in the 25-mile race as intended, because he did not feel well. A. E. Wiswell, of Lynn, started in the one-mile race, but "Wizzy" came the Jonah act by taking a tumble and piling up his followers half a dozen deep.

AT OTTAWA, Ill., July 4.—Under the auspices of the League Division.—One Mile Novice, First, George M. Skeer, I. C. C.; second, R. W. Kinsley, I. C. C., 3 12. One-half Mile Dash, First, F. H. Tuttle, I. C, C.; second, B. Myers, P. B. C., 1 23 3-5. One Mile, State Championship, First, A. E. Lumsden, K. C. C.; second, B. Myers, 2 58 2 5. Three Miles, Team Race, Kenwood Cycle Club, 9 40 1 5; 65 points to 61 points. One Mile Dash for LaSalle County Wheelmen, First, H. W. Folitz, 3 21 3-5. One Mile, State Championship for Safeties, A. E. Lumsden, 3 05 1-5. Two Miles, State Championship for Safeties, Handicap, First, E. J. Roberts. I, C. C.; second, J. Mason, I. C. C., 6 35 3-5. Two Miles Handicap, First, G. A. Thorne, K. C. C.; second, F. H. Tuttle, I. C. C., 5 58 1-5. One Mile Consolidation, First, F. E. Spooner; second, F. Bodach, 3 08.

AT BRIDGEPORT, CT,, July 8. Under the auspices of the State Division L. A. W.: One mile, W. F. Glass (1), L. Forster (2); time, 3.01 1-5. Half mile, J. W. Schaefer (1), L. Forster (2); time, 1.25 2-5. One mile safety, C. A. Peckett (1), W. Harding (2); time, 3.03 1-2. Three mile ordinary, L. L. Clark (1), W. F. Murphy (2); time, 10.17 4-5. One mile Tandem safety, W. Harding and L. Forster (1), A. N. Welton and C.E. Larom (2); time, 3.08. One mile Bridgeport championship, C. A. Fox (1), E. Leking (2); time, 3.08 3-5. One mile consolation, Geo. Smart (1), F. T. Reid (2); time, 3.56 1-5. Hill climbing contest, W. B. Clough (1), G. A. Peckett (2), G. S. Hills (3); time, 1.10.

AT CORTLAND, N. Y.—One-mile novice, seven starters, A. C. Benjamin, Syracuse (1); T. Norris, New York (2); E. Dalton, Cortland, was leading on home stretch when he took a severe header 90 yards from tape; time, 3.49. Two-mile open, E. L. Lancaster, Syracuse (1); L. E. Edgcomb, Cortland (2); F. M. Merlin, Cortland (3); time, 7.11. Half-mile, boys, W. Loveland, Binghamton (1); D. Smith, Cortland (2); E. Norris, New York (3); time, 2.01. One-mile open, E. L. Lancaster, Syracure (1); L. E. Edgcomb, Cortland (2); A. C. Benjamin, Syracuse (3); time, 3.21. Very strong wind blowing; track fair.

FATAL DROWNING ACCIDENT.

FRANK C. LEEPER, a prominent member of the New York Club, while off on a club run on Sunday last, was drowned while bathing at Manhattan Beach, Coney Island.

TO MR. ANTHONY.

MR. ANTHONY, Dear Sir—I will race you a 20 mile, two points out of three to win, for a $25 medal, on the Roger Williams Park track, Providence, providing we can get the use of the track, which I think we will have no trouble in doing.

This race to be ridden with road wheels, not less than 38 lbs. weight. I name Saturday, July 20, as the day to race. If that is agreeable, please let me know. The medal to be made by E. Campbell, of Providence, who I think will give us the best design and good work.

If everything above is satisfactory, deposit 25 dollars with Campbell & Co., Providence, as I have already done, and the race is on.

Yours truly, WM. VAN WAGONER.

MISSOURI DIVISION MEET.

THE Missouri Division meeting has come and gone and proved to be the best attended and finest managed meet ever held in the West. On account of rain it was decided to abandon the run set for McAlister Springs after getting five miles from Sedalia, and the party returned to town amusing themselves in various ways until 8 P. M., the time set for the smoker. At the appointed hour the wheelmen had all arrived, and while drinking unlimited quantities of the finest punch and smoking the very best of cigars, listening to speeches of welcome made by Mayor Crawford and other notables of the town. It was a merry crowd that returned to their hotels at 11 P. M. in order to be ready for the second day (July 4).

Promptly on the 3.15 A. M. train the main body of the St. Lovis contingent arrived, swelling the visitor's number to over 80, and were met by Chairman Kelly and his whole reception committee and escorted to their hotels.

The Division meeting was held at Sichers' Park Hotel, at 10.30 A. M., and the following nominations for officers to serve during the current year and to be voted on by mail, vote between July 15 and August 15, were made: Chief consul, Robert Holm of St. Louis; vice-consul, A. L. Jordan of St. Louis; secretary-treasurer, Joe H. Kelly of Sedalia; representatives, W. Jaccard of Kansas City; Geo. A. Case of Joplin; racing Committee, N. T. Haynes of Kansas: chairman, Fred C. Hoffmann, Sedalia; H. D. Wheeler of St. Louis; F. A. Scott, Moberly; A. J. Eberle, St. Joseph; touring committee, C. B. Ellis, Kansas City, chairman; G. E. Troy, St. Louis; W. J. Staples, Maryville; W. H. Cameron, St. Joseph; C. A. Greaves, Joplin.

The Secretary-Treasurer's report showed that the Division membership has fallen to 258 members up to last accounts. Chief Consul Brewster made a verbal report, in which he reviewed the doings of the division for the past year, which was accepted. After a vote of thanks had been extended to the retiring officers, the meeting adjourned.

The new Division Road-Book will be out in August, and will be improved and enlarged over the present one.

Forty-five men took part in the division parade at Sedalia, starting from Sicher's Hotel at 1 P. M. and covering the principal streets of the town. Harry Gordon, on a unicycle, led the parade, and rode the entire distance, some of it being very rough, without a dismount. He also gave a fine exhibition of trick riding at the races, and was warmly received. [For report of races see our racing columns.—ED.]

The members of the Club are jubilant over their racing men's successes at Sedalia. They captured nine firsts, six seconds, while the Missouri's only succeeded in getting one first and three seconds. E. Barnard is surely the comiug man, and if properly trained down is thought to be nearer Percy Stone's match than any other. The latter was again entirely out of training, having been married only last week, and, as one of the boys put it, "got it in the neck each time he started." A. M. Lewis was in no shape. but did his best. R. P. Ring and Jim Hodgen were really the only Missouris who trained for the races in a systematic way and deserved better success than what they had.

HARTFORD TOURNAMENT.

Cyclists throughout the country will learn with pleasure hat the old-time Hartford tournament will take place this year as usual, and that it will be supplemented by a meet of the connecticut division of the L. A. W. The promoters of the combined affair promise the largest wheel entertainment which has taken place in this country, other than the National L. A. W. meets, since the days of the Springfield coup. Two days' racing will be enjoyed at the unequalled Charter Oak track, and the usual parading and general merrymaking will have many novel and interesting features. Instead of the clubroom spreads of former years, an elaborate banquet will be given in one of the largest halls in Hartford, to be a combination of feasting, speech-making and theatricals free to all members of the L. A. W. Committees on behalf of the Hartford Wheel Club and the Division have the arrangements well under way and and report an enthusiastic disposition on the part of the cycling and general public to make the affair a grand success. September 4 and 5 are the dates.

The program for racing has been issued, subject to change prior to August 1, and is as follows:

Sept. 4.—One mile novice; one mile novice, Rover type R. D. safeties (no wheel under 35 pounds); one mile State L. A. W championship; Two-mile tandem safety, National L. A. W. championship; one mile, Columbia Cycle Club, handicap; one mile, open; three-mile, National L. A. W. championship, Rover type R. D. safety; two-mile handicap; one mile, open, Rover type R. D. safety; one mile, 3-00 class; one mile team race (3 men), for Connecticut clubs only.

Sept. 5.—One mile handicap (in heats), Rover type R. D. safety; one mile handicap, in heats; one mile, State L. A. W. championship, Rover type R. D. safety; one mile, Hartford Wheel Club, handicap; one mile, 3.20 class, Rover type safety (no wheel under 35 pounds); five-mile lap; one mile tandem safety handicap; one mile, 2.50 class; one mile consolation.

On the forenoon of Sept. 5 a 20-mile road race will be run under the auspices of the Hartford Wheel Club.

OVERMAN WHEEL CO.

After due consideration the Overman Wheel Co. have decided to move their home office and headquarters to Chicopee, Mass., keeping a store in Boston as in the past.

During the past year the company has been building largely and has added to the floor capacity. No less than 40,000 square feet of floor room having been added to their original large factory.

This large addition will allow for commodious offices, and every convenience will be furnished to facilitate the business of a growing and prosperous business.

The change has been decided on, as with the rapidly increasing business it was found impracticable to have the home offices and the factory separated.

The move to Chicopee will take place about September 1st.

Mr. A. H. Overman, the President of the company, will sail for Europe July 27th. Mrs. Overman will accompany him.

Messrs. S. & J. Davis, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

Mr. W. K. Corey and Mr. A. A. Taylor, of the Pope Mfg. Co., sail on the Cunard Steamship Pavonia on Saturday for a trip combining pleasure and business through England. Both of these gentlemen are with the above company and they will probably do considerable riding in England, and will study the bicycle interests with a view of posting themselves for next season's plans.

Among the many exhibits of safety bicycles at Hagerstown, that of the Capital Cycle Co. is worthy of mention. Their wheels are remarkable for finish, graceful lines and simplicity, and we are pleased to note that they offer in their seven forms, safeties to meet the requirements of long and short, lightweights and heavy weights. This firm has done lots for the advancement of cycling for ladies. Among their wheels on exhibition was the first ladies' safety ever made in this country and perhaps in the world, made by them in 1887.

Messrs. Whitten, Godding & Co., of Providence, R. I., claim they have sold more cycles during this season than any other cycling house in the United States, barring the various manufacturers or importers and their branch agencies. They state that the fact that they have advertised many bargains in the World and disposed of every machine so advertised, speaks well not only of the inducements which they offer, but also of the advertising qualities of the Bicycling World.

ANNOUNCEMENT.

TO OUR FRIENDS AND AGENTS.

In order to supply our agents who have a demand for a Crank Safety (as well as the lever motion) we have arranged the future construction of our Volant so that cranks can be attached as well as levers without altering many of its details, and we are now prepared to fill orders for the Crank Safety Wheel, which we shall call the "Speedwell."

This machine is well and carefully made, being fitted with ball bearings throughout, iucluding ball pedals, Fish's patent hammock saddle, which reduces the vibration to a minimum, and is not only neat in design but simple in contruction.

We believe this wheel cannot be equalled in this country at the price ($115.) It possesses all the improvements, and is made of the same material as the highest priced wheels now sold. If you are in want of a thoroughly reliable, easy running safety that will give satisfaction to all, we would advise you to place your orders early as we anticipate a big rush. Awaiting your orders, we are.

Very truly yours, SPRINGFIELD BICYCLE MFG. CO.
178 Columbus ave., Boston.

If you are not our agents or we have not quoted you terms, please write us at once, and in order to be fair to all we must observe the old maxim, "first come first served." * * *

Look!! Look!! Look!! Look!!

WHO CAN BEAT THESE PRICES?

501	New Mail Safety, ridden only two weeks. Only -	$105.00
502	Springfield Volant, new, finish slightly marred. Only	100.00
503	Columbia Tandem Safety, ball pedals, ridden less than 50 miles - - - - - - - - -	180.00
504	Swift Safety, ball bearing all around and new King of Road Lantern - - - - - - - -	90.00
505	Marlboro' Tandem Tricycle, excellent condition, with lantern and cyclometer - - - - - -	60.00
506	Columbia Tandem Tricycle, almost new - - - -	160.00
507	Royal Mail Tricycle, excellent condition and New King of Road Lantern - - - - - -	70.00
508	Singer Straight Steerer, ridden less than 50 miles -	110.00
509	Victor Band Steering Tricycle, excellent condition	40.00
510	Marlboro' Club Side Steering Tricycle - -	50 00
511	58-inch Victor Roadster, excellent condition - -	65 00
512	56-inch Expert Columbia, full nickel, excellent condition- - - - - - - - -	65.00
113	56-inch Victor Light Roadster and Lakin Cyclometer	70 00
814	50-inch Expert, Very fine, Ball Bearings all around -	55.00
815	48-inch Special Star, nickel plated, almost new -	75.00

These wheels are all complete with tool bag and tools, ball pedals, and are greatest bargains ever offered. Sent C. O. D. upon receipt of $5.00. Send order at once or you will be too late. You will never have a chance like this.

Bicycle Dealers will find it to their advantage to send for net Price List of Sundries.

WHITTEN, CODDING & CO., - - - PROVIDENCE, R. I.

TO BRAIN WORKERS.

To have a healthy brain you must have a healthy body. To have a healthy body you must take exercise. Bicycling is the finest exercise in the world. The WHITE FLYER SAFETY is the finest bicycle in the world. Those who ride them have the healthiest bodies in the world. *What about their brains?* if this reasoning is logical. Read this over again, so as to get the real meaning of the reasoning. Why do you not write us for our illustrated Catalogue? Nearly every League member has, not to speak of the unattached riders all over the country, who would join the League if they knew what a benefit it was to every American wheelman.

Advertising Agents and inventors with good sound ideas on cycle construction write to **J. Purvis-Bruce, The White Cycle Co., Marlboro, Mass.**

Send us something practical, whatever you do. We can do our own song and dance business after business hours. Stand not upon the order of your sending, but *send for our catalogue.* Mention whether it is to be on scented or unscented paper, so that we can "take your measure." We don't give a snap whether you believe what we say or not. We have a conscience which tells us to go ahead and lay on Mac Duff. Our independent policy has been one reason why so many orders have been booked. Another is the superiority of our bicycles, but "a word to the wise is sufficient."

See Page 310.

Free

Beautifully Illustrated

ART CALENDAR

FOR 1889.

Twelve pages of Bristol board neatly fastened together with ribbon.

ILLUSTRATIONS SPECIALLY DRAWN FOR THIS CALENDAR BY MR. FRANC NOIJE.

Plates and printing done by the Moss Engraving Co.

A work of art suitable for Parlor, Library or Office.

ADDRESS

THE CAPITAL CYCLE CO., Washington, D. C.



THE VOLANT. Price $115. "It's a daisy."

Springfield Bicycle Mfg. Co.,

178 Columbus Ave., Boston, Mass.

"Where Innocence is Bliss"

Brother Solemn—Been to the sacred concert, deacon?

Deacon Milkweed—Yes: they hed er pooty good entertainment, tew.

Brother Solemn—What did they sing?

Deacon Milkweed—"Razzle-dazzle," "Drill, yew Terriers, Drill," an' ern anthem called "Killaloo," by permishun from Mr. Leslie uv ther Standard charch in New York.

F. M. Downing of Lawrence, Mass., writes: I have given the Volant a good trial and like it very much. (Accent on the *very*.) Reader—*Go thou and do likewise.*

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.

FIXTURES.

JULY.

17—Minneapolis, Minn., Two-mile bicycle race, Caledonia Club.
20—E. Hartford, Mass., Wheel races. E. E. Arnold, E. Hartford, Conn.
25—Minneapolis, Minn., Twenty-five-mile road race, State Championship. Entries close July 20; fee $1. W. Monasch, Minneapolis Bi. Club, Minneapolis.
26—Louisiana Division Meet at New Orleans.

AUGUST.

8, 9, 10—Massachusetts Div. Meet at Cottage City, Mass.

SEPTEMBER.

4, 5—Hartford Tournament.
20—Michigan State Div. L. A. W. Meet at Ypsilanti, Mich.

OCTOBER.

23-29—Macon, Ga., Race Meet.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - Room 27

ABBOT BASSETT, Secretary.

SEVERAL letters have come to us in reply to the communication of 19308 who suggested that the League establish some system whereby funds could be transmitted from place to place by tourists. Our correspondents advise the employment of the Money Order system of the Post Office. One can send mony from one Post Office to another, payable to himself, and in this case the signature of the remitter is added to the advice. Then at the paying office the sender is identified by comparison of signatures. The express companies also have well established money order systems, issuing orders that will be received at any bank, or will be paid at the express office after comparison of signatures as in the case of the Post Office. There would seem to be no necessity for the League to undertake work that is now so well performed by others.

R. I. Election.

To members of the R. I. Division:

In accordance with Article IV, Section 2 of the L. A. W. Constitution, and Section 2 of the Division By-laws, the members of this Division will cast their votes for Division officers between the 15th day of July and the 15th day of August.

The officers to be elected are a Chief Consul, Vice Consul, Secretary-Treasurer, and two Division Representatives. The Secretary will mail to each member a voting blank with a list of the officers to be voted for printed thereon. These blanks must be properly filled in, signed by the member casting the vote, together with his or her League number, and returned to JAMES L. SPIERS, 83 Vinton street, Providence, who is appointed chairman of the Committee to count the vote, Messrs. C. F. Gladding of Warren, and W. H. Barclay of Pawtucket, being the other two members of the Committee.

Ballots received later than the last mail of August 15th will not be counted. The Committee will count and announce the result of the vote within one week after August 15th.

League Clubs will, between July 15th and August 15th, elect one Division Representative for the first twenty League members, and an additional Division Representative for each fifty additional League members on its roll July 1st. Fraternally,

CHAS. S. DAVOL, R. I. Chief Consul.

Tennessee Members, Notice!

As the time for the annual election of State Officers is near at hand, nominations for Chief Consul and Secretary-Treasurer will be received at the office of Secretary-Treasurer B. A. Patch, Clarksville, Tenn., until July 20th, 1889. Members having nominations to make will please attend to this at once. Fraternally,

J. R. WILSON, Jr., Chief Consul.

Maine Nomination.

At our last meeting the following were nominated as officers for Maine Division L. A. W.: Dr. G. E. Dow, C. C.; C. D. Batchelder, V. C.

C. D. ALEXANDER,
Sec. Portland Wheel Club.

TOTAL MEMBERSHIP.

The tables below institute, a comparison between the membership figures of the fifteen months of last year and those of this year which is as yet only two months old. It will be seen that the District of Columbia, Louisiana, Massachusetts, Minnesota and Rhode Island have already gone ahead of last year's record, and several States will beat their records in a short time. Louisiana renewed fifty-four out of fifty-seven members:

	Re. '88.	Mem. '88.	Re. '89.	Mem. July 12.
California,	262	423	275	368
Colorado.	29	67	32	37
Connecticut.	356	479	339	472
Delaware,	26	46	30	35
Dist. of Col.,	64	165	117	171
Illinois,	425	776	493	743
Indiana,	143	197	104	125
Iowa,	88	173	93	111
Kansas,	108	169	99	121
Kentucky.	49	92	50	79
Louisiana,	42	57	54	68
Maine.	101	150	105	139
Maryland.	230	472	334	499
Mass.,	887	1250	904	1386
Michigan	168	357	234	327
Minnesota.	67	115	81	117
Missouri.	250	391	212	272
Nebraska.	71	98	61	74
N. H.,	81	103	55	68
New Jersey.	541	753	470	520
New York.	1668	2519	1435	1824
Ohio.	619	964	620	762
Penn.,	1093	1502	944	1250
Rhode Island.	142	270	204	281
Tennessee.	39	117	75	88
Texas.	19	39	21	33
Vermont,	50	58	32	36
Virginia.	65	121	64	75
W. Va.,	21	38	20	32
Wisconsin,	64	109	56	73
Alabama,	8	14	8	11
Arizona,	2	8	7	8
Arkansas,	8	11	4	4
Dakota,	10	12	9	9
Florida,	7	17	6	18
Georgia,	11	16	6	6
Mississippi.	0	14	6	11
Montana,	2	2	6	6
Nevada,	0	2	2	18
New Mexico.	2	8	7	8
N. Carolina.	4	5	2	3
S. Carolina,	1	8	4	4
Oregon.	0	0	1	1
Utah.	0	12	12	12
Washington,	0	1	2	2
Wyoming,	4	4	3	3
Bermuda,	1	1	1	1
Canada.	6	11	12	12
England,	3	3	3	3
Nova Scotia	4	8	5	5
	7851	12103	7728	10272

Massachusetts.

Circular No. 26.

The following Consuls have been appointed:
Cottage City—Geo. W. Smith, 115 Circuit avenue
Danvers—John W. Porter, 12 Hilton street.
Egremont—Andrew Dunlap, So. Egremont.
Ipswich—Eugene N. Spinney, Agawam House.
Leicester—Walter C. Watson with L. S. Watson & Co.
Newton Centre—A. M. Gooch, Warren street.
Norton—Louis J. L'Amoreux with A. H. Sweet.
So. Hadley—Geo. B. Skinner, So. Hadley Falls.
Spencer—Frank A. Drury, Nat. Bank.
Stoughton—Chas F. Tenney, Seaver street.
Wareham—G. Fred Standish, Thompson's Hotel.
Webster—Howard W. Bracken, East Main street.

Fraternally, WM. H. EMERY, Chief Consul.

Ohio Division Meet and Tour.

The Ohio Division not having received an invitation to become the guest of any club, the Division will hold an independent meet and tour.

The tour will begin at Dayton (Phillips House) starting at 8 o'clock on the morning of Tuesday, August 13th. We reach Troy for dinner and Sidney for supper and over night. On this evening the annual business meeting of the Division will be held, at which meeting officers for the coming year will be elected.

Wednesday we continue northward, stopping at Wapakoneta for dinner and Lima for over night.

Thursday we start eastward through Ada to Kenton for dinner and Marion for supper where the tour will end.

This will be a tour pure and simple, each member paying as he goes, and no special entertainment being expected from clubs in towns through which we pass.

The roads on this route are reported good, many of them very fine. I trust therefore, that a large number of the members will arrange to take in the entire tour. I would be much obliged if, as soon as you decide to go on the tour, you would advise me of the fact. It will be useful to know about how many will accompany us. The runs are short and there will be no "scorching," as we go for pleasure, not for records. Hoping to meet a large number of the Division on the tour, I remain,

Faithfully Yours, T. J. KICKERTICKS, Chief Consul.

Pennsylvania Road Book.

Members Pennsylvania Division L. A. W.—Have been unable to receive any information from the Road Book Committee directly, but from an indirect source learn that it is the maps that are causing the delay. We understand this book can be published without these at once. It may be found best to have it so published. Hope to present the Nominating Committee's report in the next issue of the Bulletin.

JOHN J. VAN NORT, C. C. of Penn.

Scranton, July 6, 1889.

New York State Division, League of American Wheelmen.

Mail Vote.

For Chief Consul.....

For Vice Consul.....

For Secretary-Treasurer.....

For Representatives,

.....of.....

.....of.....

.....of.....

.....of.....

Name.....

Address.....

N. B. Votes must be signed and returned to the Secretary-Treasurer on or before Aug. 15th, 1889.

ARTICLE IV., SEC. 2, L. A. W. Constitution—"Each Division shall elect a Chief Consul, Vice Consul, Secretary-Treasurer and Representatives annually, between the 15th day of July and the 15th day of August, as follows:

One Representative for each one hundred resident League members, also one Representative from each League Club of not less than twenty members, and an additional Representative for each fifty additional members upon its roll on July 1st. Club Representatives to be chosen each by the Club of which he is a member. These shall constitute the Division Board of Officers."

Regular nominations as prescribed by the Division By-Laws can be found in the L. A. W. BULLETIN for 12th July, 1889.

New York State Division, Nominations.

For Chief Consul—W. S. Bull, Buffalo.
For Vice Consul—M. L. Bridgman, Brooklyn.
For Secretary-Treasurer—George M. Nisbett, New York.

For Representatives, First District, comprising New York, Richmond and Westchester Counties—J. C. Gulick, Citizens' B. C., New York; W. H. De Graaf, Harlem W., New York; J. L. Miller, Riverside W., New York; G. B. Watts, Jr., New York B. C., New York; J. A. Clairmont, Manhattan B. C., New York.

For Representative, Second District, comprising Kings, Queens and Suffolk Counties—Carl C. Alden, Brooklyn.

For Representative, Third District, comprising Columbia, Greene, Rensselaer, Albany, Saratoga, Schoharie, Washington, Warren, Hamilton, Essex, Franklin, Clinton, Schenectady, Montgomery and Fulton Counties—Henry Gallien, Albany.

For Representative, Fourth District, comprising Wayne, Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herkimer, Oneida, Madison, Onondaga, Seneca, Yates, Ontario, Steuben and Schuyler Counties—Charles W. Wood, Syracuse.

For Representative, Fifth District, comprising Chemung, Tioga, Broome, Tompkins, Chenango, Otsego, Cortland, Delaware, Sullivan, Ulster, Dutchess, Orange, Putnam and Rockland Counties—Charles F. Cossum, Poughkeepsie; H. W. Arnold, Binghamton.

For Representatives, Sixth District, comprising Niagara, Orleans, Genesee, Wyoming, Erie, Livingston, Cattaraugus, Chautauqua and Monroe Counties—Walter S. Jenkins, Buffalo; Will G. Schack, Buffalo; Robert Thomson, Rochester; Dr. Geo. E. Blackham, Dunkirk.

GEORGE M. NISBETT, Sec.-Treas.

Massachusetts.

Circular No. 27.

The following are L. A. W. Hotels for this State. Members are reminded that under no circumstances will discount be allowed unless League ticket is presented. Members should always request League rates and present ticket in order that proprietors may appreciate the amount of our patronage.

Abington—Keene's Hotel.
Ashland—Central House.
Attleboro—Park street Hotel.
Auburndale—Woodland Park.
Baldwinville—Narragansett House.
Boston—Clarendon Hotel.
Braut Rock Marshfield—Hotel Churchill.
Brockton—Hotel Belmont.
Brookfield—Brookfield House.
Cambridge—Bristle Square Hotel.
Chelsea City Hotel.
Clinton—Hotel Oxford.
Danvers—Hotel Danvers.
Dedham—Norfolk House.
East Templeton—Bay State.
Fall River—Wilbur's Hotel.
Florence—Hotel Florence.
Gardner—Gardner House and Windsor House.
Georgetown—Pentucket House.
Gloucester—Pavilion.
Great Head—Hamilton's.
Greenfield—Mansion House.
Ipswich—Agawam House.
Leominster—Leominster.
Lowell—American House.
Lynn—Revere House.
Malden—Evelyn House.
Manchester—Manchester House.
Marlboro—Windsor House.
Milford—William.
New Bedford—Mansion House.
Newburyport—Wolf Tavern.
Newton—Hunnewell.
North Adams—Richmond House.
Northampton—Mansion House.
North Easton—Packard House.
Norton—Mansion House.
Norwood—Norwood House.
Palmer—Converse House.
Peabody—Baldwin's.
Pittsfield—Berkshire House.
Rutland—Muschopauge House.
Rockport—Sandy Bay House.
Salem—Essex House.
Sandwich—Central House.
So. Deerfield—Bloody Brook House.
So. Egremont—Mt. Everett House.
Spencer—Massasoit.
Springfield—Haynes Hotel.
Taunton—City Hotel.
Waltham—Prospect House.
Wareham—Thompson's Hotel.
Westborough—Whitney House.
Whately—Whateley House.
Williamsburgh—Hampshire House.
Winchendon—American House.
Winchester—Stoddard's Restaurant.
Woods Holl—Dexter House.
Worcester—Lincoln House.

Fraternally, WM. H. EMERY, Chief Consul.

Michigan.

This State is entitled to three Representative instead of two, as published last week. Two renewals that were belated, but which got in on time, give the State 301 members July 1st.

ABBOT BASSETT, Sec.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee

thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 197—Total 103--10,272.

BOSTON, July 12, 1889.

CALIFORNIA DIVISION—1—368.

Bay City Wheelmen.

23900 Rose, W. T., 618 Capp st., San Francisco

CONNECTICUT DIVISION—6—472.

Hartford Wheel Club.

23903 Cornell, Harry G., 97 Huntington st., Hartford

Unattached.

23905 Case, Henry W., Ansonia
23906 Nelson, Wm. A., "
23901 Crosby, Albert H., Drawer D, Hartford
23902 Burdett, Chas. L., 25 Tourtelotte st., "
23904 McCorkell, Alexander K., 28 Hudson st., "

DISTRICT OF COLUMBIA DIVISION—5—171.

Unattached.

23908 Kel'y, Josiah S., 905 8th st., N. W., Washington
23907 Towers, Harry C., 1206 H. st., N. W. "
23926 Jose, Julius, 1515 Q st., N. W. "
23925 Netherland, W. M., 1301 Penna ave., "
23924 McComas, Frank C., 931 Penna ave., "

KANSAS DIVISION—1—121.

Unattached.

23938 Lescher, H. G., 707 Kan. ave., Topeka

MASSACHUSETTS DIVISION—18—1,389.

Roxbury Bi. Club.

23944 Cox, Edwin W., 3 Sunnyside Terrace, Roxbury

North End C. C.

24000 Mac Donald, R. Cyrene, 31 Parmenter st., Boston

Brookline C. C.

23927 Carnes, Frank A., 8 Webster Pl., Brookline

Cambridgeport C. C.

23914 Danforth, Walter B., 57 Auburn st., Cambridgeport

Outing C. C.

23920 Cross, William E., 29 Oak st., Springfield
23919 Knapp, J. Herbert, 28 Spring st., "

Holyoke B. C.

23928 Pulsifer, J. R., 373 Main st., Holyoke

N. B. C. C.

23939 Damon, Chas. A., 78 Hillman st., New Bedford

South End Ramblers.

23911 Brierly, D. H., 9 Riley st., Worcester

Unattached.

23909 Porter, F. Addison, 21 Dartmouth st., Boston
23918 Stevens, G. H., 76 Waverly st., Boston Highlands
23913 Clark, James, Pumping Station, Dorchester
23912 *Merrill, Edith F.*, "Hotel Lincoln" Hyde Park
23910 Brown, George H., Spear st., Quincy
23915 Colp, Henry A., 18 Tremont st., Taunton
23945 Folger, Chas. E., 61 Hillman st., New Bedford
24001 Holway, Wesley O., cor. Summer and Ward, Newton Centre
24002 Woodcock, Fred H., 32 Oread st., Worcester

MICHIGAN DIVISION—1—347.

Unattached.

23929 Apted, Alfred H., Grand Rapids

MISSOURI DIVISION—1—272.

St. Louis C. C.

23930 Harding, A. G., 1704 Whittier st., St. Louis

NEW HAMPSHIRE DIVISION—1—68.

Unattached.

23916 Dodge, C. N., Hampton Falls

NEW JERSEY DIVISION—1—520.

Essex Bi Club.

23931 Dixey, T. Bird, 434 William st., E. Orange

NEW YORK DIVISION—52—1824.

Buffalo Ramblers.

23949 Armstrong, A., 49 Oak, Buffalo
23950 Baer, Hy, 222 Washington, "
23951 Brown, Chas. E., 1507 Main, "
23952 Cook, Geo. J., 503 Oak, "
23953 Crafts, B. E., 310 S. Division, "
23954 Digby, W., 149 Front ave., "
23955 Dold, Chas. H., 695 Main, "
23959 Downie, Geo., 344 Hoyt, "
23957 Dawson, H. W., 147 Niagara, "
23958 Irlbacker, E. F., 784 Ellicott, "
23959 Field, A. E., 171 So. Division, "
23960 Flach, E. R., 466 Oak, "
23961 Goodsell, O. H., 189 Chippewa, "
23962 Gruber, M., 820 Broadway, "
23963 Homer, Hy. Farmers and Mechanics B'k, "
23964 Heath, C. F. 51 Pearl, "
23965 Hitschler, Chas. C., 420 Genesee, "
23966 Heeman, F. W. Jr., 990 Michigan, "
23967 Harvey, Jos., 586 West ave., "
23968 Harris, B. D., 174 13th, "
23969 Haberer, Chas., 330 Ellicott, "
23970 Kellner, Edw. G., 343 Virginia, "
23971 Lanahan, F. J., 171 Louisiana, "
23972 Lautz, W. J., 31 Dodge, "
23973 Lautz, F. J., 31 Dodge, "
23974 Parsons, T. H., 353 14th st., "
23975 Minton, A. D., Courier Co., "
23976 Mayer, W. E., "
23977 McChan, F. H., 64 Delaware ave., "
23978 Randall, E. D. Jr., 117 Niagara, "
23979 Rausch, J. W., 382 Mortimer, "
23981 Slade, Chas. F., 392 Pearl, "
23982 Shearer, M. L., 160 Johnson Pl., "
23983 Stein, U. B., 228 Eagle, "
23984 Trautmann, H. J., 227 Locust st., "
23985 Wagner, H. C., 200 Pratt, "
23986 Walter, Geo., 243 Cherry, "
23987 Werner, A. L., cor. High and Lemon, "
23988 Youngman, John Jr., 225 Locust st., "
23980 Schack, A. G., 10 Jamestown st., Gowanda

Zig Zag Bi. Club.

23948 Stearns, Chas., cor. Bidwell and Elmwood ave., Buffalo

Unattached.

23989 Van Buskirk, Eugene, N. Y. State Armory, Elmira
23990 Sheive, Hammond M., care Dorn & Co., "
23991 Parsons, Fred W., 351 Columbia st., "
23992 Mandeville, J. E., 2 Main st., "
23993 Lever, Geo. A., 456 Franklin st., "
23994 White, Frank W., Telephone Exchange, "
23995 White, J. E., Logan st., "
23996 Townsend, Wilbur L., 138 W. Water st., "
23921 Harting, Orlando H., Box 24, Ellenville
23946 Pryibil, A., 512 W. 41st., New York
23917 Van Wagner, Alex B., 92 Liberty st., "

OHIO DIVISION—5—702.

Fostoria Bi. Club.

23932 Stackhouse, A. J., Fostoria
23933 Hissong, Harry E., "
23934 Wald, Gus D., "

Unattached.

23917 Lockwood, W. M., Box 47, Bellaire
23922 Gose, Robert E., Ravenna

PENNSYLVANIA DIVISION—4—1250.

Chester Co. Wheelmen.

23936 Pratt, Maurice B., West Chester

Unattached.

23997 Stafford, Jas. D., 1837 No. 13th st., Philadelphia
23935 Dunbar, J. H., 1602 Park ave., "
23923 *Rudy, Mrs. Martin*, 439 So. Queen st., Lancaster

RHODE ISLAND DIVISION—5—281.

Unattached.

23940 Babcock, Eugene, 43 Greenwich st., Providence
23999 Martin, Harold G., 118 Bowen st., "
23941 Bogle, John M., 202 Pine st., "
23942 Bowen, G. Louis, Box 1404, "
23943 Powers, Chas. L., 55 East st., Pawtucket

TEXAS DIVISION—1—33.

Unattached.

23998 Lafken, Hiram, cor. St. Charles and Preston, Houston

VERMONT DIVISION—1—30.

Unattached.

23937 Thomas, F. B., W. Randolph

Renewal List.

BOSTON, July 12, 1889.

List No. 15.			
California	1	New York	6
Colorado	1	Ohio	4
Connecticut	1	Rhode Island	1
Illinois	3	Vermont	1
Kansas	2		34
Massachusetts	3	Previous	7694
Michigan	3		
Missouri	7	Total	7728
New Jersey	1		

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find* $ ..... *for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

WARWICK CYCLE MANUFACTURING CO., - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a 3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN".

Absolutely Wrought Steel throughout--No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots
- W. W. STALL, 609 Tremont Street, Boston Mass., for Eastern Massachusetts.
- HALPIN & CO., 13 Murray Street, New York, for New York State.
- C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
- D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
- H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.
- THOS. H. B. VARNEY, 42 and 44 Fremont St., San Francisco, Cal., for Pacific Slope.

Or to the makers at Springfield, Mass.

THE WHITE FLYER.

Niagara Suspension Bridge is 821 feet span, the Covington and Cincinnati 1057 feet: the Brooklyn and New York 1595 feet; and the one now building over the Firth of Forth in Scotland has *two* spans of *1680* feet *each*. The span of life can be extended indefinitely by the use of two human feet on the WHITE FLYER. Agents wanted in every city in America. Send for Catalogue. Write for terms. Advertising Agents address, with brand new methods and lowest rates.

J. PURVIS-BRUCE,
White Cycle Co.,
Westboro, Mass.

See Page 305.

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

THE CLARK CYCLE COMPANY,
340 N. Charles St., - - Baltimore, Md.

Schoverling, Daly & Gales,

AGENTS FOR

New Mail,

VINEYARD, IDEAL

and other Bicycles.



AGENTS FOR

Wright & Ditson's

LAWN TENNIS

A. J. Reach Co's,

Base Ball Goods.

302 BROADWAY, NEW YORK.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chicago

FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,

Sole Agents,

NEW YORK AND CHICAGO.

The trade supplied.

GET THE BEST!

THE

Standard

Cyclometer.



Greatly Improved for 1889.

No more Rattle.

Simplest and Best Instrument ever Invented.

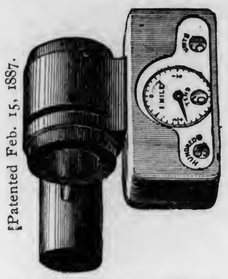
Made for all **Safeties.**

Registers 2500 Miles.

J. A. Lakin & Co.,

WESTFIELD, MASS.

Send for Circular



All the Accepted Road Records

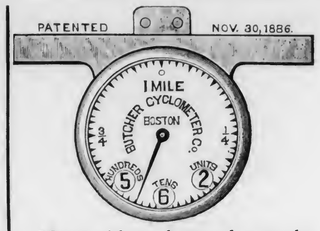
Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,
338 Washington Street,
BOSTON, MASS.

Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00



New York Bicycle Co.

No. 4 East 60th Street,
NEW YORK,
DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24. Star Safety, &c.

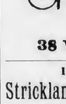
Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

REPAIRING.

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

CAMPBELL & CO.,
Dealers and Repairers,
33 Page St., Providence R. I.

S. L. HOUSE & CO.



BICYCLES

Psycho or Singer Safety,	$100
Tandem Bicycle,	200
Ladies' Psycho,	145
Gents' Psycho,	145
Royal Singer,	140
Royal Safety,	135
Ladies' Singer,	135
Apollo Safety,	135
Courier Safety,	90
Courier Safety,	75
Wanderer Safety,	60
Little Jewel,	$12 to 25

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

If any dealer says he has the Strickland & Pierce Flexible Bicycle Shoe, without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.



NO. 1 SHOE BEARS OUR LABEL.

High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Wholesale Agents:

J. P. Lovell Arms Co., E. C. Meacham Arms Co., H. B. Smith Machine Co.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched,	$5.00
No. 2, " " "	$3.50
No. 1 Ladies' Tricycle Shoe, - -	$4.50
Ideal Racing Shoe, - - - - - -	$6.00

STRICKLAND & PIERCE,
RANDOLPH, MASS.

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,
243 Columbus Ave., Boston, Mass.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

WHITTEN, GODDING & CO.,
PROVIDENCE, R. I.

BARGAINS.

Victor Tricycle, LATEST model; good as new; $110. 52-inch Royal Mail Bicycle; balls all round; used only 50 miles; for $75; cost $137.50. 46-inch Ideal; A No. 1. $25.

Bicycle Hoist, by mail, $1.50.

LINCOLN HOLLAND & CO.,
Worcester, Mass.

TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

ST. LOUIS WHEEL CO.,
311 N. 14th St., - - - St. Louis, Mo.

Sporting Goods of Every Description.



SMITH MFG. CO. P. P.,

Nos. 121 and 123 Fulton St.
NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

PRIZE MEDALS,

Badges, Emblems & Pins

Made to Order.

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3 Winter Street, Boston.



It Has Always Been Customary

for advertisers to use extravagant language in describing their goods. From the mammoth circus poster, with its impossible horses and imaginary riders (who utterly ignore the laws of gravitation) down to the modest advertiser who proposes to "grow a heavy beard on the smoothest face in ten days," there appears this almost universal tendency to exaggerate, which, "though it may split the ears of the groundlings can but make the judicious grieve." As the size and power of cannon have increased, ship's armor has been strengthened to withstand the shot; so, as the advertiser has enlarged upon the merits of his wares, the reader has come to discount his statements proportionately.

It is not what we *say* to the purchasing public but only so much of it as they *swallow* which goes to make us fat, and only then, when the *goods* come up to the mark.

THE HICKORY WHEELS

look well. They *are* even better than they look. And they are *very much better* than you are apt to think before having seen them.

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STERLING CYCLE CO.,

NEWTON, MASS.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

ORANGE, N. J., April 10, 1889.

MR. FRANK FAIRBAIRN:

Dear Sir—Your circular just received. The suit I obtained last year from you was satisfactory in every respect and is just what I wanted. Please send me one pair of medium, ribbed stockings, dark blue; size of shoe No. 9. Enclosed find $1.25.

Yours truly, CHARLES A. LINDSLEY.

HARLEM BICYCLE CO.,

284 Lenox Avenue,, near 125th Street

Agents for

VICTOR CYCLES

And all the **Best American and English Wheels,**

Boys' and Girls' Bicycles, Velocipedes and Tricycles

Renting, Storing, Lockers, etc.

REPAIRING A SPECIALTY.

BARGAINS.

One New Rapid Light Roadster, 52-inch, in good order, $95.

52-inch, '86 pattern Expert, good as new, $80.

Columbia tandem tricycle, used one year, in good order, offers solicited.

One 52 inch National, good as new, $95.

Eisenbrandt Bros.,

424 E. Baltimore St., BALTIMORE, MD

PANT - STRETCHERS, FREE.

Send 12c. for postage and packing. Best invention for taking out wrinkles and bagging at the knees. For 6c. additional, if mention is made of this paper, we will send full line of samples of custom clothing, 48-in. tape, and full directions. **BAY STATE PANTS CO., 34 Hawley Street, Boston.**



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 4th avenue, New York.

ATTENTION !

Have you a 54-inch ordinary that you want to turn in towards a new Safety. If so, don't miss this chance. Be careful to give full particulars.

CLINTON CYCLE CO.,
CLINTON, - - - - Mass.

$75.00 to $250.00 A MONTH can be made working for us. Agents preferred who can furnish a horse and give their whole time to the business. Spare moments may be profitably employed also. A few vacancies in towns and cities. B. F. JOHNSON & CO., 1009 Main St., Richmond, Va. *N. B.—Please state age and business experience. Never mind about sending stamp for reply. B. F. J. & Co.*



THE BEST SAFETY STAND
EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,
18 So. Broad Street, Philadelphia,

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,
18 So. Broad St., - Philadelphia.

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago,



Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

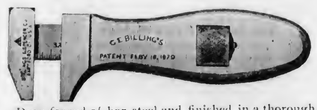
Ladies' and gents; the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

Holmes & Co.



Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey - Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

Second-Hand

Bicycles & Tricycles.

NEW YORK BICYCLE CO.,

No. 4 East 60th. St., NEW YORK CITY.

☞We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Mails, and for cycles of all other good makes.☜

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Bgs.	Cndtn.
506	54	British Challenge,	$140.00	$ 50	7	2	5
513	—	Humber Tandem,	250.00	115	4	2	3
523	56	American Club,	135.00	50	4	2	3
534	52	Dictator,	130.00	45	4	2	3
537	51	Rudge Lt. Roadster,	130.25	95	4	1	2
539	51	New Mail,	125.75	75	4	1	2
544	—	S. S. S. Tandem,	250.00	180	4	1	4
553	52	Singer Matchless,	130.00	65	4	1	2
558	—	Col. Lt. Rdstr. Trike,	160.00	125	4	1	1
572	—	Columbia Tandem,	250.00	150	4	1	3
574	50	Columbia Expert,	130.00	75	1	2	2
577	54	Columbia Expert,	125.00	60	4	2	2
580	52	N. R. Roadster,	132.50	115	4	1	1
599	40	Victor Junior,	50.00	50	4	3	1
597	48	Otto Special,	60.00	35	5	4	2
598	52	Columbia Expert,	132.50	85	3	1	1
601	—	Col. Lt. Rdst Tricycle,	160.00	125	4	1	1
602	48	Special Star,	137.00	75	4	Ball	2
604	52	Columbia Expert,	132.50	85	7	1	1
612	52	Premier,	125.00	55	1	2	0
613	48	Columbia Expert,	125.00	68	3	1	5
616	52	Special Club,	125.00	40	4	2	0
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
628	50	British Challenge,	130.00	30	4	4	4
630	—	Premier Tandem Safety,	200.00	170	4	1	1
632	40	Otto,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
639	48	Apollo Lt. Roadster,	135.00	75	3	1	1
637	—	New Rapid Safety,	135.00	80	4	1	6
638	54	English,	140.00	50	3	2	6
640	54	American Rudge,	110.00	45	4	2	0
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sansparell,	135.00	45	4	2	3
645	52	Columbia Expert,	132.50	50	3	1	0
646	48	Special Star,	137.50	90	3	Ball	2
649	52	Victor Lt. Roadster,	137.50	75	3	1	3
651	51	Special Star,	130.00	68	3	Plain	2
652	50	Springfield Roadster,	75.00	40	4	Plain	3
653	56	Columbia Expert,	127.50	78	4	1	2
654	—	Victor Safety, ('89)	135.00	128	4	1	1
650	54	Royal Mail,	130.00	50	4	1	2
657	48	Columbia Standard,	85.00	25	4	4	6
658	46	Columbia Semi-R'dstr,	70.00	15	7	3	1
660	52	Victor Lt. Roadster,	137.50	90	3	1	1
661	50	Special Club,	130.00	60	1	2	2

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., N. Y. CITY.

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co's "Star" Wheels.

Browning, King & Co.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

PRICE LIST **L. A. W.** UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty



$3.00 $3.00

Toulmin's Buffalo Bicycle Shoe,

Made only of Genuine Kangaroo, $3.00.

Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

W. B. TOULMIN, 285 Main St., Buffalo, N. Y.

Long Island Cycle Co.,

1150 FULTON STREET,

BROOKLYN, - - N. Y.

JOHN BERRY, Manager.

Cycles and Accessories.

Best makes of Wheels to rent.

HIGH GRADE REPAIRING A SPECIALTY.

Testimonials.

E. C. MEACHAM ARMS CO.,
Powder, Arms and Ammunition,
515 and 517 Washington Avenue,
ST. LOUIS, Mo., May 29, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gents: Since I received my 39x24 Star and having used it and given it a thorough trial, I have now convinced myself that it is all that is claimed for it. For hill climbing in particular---well, I can only say that it is the boss of them all, and cannot be excelled; it is the best wheel for road riding, and can be easily controlled on rough roads; it is not as sensitive as the ordinary chain safeties of the crank pattern, and can be easily handled in rutty roads. I find that almost any rider of the ordinary bike can mount and ride it at first trial, and are pleased with the way it handles. It is much lighter than any of the road riding safeties, and I feel confident that in the near future the safety riders will find that the 39x24 Star will be worth consideration, and it will not take much to convince them that it is "the wheel" for safety and all around riding. Respectfully,

HAL W. GREENWOOD,
"Champion Hill Climber of the World."

DERBY SAVINGS BANK.
Wm. E. Downes, President.
Thos. S. Birdseye, Treasurer.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen: The 39x24 is the machine for this immediate country. No machine on the market is its equal on the hills or rough roads, in my judgment; I except no machine, and we have seven different kinds in this town. Yours, etc.,

THOS. S. BIRDSEYE.

TAYLORVILLE, Ill., May 23, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Dear Sirs: My new 39x24 Star machine is very satisfactory and I think it is the best machine on the market. Yours truly,

J. ED. LONG.

Office of the Blair Iron and Coal Co.
HOLLIDAYSBURG, Pa., April 9th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—This is the third season for my 51-inch Star, and I have had no repairs occasion I rode twenty miles with the right pedal alone without inconvenience. Hoping that the Star will continue as popular in the future as in the past, I remain,

Yours sincerely,
JOS. D. IRBY TSON, 'R.



THE NEW STAR, 39x24.

1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

CHICAGO LETTER.

Chicago, July 5th, 1889.

Pope Mfg. Co., Boston:

Gentlemen: We had a very successful State Meet---Illinois Division of the L. A. W.---at Ottawa, yesterday. Over three thousand people attended the races, which were interesting and well contested. The prizes were finer than at any other meet held in the West. There were nine events, including the One Mile Ordinary and Safety L. A. W. Championships. There were nine first prizes and six second prizes, all of which except the first and second in Consolation and second in Novice were captured by riders of Columbias. Lumsden, on a Columbia, won both championships.

* * * * *

Sedalia Letter.

Sedalia, Mo., July 4th.

Barnard, on a Columbia, beat Stone. Riders of Columbias win four first and five second prizes.

* * * * *

FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 19 JULY, 1889.

Volume XIX. Number 12.

THE VICTOR IS THE KING OF WHEELS! AH, YES,
IT IS, AND SO HAS BEEN FOR, LO! THESE MANY YEARS!
BUT WHAT IS THIS THEY SAY, OF WHEELS THAT ARE
"GOOD," "BETTER," "BEST"—AS MANY A MAKER HATH IT
IN HIS BOOKS?
OH, WELL! THERE ARE SOME OTHER WHEELS ABOUT,
THAT WILL, WITH DUE PERSUASION, RUN (DOWN HILL).
AMONG THESE YOU MAY USE YOUR "GOOD" AND "BETTER,"
BUT THE SUPERLATIVE! THAT YOU MUST KEEP FOR
VICTORS.

THEY ARE BEST.

"IT'S TOO LIGHT!"

Is a remark frequently made by those who look at the **QUADRANT SAFETY** for the first time. And so it might be if it were not made by a Company who have the most scientific designers and the most skillful workmen in the world.

"WILL IT STAND HARD USAGE?"

Was a question in the mind of one of Philadelphia's most prominent business men, who weighs 200 pounds and often rides from 60 to 100 miles a day over rough roads. He had never ridden anything but the old reliable —— and was a little afraid to trust himself upon a wheel so light as the Quadrant. At the same time he did not want to push that extra 10 pounds of dead weight around with him everywhere, if the lighter wheel was just as strong. So he bought one of the first Quadrant Safeties imported, with a written guarantee that if it did not stand the hard usage he intended to give it, the importers would give him any make of machine in the market in even exchange for it. He still rides a Quadrant and it has never cost him a cent for repairs. If you now tell anyone who knows the history of this machine that the Quadrant is too light, he will tell you that a machine that will stand Mr. ——'s riding will carry anybody.

AND IT WILL!

SOLE IMPORTERS,

STRONG & GREEN CYCLE CO.,

707 Arch Street, - - - - - - - - - Philadelphia, Pa.

Ah, but what about our good old friend

THE AMERICAN SAFETY?

At one time there were more of them on the American roads than all other makes combined, until the craze for rear-drivers took possession of the market. But we can still honestly maintain that this machine is the

Easiest Running Bicycle In the World,

and with conservative riders who do not desire to sprint it is a great favorite.

TIDIOUTE, PA., July 3, 1889.

Gormully & Jeffery Mfg. Co., Chicago, Ill.

Gentlemen—I have been the proud owner of one of your American Safeties (44-inch front wheel) for over a year, and in that time have ridden 10,879 miles, and in my opinion it is the easiest-running machine that I know of, having tried several different makes. Last month I tried to see how far I could ride. I'll give you the mileage per day:

June.	Miles.	June.	Miles.	June.	Miles.	June.	Miles.	June.	Miles.	June.	Miles.	June.	Miles.	June.	Miles.
1	30	5	78	9	30	13	15	17	15	21	16	25	—	29	34 3-4
2	25	6	20	10	25	14	65	18	30	22	87	26	30 1-2	30	14 1-4
3	40	7	65 1-2	11	2	15	40	19	95	23	—	27	15		
4	35	8	50	12	108	16	20	20	22	24	—	28	20	Total 1,028 Miles.	

This distance was registered on an Excelsior Cyclometer: it registered 999, then it went up to 29, which makes 1,028. I examined the bearings, and they do not show wear at all. I am eighteen years of age and am a member of the L. A. W.

As for this record, I don't think it has been beaten for one month, taking into consideration the weather, etc.

Yours truly, W. J. GRANDIN, JR.

The American Safety (medium grade), - - - Price $71.00

The American Light Safety (highest grade), - - Price $100.00

Catalogue Free.

GORMULLY & JEFFERY MFG. CO., - Chicago, Ill.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

SEND STAMP for samples of Address Cards with *Bronzed* League Emblems. 100 cards, $.75; 50, $.50. BRISTOL PRINTING CO., North Easton, Mass.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 31 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

FOR SALE—54-inch Standard Columbia; balls to drive wheel; new tires, saddle and ped. rubbers and spade handles, $60. 52-inch Wilkinson; excellent order, $45. 48-inch Stand. Columbia; new tires, saddle, ped. rubbers and spade handles, $40. 54-inch Champion L. R.; balls all around; fine condition; $85. All are newly enameled. BLOOMINGTON BICYCLE AGENCY, Bloomington, Ill.

FOR SALE—One Expert Columbia, 50-inch. One 45-inch Star, silent ratchets; both in good order. Write for prices to FREEPORT CYCLE WORKS, 41 Washington st., Freeport, Ill.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

H. W. HIGHAM,

905 G St., Northwest. WASHINGTON, D. C.

—DEALER IN—

American and English Cycles and Sundries.

First-Class Repairing ONLY.

Every attention given to repairs from the South. **Parts and Sundries Supplied for all Machines.** A few good second-hand machines always in stock. State size or style required.

BARGAINS.

One New Rapid Light Roadster, 52-inch, in good order, $65.

52-inch, '86 pattern Expert, good as new, $80.

Columbia tandem tricycle, used one year, in good order, offers solicited.

One 52-inch National, good as new, $65.

Eisenbrandt Bros.,

424 E. Baltimore St., BALTIMORE, MD



THE BEST SAFETY STAND

EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for **60 cts.**

KIRK BROWN,

18 So. Broad Street, Philadelphia.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,

18 So. Broad St., - Philadelphia.

Second-Hand

Bicycles & Tricycles.

NEW YORK BICYCLE CO.,

No. 4 East 60th. St., NEW YORK CITY.

☞ We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Mails, and for cycles of all other good makes. ☜

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Bgs.	Cond'n.
560	54	British Challenge,	$140.00	$ 50	7	2	5
513	—	Humber Tandem,	250.00	115	4	2	5
523	56	American Club,	135.00	50	4	2	5
531	52	Dictator,	130.00	45	4	2	3
537	51	Rudge Lt. Roadster,	130.25	95	4	1	2
539	51	New Mail,	128.75	75	4	1	2
544	—	S. S. S. Tandem,	250.00	180	4	1	4
553	52	Singer Matchless,	130.00	65	4	1	2
558	—	Col. Lt. Rdstr. Trike,	160.00	125	4	1	1
572	—	Columbia Tandem,	250.00	150	4	1	3
574	50	Columbia Expert,	130.00	75	4	2	2
577	54	Columbia Expert,	125.00	90	4	2	2
580	52	N. R. Roadster,	132.50	115	4	1	1
590	46	Victor Junior,	50.00	50	4	3	1
597	48	Otto Special,	00.00	35	5	4	2
598	52	Columbia Expert,	132.50	85	3	1	1
601	—	Col. Lt. Rdst Tricycle,	160.00	125	4	1	1
602	48	Special Star,	137.00	75	4	Ball	2
604	52	Columbia Expert,	132.50	85	7	1	2
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
616	52	Special Club,	125.00	40	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
628	50	British Challenge,	130.00	30	4	4	4
630	—	Premier Tandem Safety,	200.00	170	4	1	1
632	40	Otto,	35.00	15	5	4	4
634	54	Special Club,	135.00	97	3	2	2
636	48	Apollo Lt. Roadster,	135.00	75	3	1	1
637	—	New Rapid Safety,	135.00	80	4	1	6
638	54	English,	140.00	50	3	2	6
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sanspareil,	135.00	45	4	2	3
645	52	Columbia Expert,	132.50	50	3	1	6
646	48	Special Star,	137.50	90	3	Ball	2
649	52	Victor Lt. Roadster,	137.50	75	3	1	3
651	51	Special Star,	130.00	68	3	Plain	2
652	50	Springfield Roadster,	75.00	40	4	Plain	3
653	56	Columbia Expert,	127.50	78	4	1	2
654	—	Victor Safety, ('89)	135.00	128	4	1	1
656	54	Royal Mail,	130.00	50	4	1	2
657	48	Columbia Standard,	85.00	25	4	4	6
658	46	Columbia Semi-R'dstr,	70.00	45	7	3	1
660	52	Victor Lt. Roadster,	137.50	90	3	1	1
661	50	Special Club,	130.00	60	1	2	2

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., N. Y. CITY.

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co's "Star" Wheels.

LEAGUE HOTELS.

CHICAGO—The Commercial Hotel, N. W. Cor. Lake and Dearborn Sts. Room with board, $1.50 per day; room without board, 75c. per day.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜

NEW SPRINGFIELD ROADSTER—Balls all around; hollow rims. Price $93. Lock Box 12, Canton, Pa.

COLUMBIA Light Roadster Tricycle for sale at a low price, or will exchange for Safety; in very good condition. A. F. KELLY, Elmira, N. Y.

TANDEM WANTED—Bi. or Tricycle; must be perfect; will give in ex. a 54-inch Champion L. R.; all balls; excellent condition; or if Tandem is a bargain will pay all cash. Send full description, etc. WM. MATERN, Bloomington, Ill.

FOR SALE—American Challenge Tandem; balls all around. Price $100. Good as new. Address FRAZIER & SMITH, Franklin, Pa.

FOR SALE—Humber Tandem, 1887 pattern; ball bearings; enamel finish; $75; net cost new $250; in good condition; sent on inspection. J. E. SEARLES, Little Falls, N. Y.

BARGAINS—52-inch Col. Light Roadster; in excellent condition; $75. One 1889 Rambler Safety; nearly new; $100. Address C. E. TITCHENER, Binghamton, N. Y.

FOR SALE—Mc. 54 1-2 inch Victor Racer. Apply to W. W. WINDLE, West Millbury, Mass.

FOR SALE CHEAP—52-inch Expert, '87 pattern; balls all around; A1 condition. A. C. VOORHEES, New Brunswick, N. J.

42-INCH SPECIAL PONY STAR—1888—hollow all around; parallel and ball bearings; little used; cost $140; will sell for $60 cash, or exchange for Columbia Safety. A. L. ALLIN, Drawer 15A, Middletown, Conn.

FOR SALE or exchange for Safety—One 54-inch Harvard; full nickel; ball front and rear wheel; cone pedals; cow horn handle bars; Cooper saddle. Write for particulars. N. C. NEVILLE, Conneautville, Pa.

FOR SALE—A new Special Star Light Roadster; ball and roller bearings, at 10 per cent. discount. 51 Lyon st., New Haven, Ct., or J. ANDRAE, Milwaukee, Wis.

FINE BARGAIN—Victor Tricycle; splendid condition. $70 cash. Write. F. C. HAND, Scranton, Pa.

FOR SALE—53 inch Columbia L. R., '80 pattern; enameled and nickel finished. A1 condition. Price $80. W. H. DEGRAAF, 47 and 49 W. 14th street, New York.

BARGAIN—Humber Tandem, good condition; balls all around. $100 cash. FRED. A. SPIELMAN, Fairfield, Ia.

WANTED—A Ladies' bicycle in exchange for a Sparkbrook Cripper, light weight, tricycle. A. G. POWELL, 1219 Callowhill street, Philadelphia, Pa.

SIDWELL & SABEN,

New and Second-Hand Wheels

OF EVERY DESCRIPTION.

Repairs Executed Promptly and at Reasonable Rates.

152 CONGRESS STREET,

BOSTON, MASS.

Bicycles Bought, Sold and Repaired.

Largest Repair Shop in the West.

BROWN BROS. MFG. CO., - - Chicago, Ill.

Additional Second-Hand Wheels on Page 339.

PROVIDENCE HEARD FROM.

"SINGER SAFETY BICYCLES lead them all!! But not in the repair shop. More Singers sold this season than any other make of Safety. Strongest, handsomest and finest running Safety that was ever invented by a cycling genius. It has a raking, racing looking build. Has the only Spring-wired Tire. Can't come out. No other Safety has it. Why not? Because Singer & Co. have got the finest thing, and they are going to keep it to themselves. The Singer has the most powerful brake can be used. Always reliable. The Singer rides easily and comfortably. No lame back or loose false teeth, if you ride a Singer. The Singer is made for comfort as well as speed. If you don't believe it try one. We give you a fine spring saddle of any make you may choose. The Singer is such a reliable wheel, that despite the large number ridden, if we were to depend for one-quarter of our repair work on Singers, we should have red flag flying over our door in no time. Its name is Singer, but not rattler. Notice the handsomest wheels among the leaders in any road scorch and you will find they are Singers, and then notice that they don't rattle like a low gear loaded with hoop iron. If you want to see a first-class piece of cycle mechanism, beg, borrow, steal or hire a Singer Safety and pull it apart. The very finest workmanship will be displayed. Notice the ball bearings. Notice the chain adjustment. Notice the fine finish. In fact, if you want to see the acme of cycle mechanism notice the Singer. CAMPBELL & CO., 33 Page St., Providence, R. I.—*Advt. in Evening Telegram.*

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

FOR PAST THREE WEEKS

THE

NEW · MAIL SAFETY



Has ***not*** been advertised! Because we could not keep up or fill our orders. The factory is now delivering an increased number, and we again present the merits of this popular wheel, which has had so great a demand. ***Not a day since the opening of the year have we been up with our orders!!*** It tells the story.

The advantages of Trigwell's Ball Head to the Ordinary are even surpassed in its application to a Safety (in fact it seems ***specially designed*** for a Safety), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady and ***obviates sensitive steering,*** which fault all Safeties have had.

SPRING FRONT FORK, preventing vibration—very easy and out of sight.

REAR AXLE BAND BRAKE, the place for a brake—not fouled with mud as when near the tire. Noiseless.

Has ***Perfectly Straight Front Fork,*** giving steadiness of running to front wheel.
Has ***Tangent Spokes,*** half nickeled to intersections, giving a very handsome appearance.
Has ***Strengthened Base Hollow Rim.***
All Steel Forgings and Interchangeable Parts. Highest quality American-made Wheel.

Also New Mail Ordinaries, all Sizes. Don't fail to send for Catalogue.

WM. READ & SONS, Manufacturers, 107 Washington Street, Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

MESSRS. NEUMANN BROS., of 115 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 19 JULY, 1889.

USUALLY at this time of the year a saunter among the manufacturers and importers' places of business will show a decided "let up" in the busy bustle of a month ago. The month of July is commonly a period that can be described as being "between hay and grass," as the spring and early summer trade is usually over and the fall trade not begun. This year, however, a visit to the several establishments in Boston shows a condition of things that is subject for congratulation among those who are interested in the cycle trade: THERE HAS BEEN NO LET UP. All hands are busy filling orders and all hands are consequently happy.

There is no doubt but that the year 1889 will show a big total increase in the sales at its close, providing the trade continues to be as proportionately brisk during the remaining six months as it has been during the past six. We have often heard it stated by pessimists that the local cycle trade of Boston was gradually decreasing, but a careful canvass of the different concerns proves to us that such doleful assertions are without foundation, and that the sale of machines as a whole in Boston was never so large as it is this year.

The present season will be remarkable for the fact that professional events at tournaments will be conspicuous by their absence. It will be an amateur year, and nothing else.

The new Racing Board has proven that they are not wooden men, but that the laws they made are laws to be lived up to. The axe of actual decapitation has fallen but once so far, but there are many more, nervously anxious men who are no more and no less guilty than Mr. Windle, and we hope for the good name of the sport that the lynx-eyed Chairman of the Racing Board will discover them and use the axe to their dismay and to the joy of the real amateur. The past year's experiences have been a *kindergarten* lesson to us, of such force as to efface all sympathy with the pro. who parades in sheep's clothing as a harmless amateur paying his own expenses.

The Roads Improvement question has received great impetus during the past 12 months. It is a matter that is engaging the serious attention of the rural resident as well as the abider in cities. The press all over the country is urging the importance of better highways, and in the grand move forward we are proud to discern as a strong factor in the good work, the L. A. W., with Dr. Butler as Chairman of the Roads Improvement Committee. Taken all in all, the first half of the year 1889 show a record of great increase in cycling interests in all its departments.

MIDDLESEX CO. (MASS.) ROAD MAP.

WE have made arrangements whereby we can now furnish a specially prepared cyclers road map of Middlesex Co., Mass., showing all the roads and distances drawn to a scale of about 5-8 to the mile. The map is handsomely printed in colors mounted on linen and sticks and varnished. We can now furnish these maps at $1.00 each and if it proves a "go" we shall from time to time add the other counties of Mass. Send in your order to BICYCLING WORLD Co., 12 Pearl street, Boston.

THE MEDFORD CYCLE CLUB AT NANTASKET.

THE Medford Cycle Club gave another in their series of "midsummer night parties" (otherwise irreverently termed "sweaters") last Saturday evening—this time at the Park House, Nantasket—and added another to their growing list of social successes and lively times.

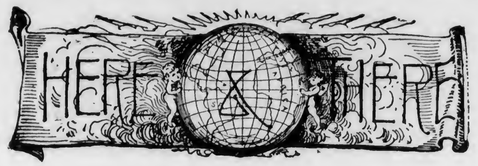
The club rode down to the beach early Saturday afternoon—twenty-one of them—and their ball team immediately got down to work. The Medford Club has a strong nine, especially in the battery and outfield, but their opponents, the "Stars" of Hingham, pulled the game out of the fire in the ninth, falling heavily on Barrows and getting in four runs. Score.—Hinghams, 8; Medfords, 7.

The dance took place in Park House dining room. About fifty guests were present. Music was furnished by the cycle club orchestra. It was a most enjoyable evening and a success in every way.

At this time, when club life and club energy seem generally to languish, and club runs are either poorly attended, suspended or abandoned altogether, it is encouraging to note the enterprise and enthusiasm with which the Medford boys push their club affairs. This organization has only been in existence since last October, but already numbers over forty members. All the riders or prospective riders, are "hustlers" and no dead wood. It has outgrown its present quarters and is on the point of moving into rooms which for convenience, comfort and luxury will be second to none in the State. It is not only free from debt, but has a substantial surplus, for which it can find no use. It is emphatically a bicycle club and has several well-known scorchers in its ranks. But the social side of life is not neglected, and many of our readers can speak personally of the gaiety and enjoyment to be found nightly in its rooms. With its library and reading room, its glee club, banjo club and orchestra, and its musical and literary talent generally, it is not strange that the rooms are always full, and so attractive to members and passing wheelmen.

The latest evidence of the enterprise of this hustling organization, is shown in the series of "midsummer night parties" which it is giving fortnightly at the various summer resorts on the north and south shores. Selecting some well-known and popular resort where it is somewhat acquainted, the club issues invitations for an informal party. The members wheel down early Saturday afternoon in time for a game of ball previously arranged with some local nine. In the early evening, the banjo and glee clubs are permitted to wake the echoes on their hotel piazza, and from 8 to 11 30 the dancing and promenading goes on, to music furnished by the club orchestra. Gloucester, Rockport and Nantasket have been visited so far, with great and increasing success. Nahant is the next objective point.

ERRATUM. A stupid error in composing and proof reading was made in our last insure which names the habitation of the White Cycle Co. as *Marlboro* Mass. It should be *Westboro*, Mass. Our readers will please notice.



SIOUX CITY, IOWA.

"B. B. B. B."

Ex-Champion Prince, in company with a party of rope-wakers, professional foot runners, trick riders, and several of the Omaha Ramblers entertained a considerable number of the Sioux Citizens on July 4 Some of the races were spirited, especially the five-mile dash between Prince and a pacer. The ex-champion won by about an eighth of a mile.

This exhibition is the finest racing we have been favored with, and I trust that the seed now sown will soon bear fruit and that some of our riders will, before winter comes, develop into flyers worthy to hold some records and keep pace with our rapidly growing Corn Palace City.

Our L. A. W. Consul is endeavoring to arrange a wheelmen's meet, to be held during the Corn Palace celebration, that will attract the best riders in the country. Three thousand dollars in prizes and purses is the sum wanted, and I would pay that if the finance committe act as liberally towards the wheelmen as to other attractions, there is no doubt that numberless outside "bikes" will be turned Sioux Cityward and that the riders there will see the "eighth wonder," and meet with a hearty Western reception. We have a half-mile track that can easily be brought into racing form, and I hope that it may in September feel the wheels of some of our unknown brothers. Although our riders are 50 in number we lack harmony and do not seem to be able to form a club or add any members to the League. Perhaps some of the boys can suggest a plan to create interest in matters cycling in our city, and any suggestions will be thankfully received.

Perhaps if some of the gentler sex would abandon their fiery bronchos for the silent steed of steel the young men who are now attentive to every desire would gladly join the wheelers in order to keep up with the procession and the young ladies' wishes.

PORKOPOLIS NOTES.

"STAR."

The individual who complained about your not having any correspondence from Ohio must think Porkopolis is located in China, and that the letters C. B. C. stand for Celestial Bicycling Conglomeration. Porkopolis, however, is located in the southwestern corner of Ohio, just across the river from Ludlow, Ky. It has now a population of over one thousand and is growing. It is not very old, having been founded but little over a hundred years ago, but time will remedy that defect. It contains a work-house, a jail, several station houses and a post-office, and is celebrated as being the birthplace of George Washington, Abraham Lincoln and Charley Allen.

On the 7th inst. the C. B. C. accompanied by two ambulances carrying bottles of ice water for ballast, took a run to Venice, O. The camera fiends were there, and as we sat midst the fragrant cowslips on the bank of the river they fired off their instruments at us twenty-four times. On the return we had a narrow escape from a serious accident. A spirited horse, frightened by the noise made by the air escaping from Norton's air-brake, plunged into the midst of the procession, causing the wiry Buckles to spill himself and smash his only remaining ocarina.

The Athletic Cycling Club ran the first race of their series on the track of the Full Mile Driving Association near Oakley, O., on July 7: the distance was half a mile. W. Wise came in first, in 1.46 1-2; J. C. Workum second, 1.45. The next race will be longer, probably a mile.

Chas. Aszman, of the Crescent Wheelmen, while attempting to pass a vehicle on the Colerain pike, on the 7th inst., came in collision with one coming in the opposite direction. He was thrown to the ground, kicked in the back of the head by the horse, and had his left thigh run over by the vehicle, which was a spring wagon containing six persons. Nothing daunted he mounted his wheel and left without saying thank you. If after this, anyone doubts that the Crescent Wheelmen are tough, he is surely not open to conviction.

If the riders of the tandem should win the championship race of the C. B. C. would the medal have to be sawed in two and a piece be given to each rider?

OMAHA.

"JIM."

Talk about celebrating July 4th in style! Well, the Omaha Wheel Club came as near it this year as they ever will. They were wined and dined by the Lincoln Wheel Club, and there wasn't one of the crowd that didn't pronounce this the most enjoyable Fourth of July spent for years.

We left Omaha on our special car at 5.45 P. M. and arrived at Lincoln at 11.15, where we were met by a delegation of the Lincoln Wheel Club. After a hearty supper all repaired to the club rooms and there the fun commenced. Old acquaintances were renewed and new ones made, and the Lincolns proved to be what we expected, a jolly and hospitable crowd. Nothing would do, but we had to go home with the boys and promise to be on hand the next morning at 9.30.

We all showed up in good shape at 10 A. M. the next morning, and were shown around town. Lincoln is one of the best paved cities in the Union, part cedar block and part fire brick and level as a table. No wonder that the Lincoln Wheelmen are so proud of their town. The parade was called for 12 o'clock, and as the wheel clubs were selected as a body guard for the king, King Terrarax, we had to be on hand at 11.30. The Lincoln Club were costumed very handsomely in Turkish suits, while the Omaha Wheel Club wore their new uniforms. One hundred and twenty wheels in line; not so bad for Nebraska! All the lodges were represented in the parade, and the trades display closed the gay carnival. It took an hour and a half for the parade to pass a given point, and a good deal of attention and applause was bestowed on the "wheeled messengers of Mars."

An invitation from Mr. Van Horne, the Captain of the Lincolns, to a banquet at his house was gratefully accepted, so we lined up again and wheeled out to his handsome residence, where we were royally entertained. But time wore on and 8 o'clock, the hour of parting, came, and with many wishes for the success of the Lincoln Wheel Club we steamed out into the dark night, with the conscience of having spent a red-letter day in the annals of the Omaha Wheel Club.

The Lincoln Wheel Club, now in its second year, is a very promising organization of eighteen members, among whom are well-known racing men as Jas. K. Pollock, Frank Van Horne and J. I. Case. They have the necessary push to make theirs one of foremost clubs in the State, and with Myron Wheeler as President and Geo. Pullman as Vice President they ought to accomplish wonders. Besides this they are the jolliest and most good-hearted crowd we ever had the pleasure of meeting. Success to the Lincolns!

PENNSYLVANIA.

"ARIEL."

A jolly good time was spoiled by the inevitable rain yesterday. At invitation of the Wilmington Wheel Club, the Pennsylvania Bicycle Club had a run called for Saturday afternoon to ride to Wilmington. Capt. Leisen, ex-Captain Roberts and one high private materialized, the weather being showery all day, and upon these unfortunate three and the members of the Wilmington Wheel Club themselves fell the duty of getting away with the good things at the club house in Wilmington that evening. A joint run run was to have been taken to Birmingham Park and the Brandywine had the weather been favorable. As it was, instead of having the chronicle of a good time, I can do nothing but express the hearty curses of the boys on the wet. A good many of these curses, by the way, were left over from the weather at Hagerstown.

The sickness in my family unfortunately prevented me from getting down to the meet, otherwise I might have suplimented "Jack's" vigorous penciling by my feeble efforts.

At the regular meeting of the Pennsylvania Bicycle Club last week Captain Suplee's resignation was received under protest, and now alas, instead of an imposing 54-inch Victor leaping the van of the club run, we are to be afflicted with a cussed little dinkey. "Does Charlie Leisen ride a Star?" Not much! All that nice little effort was wasted in the Bi. World. Mr. Leisen rides a Safety and hereafter will command the club runs as Captain with J. H. Lehgan as first Lieutenant and Mr. Fred Mears as 2nd.

The question of lady membership has gone again by the board at the Century Wheelmen's last meeting. The friends of the measure failed to materialize, and hence its demise once more.

An effort will be made to have the Division meet at Reading on Labor Day, September 2nd. York has also been competing for the honor, but nothing definate as yet has been decided.

MACON, GA.

THE "RAMBLER."

The "Rambler" has been so busy rambling of late that he has had time to do little else, and though absent has probably not been missed from these columns. But since last appearing here I have wheeled through three States, peddled along the level roads of middle Alabama, climbed and descended the mountains of the Northern part and floated down those widening rivers of blue, between high bluffs of solid rock, while the mountains rose and stretched away on every side. I have glided along the fine stone pikes of Tennessee and met the charming wheelmen of that State. As I think of it now it reminds me of "Jack," and the fellows *he* met on the Ripley road. I have wheeled East and then South again, and down through the Empire State to Macon, the Central City.

On June the second, at 4 o'clock, T. L. Ingram and myself, constituting the "Southeastern cycle tour," pulled out of Columbus, Ga., crossed the State line, and wheeled toward Birmingham, where we arrived four days later (175 miles). Here we were joined by two most pleasant gentlemen and model riding companions, Messrs. L. D. Aylett and Burr Furguson, who rode East with us as far as Gadsden, then north to Huntsville, and west to Decatur, where we parted, with sad hearts. Two days later found the original two on Tennessee soil, flying over fine roads, that we thought we well deserved after our trip over the mountains. Seventy-five miles a day did not cause as much exertion here as forty a day, a week before. Nashville—a Southern city of cities—we favored (?) with a week's stop, and then turned east toward Chattanooga, and then south to Atlanta, Griffin and Macon, after having ridden nigh unto a thousand miles in eighteen days.

NEW HAVEN.

"ELM CITY."

The New Haven Club has received several copies of the Meriden, Ct., papers, containing marked articles comparing the relative merits of the racing material in the New Haven Club and the Meriden Club, and one very discourteous one in reference to the ball game we played July 4th, that said that "if we could not ride any better than we could play ball we were not much use," or something to that effect. I had got through noticing similar articles some time ago, and should not take notice of these now, but I have learned that the man that has written the articles, is not a member of the Meriden Wheel Club, and I would advise Mr. John F. Ives to join the Meriden Club before he tries any further to bring about a race between the Meriden and New Haven Clubs, as it would sound better for a member of the Meriden Club to claim for its members superiority over other clubs in this State, than for an outsider to do so. If the Meriden Club has anything to say about racing we should much rather hear from them through their Secretary than from Mr. Ives, a non-member.

A very bad accident happened to Mr. Walter Hilton, a L. A. W. man here and new rider, while going down the Branford Hill. In some way he was thrown (probably by losing his pedal) heavily to the ground. When picked up by two ladies who were passing in a carriage his face was covered with blood from a bad cut on his upper lip. He was brought to this city and carried to the hospital, where it was found his jaw was dislocated, his nose broken, four teeth knocked out and his arm dislocated. He has not been able to talk or explain how the accident occurred as his lips are so swollen. He will come out all right but the doctor says if he had struck on his head a half an inch from where he did it would have killed him instantly. This is the only serious injury a cyclist has sustained here this season, and that is nothing against the sport where there are 1400 riders.

NEWS AND COMMENT.

Beware of the surface grating used in the gutters of some of our streets. A gentleman was riding along the other day, and while in the act of raising his hat to a "very particular" lady friend the wheel dropped between two bars of the grating, and there as he lay he groaned forth:

"I am indeed in fickle fortune's power:
He that a header takes, can fall no lower."

"No professionals need apply" at the Hartford Club wheel tournament next September. It will be an amateur affair right through.

Several members of the New York Bicycle Club, with lady friends are touring in the vicinity of Boston. All the resorts about the hub were visited.

The Charleston, S. C., papers are all shouting for good roads, and improved highways. Agitation is a great thing, and the press of the country are certainly agitating the roads question. It *will* bear fruit.

The sidewalk fiend has taken possession of St. Louis Forest Park sidewalks, but the authorities promise to deal with this nuisance *minus* gloves.

To-morrow, the 20th, is the date of the East Hartford Wheelmen's meet at East Hartford. It promises to be a successful affair.

There is not enough crocodile in our nature to be able to shed tears on reading items like this, taken from the Amesbury (Mass.) *News:* "In the Second District court this morning a young man was fined cost of court for riding a bicycle on a sidewalk."

There is an ordinance on the city books of Hartford, Conn., making the riding of cycles on the highway a "misdemeanor of the fourth class," but as the ordinance is a dead letter, as being unconstitutional, it will be taken from the books and buried.

Railways in themselves will not build up a country. Brazil has some fine railway systems but they are of little use. Why? Because there are no good roads for the farmers and other producers to get their goods to the railway.

A would-be sarcastic writer in a Cleveland, Ohio, paper says: "From close observation of women I have come to the conclusion that whenever they see an opportunity of taking up in strict propriety some particularly mannish sport or habit they are mighty glad to do it." We object to the *motive* as being that of aping the men. We believe that the ladies take to cycling not because it is a "mannish sport" but because the same keen sense of enjoyment to be derived from cycle riding is as strong in woman, as in man, and because it is a healthy, life-giving exercise, properly indulged in.

Dr. W. H. Emery, Chief Consul of Massachusetts, has removed his office from 1177 Washington street to 189 Warwick street, Boston, at which latter place the doctor will be pleased to meet his friends hereafter.

Secretary Bassett was in Cottage City last week, making arrangements for the Massachusetts State Division meet at that place August 8, 9 and 10.

A party of Newark, N. J., wheelmen have "boated and trained" it to Portland, Maine, from which place they intend to wheel it back to Newark. Mr. Lewis N. Thorne is one of the party, and he has before made the trip alone.

Granville S. Conant, of Woonsocket, R. I., recently rode from Contoocook, N. H., a distance of 150 miles, in fourteen hours, a performance which stamps Mr. C. as being an A1 road rider.

The photograph of the tenth L. A. W. meet at Hagerstown, Md., is now ready for delivery. Price $1.75 (or post paid $1.90), by W. B. King, P. O. Box 672, Hagerstown, Md. Size 22x28. This photo has been pronounced very fine by President Luscomb and other prominent wheelmen. We are in receipt of a copy of this photograph together with an assorted lot of instantaneous photos (taken also by Mr. King) of the races, the parade, and several street scenes of Hagerstown. As souvenirs they will prove most interesting.

The Queen's Athletic Club (Queen's Co., Long Island, N. Y.), offer a gold medal to the first man beating the track record here—one mile in 2m. 59 4-5s.; a gold medal for the fastest mile ridden on the track this season on a Rover type safety. Also a one-mile handicap, open only to bona fide residents of Queen's and Suffolk counties, N. Y.; medals to first and second, this race to be run Saturday, July 20. Entries 50 cents each; close July 15, with Thomas Lloyd, Queen's County, N. Y.

Dr. W. G. Kendall has moved his office from Tremont street to the Hotel Pelham, on the corner of Tremont and Boylston streets. The doctor, the good dog Bess and her infant progeny will be glad to receive old friends at their new abiding place.

The following, taken from the U. S. *Advertiser*, shows that the government is beginning to recognize the cycle as a *practical* vehicle, and our manufacturers and importers will do well to put in a bid. "Safety Bicycle.—Signal Office, War Department, Washington, D. C., July 8, 1889.—Sealed proposals (in duplicate) addressed to the Property and Disbursing Officer, Signal Service, will be received at the office of the Chief Signal Officer, in this city, until 11 A. M. on Thursday, the 8th day of August, 1889, at which time and place the will be opened in the presence of bidders, if any are present, for furnishing the Signal Service the bicycle as described in the following specifications: One safety bicycle with the necessary tools and improved pump to accompany the same. This machine is to be used for messenger service at this office, and

bidders will please state the kind of machine they propose to furnish. Price of machine to hold good from date of award to June 30, 1890. One copy of this advertisement must be securely attached to each proposal and must be mentioned therein as comprising part of it. Proposals must be enclosed in sealed enveloses, marked 'Proposals for Safety Bicycle,' and addressed to the property and disbursing officer, office of the Chief Signal Officer, Washington, D. C. The United States reserves the right to reject any and all proposals, and to waive any defects.—A. W. GREELY, Chief Signal Officer."

We are in receipt of an excellent photo. of the members of the Orange-Philadelphia century run, taken by D. S. Crystal & Co., of 208 Broad street, Newark, N. J. It is a clear cut picture, and one that the members ought to secure as a souvenir of the great trip.

FOLLOWING the League meet thirteen members of the Pensylvania Bicycle Club, under command of Lieutenants Leisen and Lehman, in two detachments, toured down the Shenandoah Valley as far as Newmarket, thence to the caverns of Luray. The party returned to Philadelphia the beginning of last week, having enjoyed a splendid outing. They found the famous Shenandoah pike in fine condition. Lieutenant Charles L. Leisen, who was on the tour to Luray, climbed the mountain from the pike, being the first cycler who has ever accomplished this feat.

ERRATUM: In our account of the proposed trip of the Cambridgeport Club and others to Halifax, N. S., to take part in the carnival at that place, we gave the dates as *July* 5-10. It should be August 5 to 10.

AMONG the events of interest to wheelmen are a series of races, for which suitable prizes are offered, a parade of Halifax riders and visiting wheelmen, with illuminations, at night, etc. Friday, the 9th of August, there will be a grand military and naval display. Halifax is the only place on the Atlantic coast which has a garrison of British regulars. The events of the 9th contemplate a sham battle, in a combined sea and land attack and defence of Halifax, whose citadel is said to be the strongest fortified place in the world (bar Gibralta).

THE photos. taken in front of Baldwin Hotel, Hagerstown, may be obtained by sending 25 cents to "King, Photographer," Hagerstown, specifying which sitting.

THE State of New Hampshire is rather in a strange position so far as its division offices are concerned. The Chief Consul, we are told, is no longer a cyclist except in theory, and the gentleman who holds the position of Secretary-Treasurer has not renewed his membership to the League. Why not give Concord a chance, there are many live wheelmen in that city?

THE Milwaukee, Wis., Club have decided to move into new quarters, and a committee was appointed to carry out the project. The subject of riding on sidewalks was discussed, and the members spoke decidedly against the practice as dangerous and calculated to bring wheeling into disrepute.

HERE are some of the rules to be used to govern the races at East Hartford to-morrow: No one will be allowed to use a wheel weighing less than thirty-five pounds. Rover type safety machines will not be allowed in regular events. Time limits will be placed on all scratch races, and class races will have to be won in the class time or better. The time limit will be governed by the state of the track and weather.

THROUGH the energetic efforts of Chief Consul Emery backed up by efficient work of the local consuls, Massachusetts steps into second place on the division membership list. Now for the first place, and if anyone can accomplish the desideratum, Emery is the man to do it.

MR HENRY E. DUCKER commenced suit against the Buffalo International Fair Association, for $1,114.15 salary he claimed was due him by the association as manager of the bicycle tournament. The superior court have just rendered a decision that there was no cause for action, and so poor Mr. Tucker has taken a header and landed in the *puree*.

W. H. BRADFORD and E. S. Brown, of Winsted, Conn., who are touring through New York State, had a most delightful trip. They reached Buffalo the latter part of last week.

THE following advice, taken from an exchange, is so in line with our ideas that we reprint it: "There are many foolish things against which it is well to warn the 'new' cycle rider, racing being one of the principal. It is true that it is hard to see a team pass, hear the challenge of the driver, and, knowing that you can show him your 'back-bone,' let him pass you. But it is the most advisable plan, and one that it would be best to observe. Lastly, beware of taking long rides when just beginning. It has done more to injure the health of cyclists than any other one thing. The muscles must be hardened and the wind built up before attempting long distances, and practice alone can do this. Take good care of your wheel and of yourself after riding and the result will be favorable. Woolen should always be worn, as this fabric alone will absorb the perspiration from the surface of the body."

THE papers are full of items giving names and itinerary of cyclers who intend to "do" Europe a-wheel.

THE Birmingham (Ala.) Bicycle Club at a recent meeting adopted resolutions of a commendatory character on the action of the county commissioners in their endeavor to improve the local highways.

THE Topeka (Kan.) wheelmen propose to have a test case as to the legality of the ordinance compelling wheelmen to alight and walk across the Kansas avenue bridge in that city. A cycler will be arrested for crossing the bridge, be fined in police court, and will appeal to the district court, which will give Judge Guthrie an opportunity to pass upon the validity of the ordinance.

MANY of our readers will remember Sanders Sellers in the palmy racing days of Springfield. Well, the erstwhile racing cycler is no longer riding a wheel but is a member of the famous Horse Guards of London, and rides a black charger.

THE Northampton (Mass.) wheelmen are spoken of as being among the politest of the polite. A writer to a local paper says: "I was interested and edified to notice how young men and maidens monopolized the cinder path at Smith's Ferry the other evening as a party of wheelmen came along. The latter politely left their saddles, dismounting and standing until the pedestrians passed by, but not a syllable of thanks did they get for their courtesy, although it was these same wheelmen who had coetributed the money with which this path was built.

MR. ARTHUR SIDWELL returnd from England last week. He reports businsss as booming on the other side. He will make another trip across in November next.

THE Providence, R. I., League members will join the Massachusetts Division in its three days' meet at Cottage City in August.

F. F. IVES will probably appear as an amateur at the Hartford tournament. With Ives and Hendee "in it" it will seem like old times.

TOURISTS and visiting wheelmen in passing through Binghamton, N. Y., are cordially invited to make themselves known to the Binghampton Wheel Club, and by inquiring for and finding Mr. E. H. Towle they will be piloted roundall right.

ROUTE WANTED—Mr. Edgar E. Brown of Providence, R. I., writes: "Can you obtain for me through the columns of the BI. WORLD the best route from Boston to Laconia, N. H. The road book gives a route from Boston to Nashua, and thence via Portsmouth, N. H. Is this not a direct route from Nashua to Laconia?"

THE race programme for exposition week at Baltimore is now being arranged by Chairman S. G. Clark, assisted by Mr. J. Supplee.

SOME notes received from Binghampton, N. Y., show that cycling in that section is on the up move. The Binghampton Club is a fast growing organization and our correspondent says: "Binghampton will put in a bid for the State meet, and should we secure it everybody may depend on a good time. We have nine miles of fine cinder path built at an expense of $700, besides fine roads, and as our hospitality has never been questioned, there is no reason why the State meet should not be held here."

THE Taunton, Mass., *News* prints the following items which it heads a "bicyclist defy." We hope the Taunton authorities will teach this chatter pate that the law is to be respected and that pedestrians have rights. It is just such chuckle-headed individuals that give cycling a bad name:

"Yes," said he to a *News* scribe, taking out his bandanna and mopping his perspiring brow. "We shall continue to ride our wheels on the sidewalk unless we find them barricaded. The roads are not good enough for us. When they are, we shall use them, but not before. Sidewalks are good enough for me. If we run over a slow moving pedestrian once in a while, it's no great consequence compared to the risks we run from small stones in the streets. It's all very well to talk."

"You seem to be pretty sure of your rights," ventured the scribe.

"I'm sure that we shall continue on the sidewalks instead of the streets. I tell you the latter are fearful for bicyclists."

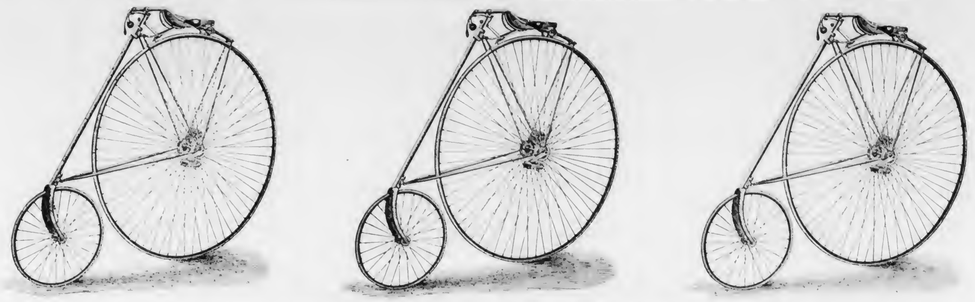
"Isn't there a law against riding the wheel on the sidewalk?"

"I don't know of any such law."

"People are complaining against the wheelmen running on the sidewalk."

"Well, let them complain. We can stand it if they can. We shall continue to go where we can find the easiest roads."

This is decidedly an independent view to take of the matter; but



SOME PEOPLE THINK

That the EAGLE Cannot Climb a Hill.

—BUT—

The EAGLE took First Prize at the Hill Climbing Contest at the Meet of the L. A. W., Bridgeport, Conn., July 8th.

SACRAMENTO, Cal., June 14th, 1889.

THE EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Gentlemen—I have been riding my EAGLE now for a little over six weeks, and am better pleased with it every time I ride it. Those who were so loud at first in criticising the wheel, and who claimed that I would never be able to climb a hill with it, and that the wheel was not at all practical, have all had to "pull in their sails," as I have ridden through sand and up hills where a good many of our riders, both of Ordinary and Safeties, have had to dismount. I have also learned to ride one wheel for a distance of two hundred yards, and with only two days' practice, and I think that in the course of a week or so I will be able to ride one wheel any distance I wish on a good road.

To-morrow I expect to make the run from Sacramento to Stockton and return, a distance of 102 miles. This trip has only been made by three riders, though many have attempted it and failed; and if I succeed, which I have no doubt I will, it will be a good adv. for the EAGLE.

Yours very truly, H. G. TOLL.

SACRAMENTO, Cal., June 28th, 1889.

THE EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Gentlemen—I made the run of which I spoke without any trouble, and am more pleased with the EAGLE than ever. My actual riding time was ten hours, which taking the roads into consideration, was very good. I found the EAGLE to be the easiest running wheel I ever rode. I was in no condition for the ride, having been ill and unable to ride my wheel until two days before I started; and yet I made the trip without any difficulty, and my muscles did not bother me in the least, which is good proof to my mind that the motion of the legs as used on the EAGLE is much less tiresome than that used on the Ordinary.

Yours truly, H. G. TOLL.

Catalogue Free. Apply for the Agency.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.



The Swift.

The Buffalo Express, May 29, says:

"James S. Hedge of the Buffalo Bicycle Club made the first century run of the year on May 26th. Leaving the club house at 8 A. M., he rode via Seneca Street, Potter's Corners Road, Orchard Park, and Colden to Springville. Here a stop of two hours was made fordinner, and return was made via Boston and Hamburg to the club house, arriving at 6.45 P. M. Starting again at 7 P. M. he pushed on out to Bowmansville and return and rode three times around the meadow, arriving at the club house at 10.25 P. M. Hedge rode a Swift Safety, and considering the fact that he did not start out to make a 'century,' and did not think of it until he had ridden about 70 miles, made very good time, his riding time being 10 hours and 30 minutes for 105 miles, or an average of 10 miles an hour. Four hours and five minutes were used in stops. This is the first time a century run has been made by a rider in this city on a safety, and it is also the first time a century has been made over this route, there being a great many short steep hills to climb."

Wednesday evening last, Mr. A. W. Porter, of Newton, rode up and down Corey Hill four times, without a dismount, in 36 minutes, on a Swift Safety.

Geared to 57 Inches.

He was timed by L. D. Whittemore Jr., of Newton, witnessed at the top by F. S. Norton and H. E. Bachelder, half way by F. W. Fisher and H. C. Blaney, and at the foot by L. D. Whittemore, Jr.

CATALOGUE FREE.

WHAT'S THE MATTER WITH PREMIERS?

THE WORLD OVER!

SPEED—UNITED STATES.

L. A. W. Meet, Hagerstown, July 4th., 1889.

I rode one of your Catford Safeties in the L. A. W. Race at Hagerstown, and although I never before rode a Safety outside of trying them, I finished half a length behind the winner. It is a remarkable easy running wheel. W. I. Wilhelm.

DURABILITY—ENGLAND.

Worle, Near Weston-super-Mare, 15th April, 1889.

Dear Sirs.—I have just accomplished **40,000 miles** on my machine in the Postal service which has carried me, averaging with letters and parcels over 196 lbs., over all sorts of roads in a most marvellous fashion. However, it is now about done with, and the good stead in which my machine has stood me, makes me now ask you to quote for one of your "Premier" Safeties.

Yours truly, Samuel Curry.

Messrs. Hillman, Herbert & Cooper, Ltd., Coventry.

HILL-CLIMBING—CANADA.

C. W. A Meet, St. Catherines, Ont., July 4th, 1889.

The hill climbing contest.—Owing to a misunderstanding the contestants in the hill climbing race announced for Tuesday morning did not come together until an hour and half after the appointed time, wheelmen being divided, part of them at the hill leading from the Thorold road to Queenstown street and part of them at the short Western Hill. No one seemed to be at the head of affairs and it was 15 minutes to 11 o'clock when a Star representative took the matter in hand and amalgamated the two divisions, the race starting at about 11 o'clock. Mr. John Hanley, of Detroit, acted as Judge, and Mr Hughes, of Rochester, as timer. Each man was allowed three trials against time, which resulted in the following scores for the leading men. B. A. Pratt, Rochester, Premier Safety, 51 seconds; F. W. Doll, of London, Rudge Safety, 55 1-2 seconds; E. S. Pennis'on, Wanderers, Toronto, Rudge Safety, 58 seconds. They were five other entries, the time ranging from 1 minute and 9 seconds to 1 minute and 30 seconds, made by a lad 13 years old. Several riders failed to climb the hill at all, only two ordinary big wheels getting to the top.

Premier Safeties for Ladies, Gentlemen, and Boys. The ONLY RELIABLE Tandem Safety built. Immediate Delivery. Illustrated catalogue of all Premier Agents or from

L. H. JOHNSON, Manufacturing Importer, ORANGE, N. J., U. S. A.

THEY'RE ALL RIGHT!!!

this represents the opinion of only one man. The majority of wheelmen are far more considerate, and are inclined to do about right in traversing the public thoroughfares.

We know that the riding season is in full blast, because scarcely a day passes without our noticing an item in the exchanges about Mr. Thus-and-So having had a fall and damaged some part of his anatomy. We suppose some would think that a cycling paper should "not speak out as it passes by" such items, but we think differently, as a large proportion of the accidents are due to the bull-headed recklessness of the rider, and is not due to the "unsafety of the bicycle." If riders would use *common-sense care*, the record of accidents would be diminished. We don't like to see such items, and especially is it exasperating when we feel that the fault is mostly due to recklessness and monkey business.

THE NEW YORK CLUB.

The sensational and the lurid is always a tasty morsel to the average human being. A row is a thing that excites a thrill of pleasure in the human nature which, proves that humanity is to a certain extent rather brutal. Real calamity touches our better nature but a simple "scrap," a row in which no lives are lost seems to tickle us immensely. The successful newspaper is one that recognizes these peculiarities and the reporter who can report sensationally is a jewel.

We have known for some time that things at the New York Club house were not all serene, but we have refused to print anything about it until now, as we look on club rows as private affairs, but the matter has become public property through the enterprise (?) and exaggerated reports of the local papers and so we cannot longer refuse to give a few facts.

It is a fact that Mr. W. R. Pittman criticized the action of President Shriver in sending out circulars regarding the half holiday law, as being done for personal aggrandisement. It is also true that Mr. Pittman sent a written apology to President Shriver, but that gentleman and his associate *committee men* in spite of this, voted to expel Mr. Pittman. Mr. Pitman then appealed to the club and the action of the committee expelling Mr. Pittman was not sustained by a vote of 38 to 26. President Shriver then presented his resignation but it was not accepted. The matter rests there. The "sensational-lurid" reporter then goes on to say that the club will split and will fall to pieces. We cannot believe this. The N. Y. Club has too much *esprit de corps* to allow a row of this kind to rend it fatally.

LADIES' RECEPTION ROOM.

[All communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—Ed.]

It has always been considered that the presence of ladies with a party insured to it benefits and accommodations far beyond those usually extended to companies made up exclusively of the sterner sex. Our friends, the "Macs," of Malden, and Miss Kirkwood, of Maplewood, found to their sorrow lately that there are exceptions to this rule. They went to Cobb's Tavern, at Sharon, for dinner and were refused entertainment because, forsooth, there were ladies in the party. They pleaded a ride of thirty miles and consequent weariness and hunger, but the proprietors were obdurate and they had to go elsewhere, riding five miles further before they could get accommodation. There seems to be no good reason for such treatment and yet it is in keeping with past action of the Cobb people, for after the North Shore trip of 1887 quite a party of the tourists rode out to Cobb's and were refused entertainment. Ladies, give Cobb's a wide berth: gentlemen, please to remember that your sisters are not welcome at that tavern.

One who signs herself "Wild Wood Geranium" writes thus regarding dress:

Miss Helen Grey, Dear madame: In a March number of the Bicycling World one of your correspondents strongly recommends the corduroy skirt. Previous to that I had been wearing a light weight flannel and was very pleased with it on most occasions. But the March winds! Ah me! A hill, a head wind and my skirt was converted into a sail. Imagine my discomfort! The next time I went riding I sewed the troublesome skirt to an outside one. That answered.

As I read the article in the Bi. World it seemed to me that a corduroy skirt was just what I needed. I tried it. When I reached home after a ten-mile run I determined never under any circumstances to wear *that* skirt again. Between the weight and the heat I was completely exhausted. Usually I take the same ride and return with renewed vigor ready for work. Speaking from experience, I would say, don't wear a corduroy skirt.

At present I find an outing cloth suit most comfortable. The skirt has three widths, just clears the ground in the back, is two inches shorter in the front, with a hem three eighths of a yard deep. It is cool, not "blowy," and when soiled easily washed. This material is so cheap that one can afford to have two or three suits. Hoping that my experience may be of use to some one,

Wild Wood Geranium.

I had supposed it unnecessary to warn riders against corduroy. It is probably the first goods that presents itself to the mind of the would-be rider, for it has a reputation for "wearing like iron," and many believe this to be the great desideratum for a cycling cloth. Our correspondent's experience is valuable. It is just such letters as this that make our column interesting. The prayer meeting people know full well that no arguments are so persuasive and no speeches so interesting as those which deal with personal experiences.

I wonder how many lady riders appreciate the value of ankle action in riding? Old riders who have acquired the art will tell you that with perfect ankle action one can increase his power by one fourth. The rider who fails to use the ankle puts power into the crank during only about one third of its circuit—the straight downward push. Try the ankle motion, ladies, and see how much more you can do. Follow the pedal around, putting on the power during as much of the circuit as you can. When the pedal is up depress the heel, get behind the pedal with your foot and push it over the dead point. When the pedal is down, elevate the heel and pull backwards. Learn to "claw" the pedal when it is on the lower level. You could do this "clawing" to better advantage if you wore slotted shoes as the gentlemen do, but you can do it very well without them. The toes must be bent to give a bend to the sole of the shoe, and then you can "claw" very well. Give the ankles plenty to do; follow the pedal around; push and claw and you will be surprised at the results.

I have been asked how to mount the bicycle. The request came several days ago and I do not doubt my questioner needs no advice from me by this time. Ten minutes' practice under the guidance of a rider will do one more good than whole volumes of instructions on paper. Take a wheel and learn to mount it. That's the best advice I can give. An English lady correspondent tells us how to mount thus: "Mounting is the next thing to learn, and is a simple enough affair, after all, when one knows the way to set about it. You must take up your position on the left side of your machine, close in to the **U** frame. Take hold firmly of the handles and, the right pedal being near its lowest point, step across the frame with your right foot on the pedal, and giving a little spring at the same moment, and standing upon the descending pedal, slip back into the saddle. After a few attempts this should be managed easily and gracefully, the only risk being that of catching the other pedal in the hem of one's gown, and a little practice will teach one how to avoid this."

This may be good advice, but I cannot help remarking upon it since it radically differs from my own mount. Yes, Psyche, I am riding a bicycle now. As I mount the right pedal is near its *uppermost* point, otherwise the instructions are such as I would give. The most graceful mount is made by standing as above, with the left foot uppermost. Incline the machine from you, place your left foot on the pedal, and giving the machine a push, stand on the descending pedal while you slip gracefully into the saddle. The latter mount can be left till experience teaches much of the wheel.

Helen Grey.

LEAGUE UNIFORM.

Editor Bicycling World: As a member of the League, I protest against the action of the committee on uniforms in taking measures to compel all members of the League to wear the present uniform. [Our correspondent is not correct. There is no compulsion; members can use the uniform or not as they see fit.—Ed.]

You may not be aware that the large majority of League members in this section entertain the same feeling, although not publicly expressed in words. Their protest is shown by the fact that they refuse to wear the uniform.

Were the uniforms made of suitable material, and properly gotten up, I doubt if any member would refuse to wear it.

As far as I have been able to learn, the sentiment here is that the uniform should be of black cloth, coat and cap and black stockings, or knit goods of the same color. Any cyclist knows how uncomfortable the League suits are, being made of the miserable stiff cloth furnished by the League tailors, and how much more comfortable tights or knit goods are. I am in favor of adopting a uniform and requiring its use by all League members; but let it be a good uniform and not a miserable apology such as we have. A uniform of black, it appears to me, would be suitable and acceptable to all, such as is suggested above.

For summer wear, black tights, tight shirt, knit or of flannel, and

a cork helmet of the English style are by far the most comfortable. I would like to hear from others on this subject.

Yours fraternally, L. A. W. 16131.

THE TOURISTS IN FRANCE.

PARIS—FONTAINBLEAU.

Once more on the road and this time (alas) with Paris not as an ideal to be realized in the future, but as a remembrance never to be forgotten.

We must not leave Paris before we get to it, therefore let us return to June 21, the date of our arrival in the gay city.

As per last week's letter, we got to the Hotel de la Tamise Friday, the 21st of June, at about noon. The afternoon was well nigh spent before all had got comfortably settled in their rooms and into the garb of ordinary mortals—that is to say, trousers.

In the evening several visited the Exposition (reached by river per penny boat) to get a cursory idea of things and to see the illuminated fountains. These are something marvellous, being illuminated by Edison lamps of changeable colors, producing the most wonderful and beautiful effects imaginable. The main buildings being closed evenings the *jets d' eau* form the principal attraction Thousands crowded the avenues and walks as we strolled along in the shadow of the Eiffel Tower, beneath the immense dome of which five thousand people may be seated without crowding. Gaslights in myriads festooned the arches and outlined the three principal stories of the tower, and from the summit the electric search light flashed in every direction; now a tower of the Trocadero Palace would gleam out as if afire, and now the light shot round and lit up the great dome of the main building.

But to tell of our week in Paris as it should be told of would require the graphic pen of Thomas Stevens, or shall we say of "Jack?" The Exposition, first, last and always the main point of interest, alone would require volumes to describe, so what can one do in a limited space?

Without going into details or descriptions of the Exposition, of which there are plenty and to spare in the daily press, it may be of interest to the WORLD's readers to know that many of the American Cycling Tourists climbed to the top of the Eiffel Tower, some (owing to standing in line), using up three hours getting to the top. From the second landing up there is but one elevator, so that the amount of waiting for that elevator may be computed easily. The main buildings fail to convey the idea of buildings, but rather that of a roof over "all out doors." Elevated bridges travelling on rails convey the weary pedestrian from end to end. The art galleries alone cannot be simply walked through in less than half a day, to see anything requiring days. The American exhibits with the trim United States marines on guard bring a patriotic thrill to our hearts as we pass along. The restaurants in the grounds capture not our francs but our Napoleons, as we frugally (?) break our fast. The magnificence of the buildings themselves cause us to marvel.

The various souvenirs and articles *de luxe et cetera* tempt us to purchase, while the slightly stupendous prices tempt us to refrain. Generally we refrained. The—— but enough of an endless task. Let us drop the Exposition here, rather than ten pages further on.

The Arc de Triomphe, the tomb of Napoleon at the Invalides, the Louvre and Luxembourg, the Madelaine and Notre Dame, the Pantheon, Catacombs, boulevards, Grand Opera and theatres, cafes, etc., what a lot of planning and hustling and of making up of parties to see them all and yet have time for the everlasting Exposition.

Apart from sight-seeing the party was the recipient of many acts of attention from cyclers and others while in the city.

Sunday the *Cercle de la Pedale*, one of the prominent clubs, invited us to a run to Versailles. On the way out we were entertained for a few minutes at their splendid club rooms near the Porte Maillot. Arrived at Versailles after a most charming run in their company of fifteen miles, the day was spent in seeing the palace, the gardens and the races, to which we received free admission to the track enclosure. The races (as per French custom) were on a course of about a quarter mile, up and down one of their broad avenues. It was sport to see twenty fellows trying to see who could turn the corners at the highest speed. At noon, lunch in the garden of the Hotel de France, then more exploration of the palace and grounds, after which a splendid ride home via the Bois de Boulogne. A most enjoyable days' outing and one long to be remembered.

Wednesday evening we were given a smoking concert by the Metropole Club, at one of the large restaurants. Music, wines, cigars, etc., and many comical recitations and songs by our hosts of the evening made it a most jolly occasion. Baron de Baroncelli, C. T. C. Chief Consul for France, presided as President of the club, and in a well-worded speech (translated for us by Mr. Blackith of the New York *Herald*) welcomed us to France and to Paris, and promised us, in the name of the cyclers of France, every assistance in their power. To this Mr. Elwell suitably replied, his speech being translated for the French men.

Baron de Baroncelli also on this occasion presented Mr. Elwell, for the party, with one complete itinary from Paris to Geneva, and read letters from French and Swiss clubs along the route promising us aid and enjoyment as we journeyed on. This welcome news was cheered to the echo, and we fired off our "Am-Mer-Ri-Kay" yell at them, to their utter astonishment and complete delight.

Thursday afternoon, by special invitation of Hon. Wm F. Cody ("Buffalo Bill"), we occupied boxes at the Wild West Show. The appearance of two hundred painted Indian, of cow boys, Mexicans and buffaloes galore was a strange experience, particularly when we could raise our eyes from the exciting arena and see the Eiffel Tower with the French Tricolor floating from the top, in the middle distance.

The scenes on the "bleaching boards" reminded one of a base ball game at home, save for the presence of some hundred of French soldiers, squads of whom are invited every day to see *riding*, "as it should be rode." After the performance we were all invited to Buffalo Bill's tent and introduced to him. Of course the club yell was in order, so off it went in our best style, and after three cheers for Col. Cody we departed.

Friday afternoon, by special invitation, we visited the wonderfully complete reproduction of the Bastile in the Exposition grounds. The deception as to age and grim reality is rendered yet more complete by the presence of warders, etc., in their ancient dress, and of a realistic headsman (in wax) who holds up the freshly-severed, gory head of an unfortunate condemned one. There are also houses and various buildings of the time nearly, and the quaintly attired inhabitants sing the songs of long ago and follow their several occupations as in days gone by.

Friday evening a small party visited the Grand Opera and saw "The Tempest," but the majority were busy packing up for the start next morning.

Saturday morning, under the guidance of Baron de Baroncelli, Mr. Blackith of the New York *Herald*, and of Monsieur (the champion of France) and Madame Medinger, who rode a tandem safety, we left the Hotel de la Tamise *en route* for Fountainbleau, where we passed Sunday. After some few miles we were outside the fortifications and once more in the open country. A little way on and we bade adieu to the genial and kind-hearted Baroncelli (Mr. Blackith having been obliged to leave us sooner), and with M. and Madame Medinger as our guides we journeyed pleasantly on, over good roads through a smiling country to Melun, where we breakfasted.

As you will remember my saying, we have but two square meals in France (at noon and at night), the morning meal being of coffee and bread and butter alone.

After lunch time passed pleasantly enough in lounging until five o'clock when we set out for Fontainbleu. This was a most beautiful ride of 15 miles, the greater part of which lay through the forest of Fontainbleu, celebrated in historical as in artistic lore. By half-past six all were safely housed for Sunday in the comfortable Hotel du Cadran Bleu. After dinner all went to listen to the band in the square while sipping cafe noir at the adjacent cafes.

At nine o'clock we bade farewell to Monsieur Medinger and his charming wife, who said they would gladly accompany us to Geneva were it not for business preventing.

Sunday (present writing) the Palace occupied several hours. The splendors of the Fontainbleu Palace is some respects excel those of Versailles, and the magnificent park is unrivalled throughout the world. In the afternoon most of the boys enjoyed the open air band concert in the park, while others made excursions through the forest to Barbison, the home of J. J. Rousseau and of Jean Francois Millet, and to other points of interest. This evening many of us took in a French country dance at the village of Avon (nearly in the forest) some of the fellows joining in the dance with the light-hearted peasants.

At Paris our party lost one of the chief and most valuable members, namely, Jo. Pennell, business and want of time preventing him from journeying further with us. It was with feelings of genuine sorrow (none the less genuine though a little selfish) that we rode away from him at the hotel in Paris, for all along the way so far, break down, get lost, want an explanation of some interesting point, or want the French word for suspenders, or ham and eggs, it was always to Jo Pennell that they turned for information. Therefore, without our mentor to guide us with his fatherly hand, we expect to find ourselves bringing up——"in the soup" at every other town.

The boys were one and all genuinely sorry he was going with us no further, and I feel sure that all will join in saying that no small part of our pleasure and comfort on our journey from Cork to Paris was due to the experience and kindness of Mr. Pennell, and that all are grateful therefor.

At Paris, also, our party received one addition in the person of Mr. Hicks of St. Louis, Mo., who is to accompany us to Geneva. He is now a resident of Paris. At Melun we met with Mr. Shaw of New York city, also a resident of Paris, who spent Sunday here with us.

To-morrow we start for Sens on our way to Geneva. Our route, with distances, as kindly furnished us by Baron de Baroncelli, is appended:

ROUTE—PARIS TO GENEVA.

Date.	Places.	Miles.
June 29	Via Melun to Fontainbleu	43
" 30	Sunday at Fontainbleu	—
July 1	Via Nemours to Sens	42
" 2	Via Joiquy to Tonnerre	54
" 3	To Montbard (before breakfast)	29
" 4	Via St. Seine to Dijon	47
" 5	To Dole (in afternoon)	30
" 6	To Poligny (in afternoon)	23
" 7	Via Champagnole to Morez	38
8	To Geneva	35

Therefore the evening of July 8 should find us at the Hotel de la Poste, Geneva, and until then, *au revoir*. PEDALS.

HAGERSTOWN QUIESCENT.

RESOLUTIONS AND THE POETRY MILL.

[*By Mud.*]

At a special meeting of the Hagerstown Bicycle Club, Albert Mott, Esq. Chief Consul Maryland Division L. A. W., was elected an active member of the club. The following resolutions were also unanimously adopted:

Resolved by the Hagerstown Bicycle Club, That we owe the Baltimore *Herald* a debt of gratitude which it will be difficult to repay for inestimable services rendered in connection with the preparation of the tenth annual meet of the League of American Wheelmen. The columns of that paper were replete with accurate information for the cyclers throughout the country, and its active and intelligent efforts of the paper were due the large attendance and the great success of the meet in enjoyment, notwithstanding the drawback of the weather. The substantial results, among which was the joining of many new members, are most gratifying, and the thanks hereby tendered the *Herald* are but a feeble expression of the kindly feelings of the club for it.

Resolved, That our sincere thanks be tendered Mr. Thos. Findlay of Smithsville, N. J., for kindly consenting to give an exhibition of trick riding during the races, and thereby contributing greatly to the enjoyment of the occasion."

A handsome testimonial was also ordered to be prepared and framed for presentation to the Maryland Club of Baltimore for their fraternal and invaluable assistance. After the meeting adjourned Undergraff and Miller hitched the poetry machine to the "Home-drainer" and ground out the following:

Though Time from memory's blackboard,
Some fond remembrance rub.
He never can efface our love
For the boys of the Maryland Club.

Then a pedal slipped and the machine had to be readjusted. The silken banner presented by the New Orleans Club was the inspiration for the second:

For Anarchy go to Chicago,
To New York for the "new" and the "queer."
Philadelphia for "brotherly love,"
And Cincinatti for "beer;"
To Baltimore for the prettiest girls
Washington for style and streets,
Kansas City for "hustle" and beef,
But Hagerstown for bicycle meets;
San Francisco for Chinese and fruit,
Boston for "culchaw" and beans,
But for fun and jolly good fellows
Buy a ticket for New Orleans.

At this point Cushwa, Irvin and Heard broke into the room and proceeded to make "suggestions." Cushwa thought the Williamsport run ought to be worked in somehow, so Miller attached the "water-stop" with this result:

Onward! the Towel Brigade,—
Noble three hundred—
On through the mud while it
Rained, and it thundered.
On to the river rode the
Gallant three hundred—
To Cushwa's swimming place,——
Who said he blundered?

Then Irvin tried his hand:

A racer bowed his haughty head
And scooted throught the mud,
Until he ran against the fence
When down he went ker—thud.

Heard wanted to put the G crook of his cornet on the machine and King, who just came in, wanted to "press the button," but someone said "What did the band play?" and the machine gave a hollow, ten-dollar-a-week tragedy groan that emptied the room quicker than an invitation to "have something" and then vanished, leaving its last effusion on the floor:

Oh, bonnie Annie Laurie,
Across your fair young breast
Death laid your hands long years ago—
Why can't they let you rest?

If Luscomb, Mott and all their crew
Must have a war-cry canny,
Why don't they come to Hagerstown
And get some other Annie?

BRAWN AND BRAIN.

A BRIGHT seasonable volume that will interest a large number of people, entitled "Brawn and Brain, considered by noted Athletes and Thinkers," has been issued. Twelve of the most popular sports are treated by a small army of champions, experts or specialists. Base ball is treated by a champion nine and an umpire; the elegant art of fencing by F. R. Coudert, the noted lawyer, and others; riding a horse by Buffalo Bill and others, canoeing by Charles Ledyard Norton; and tennis, polo, swimming, cycling, jumping, running and other sports by persons famous in those pastimes. Prof. Lallin treats of health at home, and Wm. Wood and others of how to grow strong. The volume is a really notable addition to the literature of health and pleasure. John B. Alden, publisher, New York, Chicago and Atlanta.

A CHAT ON KNEE BREECHES, STRAW HATS AND FLANNEL SHIRTS.

BY "JACK."

I TAKE the following from the Boston *Evening Record*. I am glad to note such a healthy and comfortable state of affairs:

"There is an epidemic of tan shoes and flannel shirts. They are unconventional and informal; they belong to no 'set,' they are equally in favor in town and country, in the mountains and at the seashore, and are unostentatious only in their suggestions of ease. The tan-colored shoe and the flannel shirt have risen to the dignity of summer institutions; they have come to stay, and all the protests of bootblacks and laundrymen shall not prevail against them."

English people probably are the most comfortably dressed people in the world. Take a boating party on the Thames or the Wye. Each man is clad in heavy woolen sweater and white flannel trousers, no starch for them. They wear all woolen clothing, for it is *cooler* than cotton or linen and prevents the body from sudden chills. It is cleaner and more comfortable in every way, and we see the American of to-day a happy mortal in his straw hat and flannel suit, when twenty years ago he was mummified in black, close-fitting over clothes, and arrayed in those three most ghastly articles of apparel which have ever been worn by perspiring and skin inhaling and exhaling man—the starched shirt and the shiny stove-pipe hat, two unqualified abominations; added to these the parellel bags which we imported from Waterloo, the trousers of to-day, we have a combination of three horrors which would make any animal but a man wretched.

We dress *comfortably* at the sea shore, in straw and flannel. In the city, where the temperature is generally greater and the air less *breathable*, you dress uncomfortable, all because the Ape of Fashion dictates to her jumping-jack followers that a shiny hat, comfortless and ill-ventilated trousers, and linen neck and wrist prisons are the *proper caper*. The sooner we wear the "knee breeks" and the long hose and the comfortable flannel clothing of health and comfort, the sooner we will feel free to act and to breathe, eat and sleep with pleasure.

As for the introduction of knee breeches, the bow-legged and knock-kneed contingent would raise a dismal howl, but why should

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

humanity at large, whose limbs are straight, be made to wear limb-concealing trousers, just because there are those in the world whose legs are designed abnormally as to concavity or convexity? Why should Jones, whose limbs are firm and straight, be made to cover their outline from view? Is it sufficient to give for a reason that as Robinson's knees are scissor jointed, or made like a pair of callipers or ice hooks, fashion has thrown the whole human family into sacks that these freaks of nature may be hidden somewhat?

The sooner we get out of the trousers of to-day and into the knee-breeches of our ancestors, the sooner we will feel comfortable. Knee breeches *will* come into popular favor, statements from the shrunken legged and malformed contingent notwithstanding.

NIAGARA FALLS FOR THE 1890 MEET.

Editor Bicycling World: Now that the League meet of 1889 is a thing of the past the time has arrived in the minds of some as to the location of the meet of 1890. I have read with pleasure the utterances of the WORLD the past year on the question, also the able letter of "Phœnix" in the WORLD of July 5th. "Phœnix" strikes the key note as to the ideal meet, and selects as the place of meeting "Alexandria Bay;" at the same time mentions the short-comings of the place as not befitting a successful League meet. Uncle Sam's domains offer so many places, all of which possess some attractive feature that can be held out as an inducement for the League to hold its meet within their borders, but what we want is a place that will offer the largest attractions, the best accommodations, a good race track, unexcelled runs, beautiful scenery, easy of access and a place to which excursion rates can be easily procured; a place that every one wants to go to, and if he has been there once the thirst to go a second time is unquenchable; a place that one can spend a week and not tire of the place. Such a spot is adapted to cycling and to the full and complete enjoyment of the great body of wheelmen must be acknowledged to be the ideal spot for a League meeting. That such a spot exists and in an easy and accessible locality is something worthy of consideration, I therefore offer Niagara Falls as the place for the next meeting of the League. The wheelmen at the Falls are enthusiastic over it, and no one can question but that if the whole League should go there but what they could be accommodated. Many runs can be had from the Falls, and then there is the Lewiston Hill for hill climbers, and taken all together there is not a spot in the 42 States that can offer one half of the attractions that Niagara Falls has. As a place for the meeting it will not be necessary to go into details, as it is too well known, so let the cry be "eleventh annual meet of the League of American Wheelmen, Niagara Falls, 1890."

HENRY E. DUCKER.

GOOD ROADS WANTED.

A writer in the New England *Farmer* contributes the following interesting article in a late issue of that paper: "A great deal is being said of late in regard to road making, and the Legislature has been touching upon the subject. People differ in their opinions in regard to road making as they do in politics or religion. But the latter are not so easily demonstrated as in road building, for a person travelling over these hills at this season of the year has only to look and learn, and it seems to me, if he is observing, he will learn that a narrow, rounding road, with no turf at the sides, nothing but loose dirt, will go to pieces and wash away when the frost goes out.

It case of heavy rains still greater destruction will follow. On these hills the shoulder of the road, once grassed over, never should be broken. The road should be filled with dirt from outside the ditch. It has been the opinion of many that a rounding road needs no mound to protect it, but no idea can be more erroneous, and testing the theory with the road scraper has proved the contrary. Water cannot go off the sides but will follow the ruts. Water will run down the hill in a road unless turned out. A mound made right will not bound a buggy with fast driving.

It should be made long, reckoning up and down the hill, so the forward wheels will not drop when the hind wheels rise. The mound should come to a rounding point in the centre, and each year, when repaired, place the new one just above the old one, the old one for a backer, then it will last and not be carried over by the wheel. If the road is narrow and rounding the wheels will make the ruts deep, for they must necessarily run in the same place. A person remarked to me: 'If the road was made rounding and of cast iron, the water would go off on the sides.' A road, in my opinion, should be made wide and level on the surface, then it will tread hard and the water will flow over the road evenly. Some county commissioners order their turnpikes made level on the surface and wide enough for teams to pass."

THE MASSACHUSETTS DIVISION MEET.

SECRETARY BASSETT has been in Cottage City to make arrangements for the Massachusetts Division meet to take place August 8, 9 and 10. The arrangements cannot be given in particular, as they have not been perfected, but in general the meet will be on the same lines as those already held, minus the ball. There will be parades by daylight and by night, the latter with the lantern attachment. Excursions galore and a general good time out of doors will be indulged in. As there is to be a big yacht race on the 12th, no doubt many of the wheelmen will see fit to stay over and take that in. Full details later.

The Martha's Vineyard Association have voted to furnish a band for the races and parade.

The concrete race track will be put in good shape by the Selectmen. There is some talk of having a race for ladies, but we hope the idea will not receive encouragement. The racing path is not the place for our wives, sweethearts or sisters.

CONNECTICUT DIVISION MEET

SOME 300 or 400 wheelmen in knee breeches on the streets of Bridgeport, Conn., last week Monday gave the impression to the "unposted" cit. that something was a-move in cycledom, and the cit. was correct. The State Division was about to hold its annual meet, and the men in "knicks" were on hand to take part. The different clubs of the State turned out strong, but New Haven with its twenty odd men had the largest individual outside representation.

The rooms of the Bridgeport Wheel Club were the head quarters of the visitors, and these rooms were the centre of Bridgeportian life on the said Monday.

One hundred wheelmen attended the business meeting, Chief Consul Larom presiding. The reports showed that the membership of the Connecticut Division numbered 454. The Treasurer's report showed a balance of $706. It was voted to appropriate $200 for the purpose of being used at Hartford during the tournament at that place in September and the invitation to hold a division meet in Hartford on the dates of the races was accepted.

It was voted to appropriate $100 yearly to be used as a "retainer" for the services of a division lawyer (who should be also a wheelman), the duties of whom shall be to collate all ordinances, laws and other information bearing upon the privileges and rights of wheelmen and place the same on record; also to record all decisions of the Court given in bicycle cases, and all accidents, and to defend wheelmen when so ordered by the Chief Consul. The records are to be open to the inspection of the Chief Consul, Vice Consul and Secretary and Treasurer.

A by-law authorizing the Chief Consul to appoint a Committee on Transportation was also passed. Resolutions referring to the death of Steven Terry of Hartford, one of the most active bicyclists in the State, were also adopted.

Nominations were then in order, and for Chief Consul the names of David J. Post and Calhoun Latham were presented. For Vice Consul C. E. Moore was the only nomination; for Secretary-Treasurer E. A. Dublois. For representatives to the National League the following were nominated: L. A. Miller, of Meriden; Joseph Gilman, of Hartford; F. W. Atwater, of Bridgeport; and T. W. Gillette, of Danbury. The officers are elected by a mail vote of the League members, sent to the Secretary before August 15. The meeting then adjourned.

The parade formed at about 12 M. There were twelve clubs in line, Chief Consul Larom as Marshall. The following clubs and members were in line: Rambling Wheelmen, 35 men; Bridgeport Wheel Club, 40 men; Bridgeport Junior Club, 32 men; Meriden Wheel Club, 10 men; Danbury Wheel Club, 15 men; Norwalk and Stamford Wheel Clubs, 15 men; Hartford Wheel Club, 6 men; New Canaan Wheel Club, 12 men; Westport Wheel Club, 12 men; and Torrington Wheel Club, 2 men.

Two thousand people went out to see the races. The track was good and the conditions favorable for fine racing. [Report of races in our last issue.—ED.]

THE HARROWGATE MEET.

We have before us a programme of the tenth annual meet of the North of England cyclists. The programme is endorsed by A. Philipp, Esq., of Bradford, as follows: "If you know of any Americans who want to come over for the camp and races direct them to me and I will see that they get every attention paid them." This is certainly a very generous offer and touring cyclists will no doubt avail themselves of the hospitable offer of Mr. Philipp.

The dates of the meet are August 2, 3, 4, 5, 6 and 7. There will be two days' racing, and the following taken from the circular will be of interest:

"The encampment will consist of mess machine, canteen, refreshment, social and 58 bell tents. A special tent will be provided for the sale of fruit in camp. The bell tents will be fitted up with boarded floors. Every camper will be supplied with two pairs of new blankets, pillow and palliasse, and each tent with the necessary washstands, bowls, lanterns, etc. Campers may bring their own tents provideed notice thereof be sent in before the 27th July and that the shape and size thereof do not interfere with the general aspect of the camp of which the committee reserves the right to be sole judge." Breakfast, lunch and dinner will be served at the reasonable rate of $1.62 per day.

Among the rules of the camp are the following very excellent ones, that should put a flea in the ear of the turbulent element: "The committee reserves the right to expel anyone interfering with the comfort of others. Bugling will not be allowed under any circumstances." A camp run on these lines with a powerful brake to be applied on the "too funny" or "too hilarious" element when necessary is something we should like to see in this country.

RACES AND RECORDS ON ROAD AND TRACK.

HE DID IT—2.48, WITHOUT HANDS.

Alas! for Jack! We are sorry for J. Purvis. To think that Van Wagoner should have the heart to ride a mile with his hands tied behind him in 2.48, and thus make poor Parvis Bruce disgorge the ten dollars for that medal!!! But W. Van Wagoner did it at Roger Williams Park, Providence, R. I., before many witnesses and timers, July 16th, and the very hair of Jack's head will rise as he gazes on the startling time made and realizes how his hard-earned reputation as a prophet and seer is trampled and crushed beneath the rushing whirring wheels of Van Wagoner's safety. The following are the officers: Starter, Thos. Lakey of Providenc, R. I.: Timers, Benj. Smith, Geo. R. McAuslan and L. B. Ballou of R. I. Wheelmen, Providence; Judges Wm. Rankin and C. E. Munroe of Providence.

AT LOS ANGELES, CAL., July 4.—Track.—The half-mile bicycle race at Agricultural Park Thursday was run by John Tufts, D. L. Burke and F. Scheidler. Tufts won the first and third heats; Burke took the second heat. Time, 1.36 1-2, 1.32 and 1.34. Burke won the mile race in 3.17 1-4. The entries were the same.

AT GADSDEN, ALA., July 4.—Track.—Half-mile, L. Hart, 1; J. Berger, the other contestant, took a header: time 1.38. One mile: L. Hart, 1; Thornton, 2; no time. Half-mile: R. Foster, 1; P. Echols, 2; no time. Two miles (handicap): L. Berger, 100 yards, 1; W. Wellford, scratch, 2; time, 8.15. One mile C. C. Shanks, on safety, 1; Sam Berger, on a Star, 2; time, 6m. One mile, Alabama championship: L. Hart, 1; J. Berger, 2 time 4m. Quarter mile: P. Echols, 1; R. Foster, 2; time, 1.05. One mile, consolation: Thornton and Shanks. Thornton winner; no time. 100 yards (slow race), won by Pete Echols in 1.55.

AT FITCHBURG, MASS., July 4.—There were two bicycle races—one for safeties and one for ordinaries. The heats were half-miles; best two in three. There were three contestants in the safety race: H. B. Allen, Will Trolford and Ephraim Brown, and the latter won the first heat, time 1.49 1-2; Allen was second. The second heat and race was also won by Brown; time 1.54; Trolford was a close second. Allen and Trolford went around the track to decide the award of the second prize, a silver medal, which Allen won; time 1.52 1-2. The contestants in the "ordinary" bicycle race were Joseph A. Holland, H. C. Sanborn and George Slater. The prizes were gold and silver medals. In the first heat Sanborn maintained the lead nearly through, when Holland passed him and won in 1.51 3-4, with Sanborn a close second. The second heat resulted like the first, Holland's time being 1.55 1-4.

AT AUGUSTA GA., July 4—Track—One quarter mile novice; T. Sherman (1), safety; E. D. Nave (2), ordinary; time, 50 sec. The Racing Board will probably take notice that safeties and ordinaries competed in this race. Quarter mile: C. A. Bland (1), E. D. Nave (2): time, 50 sec. Quarter mile: dead head between W. A. Sherman and T. Sherman; time, 49 sec. Half mile handicap: G. M Stevenson, scratch (1), W. L. Colson, handicap not given (2); time, 1.30. Half mile: G. M. Stevenson (1), E. D. Nave (2): time 1.38. Quarter mile safety: Tom Sherman (1), W. A. Shurman (2): time, 51 sec. One mile handicap: T. Sherman (1), Morrison (2). No time or handicap given. In this race safety and ordinaries competed. One mile club championship: C. A. Bland (1), S. J. Simmons (2): time, 4.30. Conditions: track heavy and light rain part of the time during the races.

ENGLAND.—At North Shields.—Five-mile professional safety championship, Jack Lee (1), F. W. Allard (2), Tom Battensby (3): time, 17.12 4-5. Ten-mile professional, R. Howell (1), A. H. Robb (2): time, 31 22 3-5 Five-mile amateur safety championship of the North. W. C. Thompson (1), W. McAllister (2): time, 14.59 4-5.

At Leicester.—Twenty-five-mile professional championship, F. W. Allard (1), A. H. Robb (2), R. Howell (3): time, 1.20 42.

Catford C. C.—Open fifty-mile road handie p. K. E. Edge on safety, 26ms. (1): E Dangerfield, 11m. (3); C. A. Smith, the only scratch man, finished tenth: time of Edge, 3.12.42.

At Liverpool.—Sifton and Dingle fifty-mile open road handicap, W. Watson, 65m. (1): R. Lloyd, 6 1-2m. (2): J. Bibby, 14m. (3): time of Watson, 3 25.30. Watson, the winner, is a boy of only fifteen years of age.

A strange story is told of how Willie Wood in his match against Bob English, and likewise in the 30-mile championship, rode a machine *without any balls in one side of the bearings.* Strange to relate this peculiar and perhaps unprecedented circumstances was unknown to the crack or any of his followers, and has only since been discovered when overhauling the machine.

AT HAGERSTOWN, MD.—Track—A. C. Banker, of New York after the close of the meet at Hagerstown, Md., broke the American amateur half-mile record for safeties, making the distance in 1 minute and 22 seconds. The record had been held by J. P. Englehart, who on September 10, 1885, made a half-mile in 1 minute and 24 3-5 seconds. The English record for the same distance is 1 minute 16 1-5 seconds which was made by W. C. Jones. NORVAL.

AT WASHINGTON, D. C.—Road.—Wm. T. Robertson recently made five miles, between Washington, D. C. and Hyattsville, Md., in 19 minutes and 2 seconds, lowering the record made by him on July 4 by 23 seconds. After a short rest he started on the return trip, accomplishing the distance in 19 minutes and 30 seconds, lowering the record of 19 minutes and 45 seconds, made by H. L. Reynolds by 15 seconds. Timers Rex. Smith, A. H. Wells and T. E. Robertson.

AT STOCKTON, CAL., July 4.—Track.—One mile safety State championship: W. A. Schockley, 1; Sanford Plummer, 2: time, 2.59 1-2. Two-mile L. A. W. State championship: W. G. Davis, 1; R. W. Turner, 2: time 6.48. This race was remarkable for the loafing tactics indulged in until the last few yards. One mile novice race was won by Thomas Duane in three minutes; quarter mile dash by J. E. Hickerbotham in 41 1-58.; one-half mile handicap by A. Cole in 1.20 2-5, breaking the coast record of 1-22; three mile handicap by F. E. Southworth; two-mile safety handicap by W. A. Shockley, 6.25; mile scratch by G. Davis. The races were followed by a tournament drill and ball in the Pavilion.

AT LYNN, MASS.—A novel race was run at Lynn between Chester Hunt and Carey Libbey for a purse of $20 the other day. It was novel in the fact that the distance was only 175 yards. Libby rode a safety while Hunt rode an ordinary. The first heat was won by Libby in 15 3-5s, but the second and third heats were won by Hunt in 16 3-5s. and 17s. respectively.

AT MEMPHIS, TENN., July 5.—Road.—The 10-mile race was won by W. A. Whitmore on the Poplar boulevard July 10 He was the only one present of all the entries, and according to the conditions of the contract was given the race through default after riding over the course. Mr. Whitmore made the run in 42.10.

NOT CORRECT. The Newton *Journal* in reporting A. W. Porter's feat of climbing Corey Hill four times as "best on record" is wrong. Shurman has ridden it ten times up and down without a dismount. Sam Sterling has ridden 11 times up and down with one dismount and Greenwood has ridden it four times.

ENGLISH VS. AMERICAN RECORDS, The *Record* of Philadelphia has the following: "Two American bicycling records have been beaten at the Coventry (Eng.) meeting. The mile was made in 2m. 34 5-5s., against Wm. A. Rowe's 2m. 35 2-5s., and W. A. Illston covered two miles in 5m. 12 1-5s." The *Record* is way off. Rowe's best time is 2m. 29 4-5s., while F. Wood in competition at Springfield in Sept, '86, did the mile in 2m. 32 2-5s. The same man at Hartford the week before did the mile in competition in 2 33. Rowe's 2-mile record is 5.11. The

Record should not go to the English papers for *correct* comparisons of English and American times. Refer to the WORLD and you will be O. K.

WHY NOT?

Editor Bicycling World: I would like to know why it is, in a large city like New York, that the Dept. of Public Parks cannot provide and keep in order at least one cinder path in Central Park for the exclusive use of cyclists. They provide special roads for equestrians—why not make a cinder track on the "circle" in the upper part of the park. The expense would not be much, and I am sure that the cyclists of New York would appreciate their kindness. Yours truly, 23199.

HOW TO MAKE RECORDS.

A VALUED correspondent writes and asks us "how a man's time can become a record." So far as track records are concerned the racing rules of the L. A. W. state that no record can be accepted unless "made in competition between men at an open meeting, of which at least one week's notice has been given." Thus it will be seen that records against time are not accepted by the L. A. W.

The WORLD, however, will accept records made on the track against time. The distance must, however, be proven without a doubt, the timing must be done by no less than two watches of reliable make and manipulated by men who have had experience. When more than one lap has to be ridden, then we require three checkers.

The standard of measurement must be the same as adopted by the L. A. W. (ie). A track shall be measured on a line drawn not more than 18 inches from a defined fixed and continuous inner curb or pole." We should require satisfactory proof as to the size of the track.

The officers to run a record ride must be two timers, three checkers (if over one lap) and a starter. Pace-making is allowed.

The League does not recognize road performances of any kind.

For road records. We require undisputed evidence as to correctness of measurement.

The course for distances from 1 to 20 miles must be over straight away roads, which in the case of distances over 20 miles may be retraversed as many times as is necessary to complete the distance to be run.

Checkers must be placed at intervals along the road, and at *every point where a cut off might be made.* Timing, when the finish is not at the starting point, must be done by three first-class stop watches which must be set *exactly* together and then started. One timer must be left at the start, then *stop* his watch when the start is made. Two timers *must* be placed at the finish to stop their watches when the finish is made, the elapsed time can then be easily figured. The timer at the start should *at once* after the start make a written note of the time his watch was stopped.

TRACK BUILDING.

This same correspondent asks for points about track building. We refer him to our issues of March 22 and 29, 1889.

A CASE OF N. H. ROAD HOGGISM.

ON the 13th of June, Mr. Moore and several other cyclers of Exeter, N. H., were returning from Hampton Beach. The time was 9.30 P. M. and a good moon lit the road. The cyclists were on the right side of the road riding single file. Mr. Moore who was leading, saw a team approaching, also on the proper side of the road, but to be sure and give proper warning he blew his whistle, when immediately the driver of the team turned his horses towards the cyclist and *forced* them into the gutter throwing all o' them, though serious injury did not result to riders or cycles. Suit was brought and nominal damages were awarded. The defendant claimed he did not hear a whistle and he also claimed that his horses *shied* at the cyclists but as horses do not shy *towards* a thing they are afraid of, this testimony fell rather flat. The case has been appealed.

THE TALBOT ROAD.

To No. 20,476, concerning the "Talbot Road," Ontario:

If you intend to ride to St. Thomas by all means take the Talbot Road, as you can make the eighteen miles of sand in four hours. The roads east and west of the sand are good.

In case you turn to avoid the sand you will strike clay and sand twice the distance.

I came through the sand last August without any difficulty, and intend to go through again in about three weeks.

Yours respectfully, L. A. W. 21,382.

FROM R. TEMPLE.

Editor Bicycling World: I was extremely sorry not to have seen you in Boston while there Saturday last, though received the courtesy of the "Hub" at the hands of my friend Dr. Emery, also the Coventry Machinists' Co. and Messrs. Singer & Co., and enjoyed a chat at the *Herald* office with Mr. J. Morse. Night before last while visiting friends in Brooklyn, I dropped in on the "Kings County club rooms," and received as cordial a welcome as upon my arrival from England ten months ago. The boys of the "Kings County" C. C. remind me very much of the Illinois C. C., of Chicago. I was of course invited to again inspect the well appointed club rooms, and then repaired to the wheel room on the base floor. A lengthy chat followed in which all took a prominent part.

The steamship Adriatic is slowly steaming down the North River with its burden of 126 cabin passengers. I find my berth to be in the most pleasant part of the ship, particularly in summer, forward amidship. Magnificent baskets of flowers are in the saloon, which await the admiration of the remembered ones. The list of saloon passengers is particularly brilliant as regards social and political standing, and all bids fair for an enjoyable crossing of the briny.

I am going to England on business (as a Chicago lady gracefully said, "in the interest of cycling"), and expect to be gone some five months. I have gained considerable experience of the cycle business during the past six months, and with my knowledge of wheels we may expect something equal to the past in the future, which will show for itself.

As I go on an important commission whether or not I shall mount a few races I am as yet unable to say, but shall spend many days of pleasure in the gay city, Paris, and if time permits will occasionally drop you a few lines.

With kind regards to all and any inquiring friends, I am

Truly yours, RALPH TEMPLE.

July 3, 1889. Care *Cyclist* office, Coventry, Eng.

LITIGATION.

We are advised that before Judge Blodgett, U. S. Circuit Court, Northern District of Illinois, on Monday, July 1, a motion to enjoin the Gormully & Jeffery Manufacturing Co. from using the Copeland patent was argued by the attorneys of the Pope Manufacturing Co., Coburn & Thatcher; Offield & Towle appearing for the defence. The court took the case under advisement, and on Monday, July 8, delivered his decision, denying the injunction. This case is a continuation of an interference case that was pending for some time in the Patent Office at Washington.

In addition to the above we learn that the court said that the defendants were amply responsible and that the case could best be decided at the final hearing. The case will probably, therefore go on to its final hearing without further interference.

FINED $10 AND COSTS.

CHAS. WITTENBERG, a liquor-dealer of St. Louis, was fined $10 in Judge Cady's court last week for careless driving. About 7 o'clock Saturday evening he drove his horse against B. Pratt of 1320 Lasalle street, who was riding a bicycle with other wheelmen on Pine street at the time. The testimony showed that Wittenberg could easily have avoided the accident, but, instead of doing so, turned his horse in such a manner as to strike the rider, injuring him severely and wrecking his wheel. Judge Cady cited the opinion of the Supreme Court that the bicycles had the same right on the road as any other vehicles, and told the defendant that the next offence would merit him a larger fine.

THE ROAD CONGRESS IN SOUTH CAROLINA.

SOME few weeks ago the Charleston *World* proposed to hold a road congress in that State, and the idea was echoed and endorsed far and wide.

The Columbia *Record* says:

"We are glad to see that such sterling papers as the Charleston *World* and the Anderson *Journal* have opened their eyes to the importance of good roads."

"The *Record* is in favor of the utilizing of the State convicts in improving the public roads, and says that "in place of leasing out these people to compete with honest men in their daily avocations, put them to building highways." Continuing, the same paper says:

"If our people could but once see the grand imperial roads of Europe, they would then comprehend indeed the great advantage of them, and would insist on having them if it took every convict in the penitentiary the balance of his time to build but a single road, say from Columbia to Charleston."

The Anderson *Journal* in its last issue again takes up the subject of the proposed State convention and speaks out as follows:

TO BRAIN WORKERS.

To have a healthy brain you must have a healthy body. To have a healthy body you must take exercise. Bicycling is the finest exercise in the world. The WHITE FLYER SAFETY is the finest bicycle in the world. Those who ride them have the healthiest bodies in the world. *What about their brains?* if this reasoning is logical. Read this over again, so as to get the real meaning of the reasoning. Why do you not write us for our illustrated Catalogue? Nearly every League member has, not to speak of the unattached riders all over the country, who would join the League if they knew what a benefit it was to every American wheelman.

Advertising Agents and inventors with good sound ideas on cycle construction write to **J. Purvis-Bruce, The White Cycle Co., Westboro, Mass.**

Send us something practical, whatever you do. We can do our own song and dance business after business hours. Stand not upon the order of your sending, but *send for our catalogue.* Mention whether it is to be on scented or unscented paper, so that we can "take your measure." We don't give a snap whether you believe what we say or not. We have a conscience which tells us to go ahead and lay on Mac Duff. Our independent policy has been one reason why so many orders have been booked. Another is the superiority of our bicycles, but "a word to the wise is sufficient."

See Page 338.

Free

Beautifully Illustrated

ART CALENDAR

FOR 1889.

Twelve pages of Bristol board neatly fastened together with ribbon.

ILLUSTRATIONS SPECIALLY DRAWN FOR THIS CALENDAR BY MR. FRANC NOIJE.

Plates and printing done by the Moss Engraving Co.

A work of art suitable for Parlor, Library or Office.

ADDRESS

THE CAPITAL CYCLE CO., Washington, D. C.

"We can say briefly that we heartily endorsed several weeks ago the suggestion of the Charleston *World* that a road congress be held in this State, for the reason that, while we believe the present system of road working in this State is very defective and unsatisfactory we can see no hope of improvement unless brought about by such agitation and discussion as could be had by calling together representative, practical men from all sections of the State. The average Legislature is about as capable of dealing with the subject, as the average cross-roads debating society. The average legislator is not only uninformed on the subject, having spent most of his years in dodging road duty, but he is also squeamish about grappling with it for fear it will not be popular. Let there be a clearly defined scheme agreed upon after deliberation and unmistakably pronounced by an assemblage of influential representative men, and the two houses of the legislature will vie with each other in their efforts to pass it first and make it a law."

The *Journal*, while not wedded to any particular scheme, believes that satisfactory road working can only be done by contract, that property should divide with able-bodied labor in bearing the burden, and that there should be a plan of utilizing the labor of the convict in carrying out the work of improvement.

Now let us hear from other papers in the State on the feasability of holding a South Carolina Road Congress, in time to take action upon a measure to be submitted to the forthcoming session of the legislature.

THE Singer Tandem Safety is now in stock and is ready for delivery. The machine is a likely looking vehicle and we predict for it a ready sale among those who want to ride double. Mr. W. L. Ross, the American manager for Singer, has gone West for a week or two on business.

THE Star has been getting in its work by putting away some very important championship races. Witness the three-mile L. A. W. championship, the one-mile State and four-mile California State championship, at Los Angeles, May 30. Also the half and ten mile L. A. W. championship at Ottawa, Kan. The one-mile

WE understand the Springfield Co. are already having good demand for their new crank safety which they call the "Speedwell." novice and half-mile dash at Hagerstown. The Star also holds the Pacific Coast records from one to five miles. A pretty good showing for so early in the season and we congratulate the Smithville concern.

IN addition to the many victories of the Premier in England this season, both on the road and path, in the hands of such noted fliers as Holbein, Wilson and others, these celebrated wheels have been gleaning fresh laurels on this side of the Atlantic, as chronicled in our advertising columns this week.

THE Eagle seems to be *"climbing"* into notice. The victory of W. B. Clough over others on Greenfield Hill, Bridgeport, is another feather in the cap of the Eagle people. Ambitious competition on track and road is the very life of trade, and the Eagle seems to want its share of "life."

WORK for workers! Are are ready to work, and do you want to make money? Then write to B. F. Johnson & Co., of Richmond, Va., and see if they cannot help you.

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

FIXTURES.

JULY.

25—Minneapolis, Minn., Twenty-five-mile road race, State Championship. Entries close July 20; fee $1. W. Monasch, Minneapolis Bi. Club, Minneapolis.
26—Louisiana Division Meet at New Orleans.

AUGUST.

2 to 7 inclusive—Harrowgate Camp Meet at Harrowgate, Yorkshire, Eng.
5-10—Carnival at Halifax, N. S.
8, 9, 10—Massachusetts Div. Meet at Cottage City, Mass.'

SEPTEMBER.

4, 5—Hartford Tournament.
5—20-mile Road Race at Hartford, under auspices Hartford Wheel Club.
20—Michigan State Div. L. A. W. Meet at Ypsilanti, Mich.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street,
BROOKLYN, N. Y.



Price, (either style, cranks or levers,) $115.

JUST A WORD FOR OURSELVES.

TO OUR FRIENDS AND AGENTS.

In order to supply our agents who have a demand for a Crank Safety (as well as the lever motion) we have arranged the future construction of our Volant so that cranks can be attached as well as levers without altering many of its details, and we are now prepared to fill orders for the Crank Safety Wheel, which we shall call the "Speedwell."

This machine is well and carefully made, being fitted with ball bearings throughout, including ball pedals, Fish's patent hammock saddle, which reduces the vibration to a minimum, and is not only neat in design but simple in construction.

We believe this wheel cannot be equalled in this country at the price ($115). It possesses all the improvements, and is made of the same material as the highest priced wheels now sold. If you are in want of a thoroughly reliable, easy running safety that will give satisfaction to all, we would advise you to place your orders early as we anticipate a big rush. Awaiting your orders, we are,

Very truly yours, SPRINGFIELD BICYCLE MFG. CO.,
178 Columbus ave., Boston.

If you are not our agents or we have not quoted you terms, please write us at once, and in order to be fair to all we must observe the old maxim, "first come first served."



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

Pennsylvania.

Owing to the failure of the map makers to finish their work, the Pennsylvania Division Road Book will be delayed several months. Members wishing routes, can obtain same by addressing John A. Wells, 707 Ash street, Phila.

J. G. CARPENTER, Sec.-Treas.

Connecticut.

The Connecticut Division Racing Board have appointed the following L. A. W. State Championships: One mile bicycle, one mile safety bicycle, one mile tandem bicycle. The one mile bicycle and one mile safety bicycle have been awarded the Hartford Wheel Club to be run at their meet Sept. 4th and 5th, 1889.

L. A. MILLER, Chairman.

Meriden, Conn., July 9, 1889.

Maryland.

The "Sparrow's Point Restaurant" at Steelton, Md., is appointed a League Hotel. Rate, 50 cents "all around."

Mr. R. Harry Patchett having resigned as Local Consul at Easton, Md., after a long service of usefulness, Mr. George W. Baker is appointed to the vacancy.

ALBERT MOTT, C. C. Md. Div.

Baltimore, Md., July 12, 1889.

Illinois.

The following members of the Illinois Division were elected as members of the respective committees at Ottawa, July 4th, '89

Nominating Committee: C. B. Gibson, Chicago; H. G. Rouse, Peoria; W. H. Osman, Ottawa; E. S. Barnes, Springfield; Ed. Knight, Kankakee.

Racing Board: R. D. Garden, Chicago; A. J. Street, Chicago; Chas. Vail, Peoria.

THOS. F. SHERIDAN, Sec.-Treas.

Springfield, July 10th, 1889.

Tennessee Appointment.

The "West Side" Hotel, Lebanon, Tenn., has been appointed as League Hotel for that place. Regular rates, $2.00 per day, L. A. W. rates $1.60 per day. I would here call the attention of all League members to the fact that the proprietors of the League Hotels in the State have been requested to give the reduced rates only to those showing membership tickets for current year. Please remember this. Fraternally,

JOS. R. WILSON, Jr., Chief Consul.

Clarksville, Tenn., July 5th, 1889.

Massachusetts.

Circular No. 26.

The address of the Chief Consul will hereafter be 109 Warwick street, Boston, instead of as heretofore.

Fraternally, WM. H. EMERY,
Boston, July 13, 1889. Chief Consul.

New League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 231—Wichita Wheelmen, Wichita, Kan., Henry C. Dunbar, Sec.

No. 232—Crescent Cycle Club, Baltimore, Md., Rob't. J. Aiken, Sec.

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 34—Plainfield Bicycle Club, Plainfield, N. J.
No. 165—Exeter Bicycle Club, Exeter, N. H.
No. 176—Outing Cycling Club, San Francisco, Cal.

New York State Division.

Consuls and Hotels.

List No. 5.

Place.	Consul.	Hotel
Averill Park,		Sand Lake Hotel
Corning,	F. C. Williams,	
East Syracuse,	F. A. Marshall,	Baggs Hotel
Slingerlands Station,		Home Lawn
Syracuse,		The Leland

Mr. I. B. Knickerbocker has resigned as Local Consul for Cortland.

Mr. Fred B. Corey has resigned as Local Consul for Homer.

W. S. BULL, Chief Consul.

Illinois Division, L. A. W.

Treasurer's Report.

CR.

1888.		
Oct. 1st.	By cash on hand at entr'g to Office	$169.43
1889.		
Oct. 15.	By check from Abbot Bassett	53.00
May 13.	By check from Abbot Bassett, July settlement	324.80
		$574.53

DR.

1889.		
July 1st.	To expenses to date and approved by Executive Com.	$147.50
	To cash deposited in Maine Bank Springfield	502.13
		$574.53

THOS. F. SHERIDAN, Sec.-Treas.

Springfield, July 1st, 1889.

New York.

To the members of the New York State Division:

The half-mile New York State Division Bicycle championship has been awarded to the Lockport Wheelmen to be contested for at their race meet August 15th.

The two mile New York State Division Bicycle championship has been awarded to the Albany Wheelmen to be contested for at their September tournament.

W. S. BULL, Chief Consul.

Connecticut Division.

The seventh annual meeting of this Division was held in the parlors of the Bridgeport Wheel Club, July 8th, 1889.

Meeting was called to order at 10.45 A. M., Chief Consul Larom in the chair.

Minutes of last meeting were read, accepted and ordered on file.

Report of Chief Consul read, accepted and ordered on file.

Report of Secretary-Treasurer read, accepted and ordered on file.

Mr. L. A. Miller, chairman of Racing Committee, reported that they had established the following State championship races: 1 mile bicycle, 1 mile safety, 1 mile tandem safety, and that they had assigned the 1 mile bicycle and the 1 mile safety to the Hartford Wheel Club, to be contested at their race meet to be held September 4 and 5th.

On motion of Mr. L. A. Tracy of Hartford, the following resolutions of respect were passed on the death of our late member, Mr. Stephen Terry.

Resolved, That in the death of Stephen Terry, formerly Chief Consul of this Division, and constantly connected with its management as an active and influential member since the date of its organization, we, the members of the Connecticut Division of the League of American Wheelmen are called upon to lament the loss of one who on account of his sterling integrity and sound judgement was ever regarded as the wisest of our counsellors; and we bear our testimony to the uniform and unfaltering interest shown by him for years in the affairs of the organization, standing by and sustaining it in the early days of its discouragement, as well as rejoicing in its later prosperity and success; and we cherish with pleasant recollections his unfailing courtesy and kindness as an associate whereby he endeared himself to all who knew him by the strongest ties of friendship.

Resolved, That there be entered on our records this expression of the confidence and regard in which the deceased was held by us, and that a copy of the same conveying also our sincere sympathy in her affliction, be sent to his bereaved widow.

On motion of Mr. D. J. Post, rule eigth was amended to include a Transportation Committee.

Mr. Post then moved an addition to the rules as follows; There shall be elected by the Board of Officers a Division lawyer who must be a practicing lawyer and a wheelman. The duties of said Division Lawyer shall be the gathering of all ordinances and laws governing the rights and privileges of wheelmen in the larger cities of the United States. Keeping a record of all decisions in the courts relative to the rights of wheelmen and the keeping of an account of all accidents caused by wheelmen in Connecticut, and he shall be prepared to legally defend in either the courts or Legislature immediately upon instructions from the Chief Consul so to do any action or bill which may be brought or introduced detrimental to the free enjoyment of any Division member or members of his or their just rights and privileges as wheelmen or owners and users of vehicles. The records so kept to be Division property, and accessible at all times to the Chief Consul, Vice Consul or Secretary-Treasurer. Said Division Lawyer to receive as yearly retainer a sum not to exceed $100, and said retainer to be in full for all services as above named. In case of further services ordered by the Chief Consul regular fees shall be paid. Said Division Lawyer to be elected for a term of 5 years, subject to removal at any time by a two-thirds vote of the Board of Officers; to be known as Rule No. 10. Unanimously adopted.

An invitation from the Hartford Wheel Club to hold the Division meet at Hartford Sept. 4 and 5 was read and accepted.

Motion to insert clause "Nomination of Division officers" in order of business at annual meeting was carried.

Nominations for Chief Consul were then declared in order, and Mr. L. A. Miller of Meriden presented the name of Mr. D. J. Post of Hartford, while Mr. C. E. Moore proposed Mr. Calhoun Latham of Bridgeport. Nominations for the other officials were as follows:

Vice Consul, C. E. Moore, Bridgeport.

Secretary Treasurer, E. A. De Blois, Hartford.

Representatives, Joseph Goodman, Hartford; L. A. Miller, Meriden; F. W. Atwater, Bridgeport; and T. W. Gillette, Danbury.

A vote extending thanks to the Bridgeport Wheel Club for the use of their parlors, and also the Bridgeport Wheel Club and the Rambling Wheelmen of Bridgeport for courtesy shown the Division, was carried. As no further business was presented the meeting adjourned.

E. A. DE BLOIS,
Sec.-Treas.

Semi-annual Report of Secretary-Treasurer.

DR.

1889			
Jan. 1.	Balance on hand		$317.93
Feb. 4.	Road Book sales to date	16.00	
Feb. 21.	Road Book sales to date	13.05	
April 9.	Road Book sales to date	7.80	
May 2.	Road Book sales to date	31.00	
May 10	Cash from Abbot Bassett on dues acct.	130.70	
May 30.	Road Book sales to date	6.00	
June 22.	Road Book sales to date	13.35	
June 28.	Road Book sales to date	7.25	
June 28.	Cash from Abbot Bassett on dues acct.	86.30	
			$930.58

CR.

1889			
Jan. 15.	500 Road pamphlets	$7.50	
Feb. 21.	Stamps for mailing reports.	6.00	
Mch 1.	Abbot Bassett, assessment, 150 each, 477 members	71.55	
Mch 4.	C. L. Brockway, expenses as delegate to the National Assembly	12.08	
April 3.	Abbot Bassett, 100 Application blanks	.50	
April 6.	C. E. Larom, expenses as delegate to National Assembly	9.25	
April 9.	Fowler & Miller Co., printing reports	27.00	
April 10.	Abbot Bassett, 500 Renewal blanks	1.75	
April 20.	Cycler and Tourist Pub. Co., 3 mos. subscriptions for 450 members	22.50	
May 10.	Abbot Bassett, 500 Recruiting circulars	4.50	
May 10.	Abbot Bassett, 100 Application blanks	.50	
June 28.	Balance deposited with Conn. River Banking Co.	466.25	
			$930.58

Respectfully submitted,

E. A. DE BLOIS, Sec.-Treas.

Hartford, July 1, 1889.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 198—Total 97--10,369.

BOSTON, July 19, 1889.

CALIFORNIA DIVISION—2—370.

Unattached.

24075 Shanklin, J. W., 1015 J st., Fresno
24076 Stow, Harry P., Forbestown

CONNECTICUT DIVISION—7—179.

Hartford Wheel Club.

24033 Wakefield, Walter L., 67 Hudson st., Hartford

Torrington Wheel Club.

24068 Huke, Hermon W., Torrington

Unattached.

24004 Hurd, E. A., Box 33, Clinton
24003 Lane, C. F., Box 720, Wallingford
24077 Warner, Rev. Beverley E., 102 Golden Hill, Bridgeport
24078 Shorrock, Jas. P., "Bridgeport Si k Co." "
24079 Haight, Wm. C., 228 Main st., "

ILLINOIS DIVISION—24.—737

Aeolus C. C.

24034 Ernest, Wm., 428 W. Huron st., Chicago
24035 Stoike, J. A., 609 N. Wood st., "
24036 Clancy, John, 501 W. Huron st., "
24037 Keese, Wm. S. E., cor. Evergreen and Hoyne ave., Chicago
24038 Shapcott, Albert, 613 W. Superior st., "
24039 Decker, Theo., 267 N. May st., "
24040 Roys, Charles H., 571 N. Lincoln st., "

Evenston C. C.

24042 Allison, F. D. Evanston
24043 Weeden, B. M., "
24044 Shuman, Roy, "
24045 Smyth, W. S., "

Illinois C. C.

24080 Tuttle, F. H., Sr., 1558 So. Wood st., Chicago
24081 Corlies, E. L., 723 Wash. B'd. Chicago

Peoria Bi. Club.

24046 Phillips, D. C., care J. C. Wolfe, Peoria
24047 Goodfellow, G. C., Mutual Life Ins. Co, "
24048 Gray, W. H., Masonic Temple, "
24049 Impey, Robert, care Singer and Wheeler "

Unattached.

24041 Coxe, Edward D, 103 Rogers Park, Chicago
24050 Sheeks, Marshall H., Box 170, Olney
24085 Meehan, W. J., Elgin
24084 Garrison, L. B., 181 North st., "
24083 Weightman, E. J., 284 Griswold st., "
24082 Baker, Frank, 190 North st., "
24086 Comings, E. S., Rockford

INDIANA DIVISION—1—126.

Unattached.

24070 Vails, Harry L., Box 662, Madison

IOWA DIVISION—1—113.

Streator C. C.

24051 Kilroy, Patrick M., Fort Madison
24005 Lukins, A. A., 629 3rd st., "

KANSAS DIVISION—1—122.

Unattached.

24059 Smith, Geo. A., Clarks Hotel, Newton

KENTUCKY DIVISION—4—83.

Blue Grass Cyclers.

24055 Williams, John W. R., Frankfort
24054 Harris, Ed, Box 242, "
24053 Selbert, John P., Box 35, "
24052 Graham, C. Grau, Kenyon Hotel, "

MARYLAND DIVSION—3—472.

Cycling Ramblers.

24087 Reifsnider, John M., Green st., Westminster

Unattached.

24006 Swindell, G. B., 10 E. Lombard st., Baltimore
24007 Welsh, Robert A., 1912 Druid Hill ave., "

MASSACHUSETTS DIVISION—14—1400.

Dedham Bi. Club.

24017 Noyes, James Y., Box 137, Dedham

Medford C. C.

24013 Blackmer, J. L., Medford
24012 Garrau, Frank, "
24011 Howe, Wm. T., "

New Bedford C. C.

24014 Dunham, Crawford L., 1036 Acushnet ave., New Bedford
24015 Slocum, Albert W., 25 Willis st., "

Unattached.

24008 Libbey, Forrest L., Geneva ave. extension, Boston
24009 Taplin, Geo. A., 36 Bromfield st., "
24010 Hodgman, S. L., 147 Washington st, "
24018 Goff, Oren H., East Norton
24060 Linder, John F., Cotton st., Newton
24016 Richards, Geo D., 101 William st., New Bedford
24058 Cunningham, W. E., 19 Bonny st., "
24088 Judd, Walter H., Fairhaven

MICHIGAN DIVISION—3—330.

Lansing Bi. Club.

24062 Hermann, Chris., Lansing
24063 Morgan, H. B., "

Battle Creek Bi. Club.

24089 Farmer, Fred E., 55 Poplar st., Battle Creek

MINNESOTA DIVISION—1—118.

Unattached.

24019 Pardee, Walter S., 405 Nat'l Bank Commerce, Minneapolis

MISSOURI DIVISION—3—275.

St. Louis C. C.

24090 Pratte, Bernard, 1320 La Sal'e, St. Louis

Unattached.

24061 Lewis, Ira J., Moberly
24091 Wells, Gomer, Knob Noster

NEBRASKA DIVISION—1—75.

Unattached.

24063 Hewitt, Fred W., Box 48, Broken Bow

NEW JERSEY DIVISION—1—521.

24020 Henderson, Charles, 63 Arlington ave., Jersey City

NEW YORK DIVISION—13—1837.

Binghamton Wheel Club.

24093 Rogers, H. S., 67 Court st., Binghamton

Manhattan Bi. Club.

24021 Monahan, Wm. J., 160 W. 16th st., New York
24022 Brogan, Arthur, 99 Perry st., "

Women's Wheel Club.

24092 *Rummell, Miss Elizabeth*, 101 Hamilton st., Buffalo

Unattached.

24024 Myers, Samuel M., Akron
24065 Sutton, J. E. S., 134 Willoughby ave., Brooklyn
24066 Hawley, A. P., 4 Cedar st., New York
24071 Lery, Daniel, 340 East 50th st., "
24069 Tracy, E. Clark, M. D., 50 East 126th st., "
24023 Hayfield, G. H., L. Box 369, Hoosick Falls
24074 Sturges, Edw. H., Centre ave., New Rochelle
24026 Pancoast, V. W., 92 Sullivan st., Olean
24025 Pancoast, T. H., 92 Sullivan st., "

OHIO DIVISION—8—770.

Cincinnati Bi. Club.

24057 Merryweather, A. C., 60 W. 2nd, Cincinnati
24058 Mathews, Harry K., 60 W. 2nd, "

Mt. Vernon Bi. Club.

24095 Crowell, Fred S., Mt. Vernon

Unattached.

24067 Morris, E. K., 82 No. 4th st., Columbus
24094 Watt, S. P., 187 E. Broad st., "
24073 Bonsall, Leroy, 308 Garfield ave., Salem
24096 Pugsley, J. Frank, Box 44, Sinking Spring
24099 Grant, Harry G., 141 N. Plum st., Springfield

PENNSYLVANIA DIVISION—5—1255.

Unattached.

24097 Morgan, C. H., Ephrata
24029 Smith, W. E., Lehighton
24030 Reber, Dr. W. W., "
24028 Doughten, W. W., 1816 Wallace st., Philadelphia
24027 Estabrook, F. L., 1728 No. 15th st., "

WISCONSIN DIVISION—2—75.

Racine Bi. Club.

24031 Wood, Frank, Racine
24032 Wright, E. D., "

ARKANSAS—1—5.

Unattached.

24074 Perkins, A. K., 4th and Main, Little Rock

FLORIDA—1—19.

Alcaza B. C.

24069 Wallace, L. J., St. Augustine

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

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ASK YOUR LOCAL DEALER FOR THE BEST ON EARTH,

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THE PERFECTION OF CYCLE MECHANISM.

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HALPIN & CO., 13 Murray Street. New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.
THOS. H. B. VARNEY, 42 and 44 Fremont St., San Francisco, Cal., for Pacific Slope. }

Or to the makers at Springfield, Mass.

THE WHITE FLYER.

Niagara Suspension Bridge is 821 feet span, the Covington and Cincinnati 1057 feet; the Brooklyn and New York 1595 feet; and the one now building over the Firth of Forth in Scotland has *two* spans of *1680* feet *each*. The span of life can be extended indefinitely by the use of two human feet on the WHITE FLYER. Agents wanted in every city in America. Send for Catalogue. Write for terms. Advertising Agents address, with brand new methods and lowest rates,

J. PURVIS-BRUCE,
White Cycle Co.,
Westboro, Mass.

There is a chestnut tree in the village, so send us something crisp and original.

See next week's "ad" in the BI. WORLD about the Governors of North and South Carolina. "It is a long time between" ——

See Page 333.

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

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Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

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Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

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Dealers and Repairers,
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98 & 100 West Ave., Rochester, N.Y.

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Be sure and send for Samples and Blanks.



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NEW YORK,
DEALERS IN
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Of Every Description.
Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

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Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

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The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



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A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied

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Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

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Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

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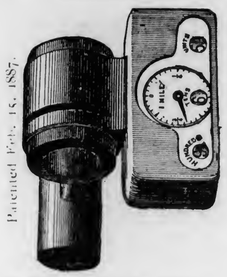
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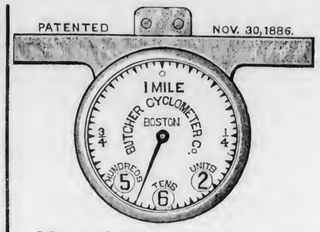
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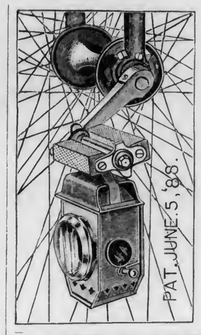
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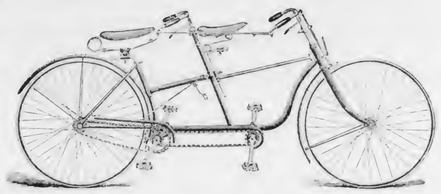
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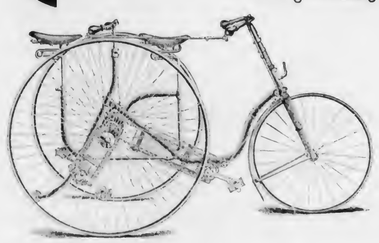
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Volume XIX.
Number 13.

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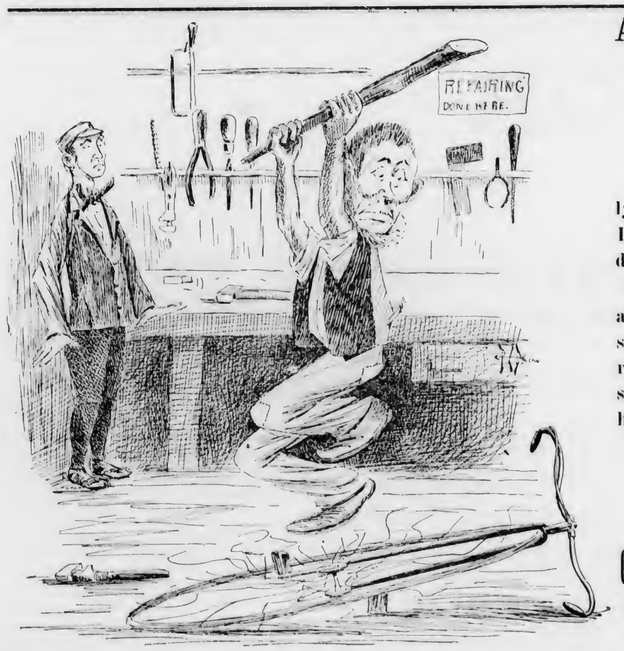
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544	—	S. S. S. Tandem,	250 00	170	4	1	2
553	52	Singer Matchless,	130.00	65	4	1	2
574	50	Columbia Expert,	130.00	75	1	2	2
577	54	Columbia Expert,	125.00	60	4	2	2
580	52	N. R. Roadster,	134.50	115	4	1	1
599	46	Victor Junior,	50.00	45	4	3	1
597	48	Otto Special,	60.00	35	4	4	2
601	—	Col. Lt. Rdst Tricycle,	160.00	125	4	1	1
602	48	Special Star,	137.00	75	4	Ball	2
604	52	Columbia Expert,	132.50	80	7	4	2
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
616	52	Special Club,	125.00	40	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
632	40	Ot o,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
636	48	Apollo Lt. Roadster,	135 00	75	3	1	1
637	—	New Rapid Safety,	135.00	80	4	1	6
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sanspareil,	135.00	40	4	2	3
651	51	Special Star,	130.00	68	3	Plain	2
653	56	Columbia Expert,	127.50	78	4	1	2
654	—	Victor Safety, ('85)	135.00	128	4	1	1
656	54	Royal Mail,	130.00	50	4	1	2
657	48	Columbia Standard,	85.00	25	4	4	6
661	50	Special Club,	130.00	60	1	2	2
664	—	Columbia Veloce Safety,	135.00	110	4	1	1
665	52	American Club,	130.00	25	4	2	6
667	52	Victor Light Roadster,	127.50	90	4	1	1
668	53	Columbia Lt. Roadster,	137.50	70	3	1	2
669	51	Columbia Lt. Roadster,	135.00	80	3	1	1
670	50	New Rapid,	146.00	80	3	1	1
671	54	British Challenge,	135.00	45	4	2	4
672	—	Columbia L. R. Trike,	160.00	125	4	1	2
673	51	Rudge Lt. Roadster,	136.25	95	4	1	1
674	52	Columbia Expert,	132.50	80	3	1	2
675	—	Volant Safety,	115.00	100	4	1	1
677	45	Special Pony Star,	120.00	75	3	Ball	4
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NEW MAIL SAFETY



Has ***not*** been advertised! Because we could not keep up or fill our orders. The factory is now delivering an increased number, and we again present the merits of this popular wheel, which has had so great a demand. ***Not a day since the opening of the year have we been up with our orders!!*** It tells the story.

The advantages of Trigwell's Ball Head to the Ordinary are even surpassed in its application to a Safety (in fact it seems ***specially designed*** for a Safety), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady and ***obviates sensitive steering***, which fault all Safeties have had.

SPRING FRONT FORK, preventing vibration—very easy and out of sight.

REAR AXLE BAND BRAKE, the place for a brake—not fouled with mud as when near the tire. Noiseless.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 26 JULY, 1889.

IT is with the greatest regret that we frequently find it necessary to denounce the use of sidewalks by wheelmen, in violation of the rights of foot passengers. It is so essential to the unrestricted use of cycles in our public highways that wheelmen should conduct themselves with a due regard to the rights of others, that we give full publicity to the following, from the Springfield *Republican*, on the "Aggressive Bicycle," in hopes that it may lead to more careful riding by the young and thoughtless:

"In Springfield a very real and present danger to which foot passengers are exposed comes from another source. We have heard much discussion regarding the rights of 'wheelmen,' and it is high time something were said for the average citizen on foot, whose right of way runs far back of the invention of bicycles. The riders of these vehicles have grown utterly regardless of people on foot, so much so that one never hears a whistle sounded when the the wheelmen pass over the cross-walks, and men, women and children are left to look out for themselves as best they may. The result is any number of narrow escapes and many accidents. One man on his way to the depot was struck by one of these riders, thrown to the ground and his hand seriously cut, to say nothing of the injury to clothing. He had carefully scanned the outlook for teams, but this silent rider, who turned the corner suddenly, ran his victim down and then disappeared. Another rider of 'the silent steed' pushed his 'machine' into a big shop window on Elm street —and took his departure before he could be identified. What is to be done to protect the pedestrian from the wheelman? The least that should be asked is that the riders be compelled to toot their whistles vigorously and long before passing the cross-walks. Our ancient rights have been in suspension quite long enough."

This sort of riding is much increased by the introduction of the safety, as one can, on the small rear driver, dash along with impunity, when formerly on the ordinary the results to the rider alone would have been disastrous.

Let wheelmen but remember that wheelmen have the same rights on public highways as the users of other vehicles, that they are subject to the regulations, liabilities and penalties, and we will hear few complaints from the public. This protest from Springfield, which has been reprinted in our Boston papers is entitled to weight and consideration, for the Springfield *Republican* has ever shown a friendly disposition towards our sport.

WE cannot complain when an esteemed contemporary *criticizes* our correspondents, as that is a privilege we cannot deny them, but we claim "an exclusive" in *apologizing* for the acts and words of our own correspondents, and in the impertinent attempt to deprive us of that prerogative Mr. Prial has overstepped the bounds of courtesy, and we must ask him to desist hereafter in any uncalled apologies in behalf of "Jack," or any other of the WORLD'S correspondents. We can take care of that without any aid from our over-officious friend in New York.

As to the Maryland men being "deeply offended at Jack's report of the League meet," if praising their generous hospitality offends, then our report, no doubt, offended.

Because a gentleman invites you to his house and gives you the freedom thereof of wine cellar or stable, is that license to the true gentleman, think you, to drink himself to the obnoxious point and ride all the horses in the stable to a standstill?

By the way, the reading of the kind "apology" in one column of our New York contemporary and the article on the next will readily show to the acute reader the difference between tweedle dee and tweedle dum, and we wonder how the Marylanders will like the whys and wherefores of the second article, we wonder if they will be *pleased*.

A GREAT deal of bewailing has been indulged in by the press, because in the recent death of Mr. Seymour the "secret" of the production of aluminium at low cost, died with him.

Now the fact is, that this metal has never been produced at such a cost as to make it of practical use, or to bring it in competition with steel as a constructive metal. We are told by experts that aluminium, like electricity, is not yet quite understood, that it is a treacherous metal working like a charm under certain manipulations at one time and then again with the same treatment becoming "mealy" or "flakey."

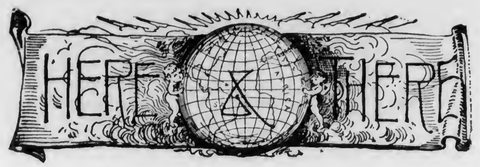
The world need not bewail the loss of Mr. Seymour's secret too deeply, as it is a loss which will not affect the steel trade or the lightness of cycles.

The element of secresy which entered so largely into Mr. Seymour's methods cast a shadow of doubt in our eyes as to its value.

The Keely motor is a "secret" that has cost its believers many ducats, and yet the world at present is no gainer by the device. We have in mind a process invented by a man who lived in Boston, for producing sugar from common corn. The machine for producing it was shown in operation to certain gullable folks, and sure enough the corn went in the hopper and the sugar came out at the other end, but the process was kept a secret by the inventor. "Secrecy" was his best hold. "Seeing is believing," said the monied spectators, and so they "invested." The "inventor" collected about $50,000 and skipped. Investigation showed the fraud. The machine was a conjuror's contrivance, but in putting in the corn the "inventor" managed to to grind out dollars, all because of his "secresy."

Secresy confined to one man has an odor of the fish, fishy.

THE Wethersfield, Ct., Wheel Club gave a house-warming at their new headquarters in the Comstock block. The evening was spent in card playing, music and the consumption of much good tobacco.



NEW YORK.

"HAWKSHAW."

It has been so long a boast of wheelmen that cycling and its upholders were constantly progressing that when at this late date an example of retrogression is discovered it becomes particularly noticeable for its rarity if for nothing else. Many years ago, as cycling time is measured, the English law of wheeling was based upon idleness versus labor, or, to put it more definately, only those riders maintained with "trade" were considered as amateurs, and all those to the contrary were excluded from that sanctified state of wheeling dubbed "amateurship." This was a peculiar ruling and but little suited to American ideas, so that when the L. A. W. formulated its amateur standard it made all men equally amateurs whether they labored or not, provided they did not otherwise fall below the definition of an amateur. To show, though, how early impressions retain their hold upon the minds of those who at a later day have discovered their incorrectness, it may be well to note here, how we who were then attempting to father the infant cyclos were wont to be thrown into a state of extreme alarm every time we in our great wisdom saw, or rather thought we did, any attempt of the "trade," in the sense of the manufacturer, attempting to get a hold upon the L. A. W. No matter how much the losing side of a question one might have, it was only necessary to spring the old cry that the "trade" was working with the other side, and this cry of wolf never failed to carry the day for the side that raised it. As we grew older, and perhaps wiser, it dawned upon us that no matter how much interest we might have in seeing cycling prosper, that the "trade" had equally as much, if not more, and that in consequence we should look upon them as allies, not as enemies. The correctness of this idea needs no defence when we look at the mammoth proportions of wheeling to-day, and while I myself in the elder day, as often raised the cry of "trade" as did anyone else, yet I am forced to confess that our present greatness lays more to the credit of the intelligent aid and work of the "trade" than to our puny efforts. I need not mention what Col. Pope and Charles Pratt did for the cause when it was from its infancy unable to do for itself; that is history and well known to all. Was not Frank Weston connected with the trade, and yet can any one question the good of his labors or the quantity thereof? Because Geo. Bidwell, by being in the "trade," practically thereby as well as theoretically, aided cycling, should his good work be therefore questioned? Decidedly not. I might quote the names of Mason, Garden, Overman, Barkman and Bull, and a hundred more, to prove the correctness of my claim that the "trade" is the greatest bulwark of the cause, but it is needless to do so since all fair-minded the subject admit the assertion. But to come to the example of retrogression I have at the beginning of this item. A short time since it became necessary for a prominent League club to nominate a candidate for L. A. W. representative, and the name of one of the hardest workers in the cause was presented to them as one most capable of filling the office, and what was the result? He was not chosen because forsooth, so 'tis said, he was branded with the iniquitous mark of "trade." He had dared to earn a living by working practically in the cause of cycling, defending it from the attacks of its traducers and attempting in every way in his power to see it prosper and succeed, and yet for this, or for no better reason, was he denied the office that none were better qualified than he to fill. I had not expected to ever again see the resurrection of that poor, battered ghost of "trade," but it seems as though I have.

They are going to pave 72d street from Central Park to the Riverside drive with asphalt, and the hearts of wheelmen are in consequence made glad.

For any rider heretofore to attempt to climb Eagle Rock hill was to brand himself as a would be hill climber, since there was no object for him to attempt the feat for any other object that the performance of it. Now, however, through the kindness of the residents of Orange this is to be remedied, as they are going to construct on the summit of the rock an observatory 400 feet high, equipped with passenger elevators and other comforts, so that now when a wheelman is seen grinding up Eagle Rock it will no longer be said he is attempting to achieve fame by doing so, but is simply riding up to take a view from the observatory.

PORKOPOLIS NOTES.

"STAR."

One evening as several of the C. B C. were discussing the qualifications of certain applicants for membership, the guileless Schultz asked: "What do you think of a man who would bury two children in the morning and go to a picnic in the afternoon?" The indignant Secretary immediately wanted to know who could be guilty of such heartless conduct, and when he learned that it was an undertaker, his collapse was sudden and complete.

The Young Men's Christian Association have bought the lot on the northwest corner of Seventh and Walnut. They will begin about September 1st to erect thereon a handsome five-story structure that will cost not less than $100,000. It will contain among other accommodations a camera room and a wheel room.

The following, from the Cincinnati correspondence to the *Wheel*, does injustice to the "Duke:" "When riding back to Hamilton the club had formed in two lines. My informant was riding on the side path when he was ordered to fill in in the rear of the club if he wished to ride with them. The 'Duke' giving orders soon found he was talking to a free American citizen that *had no intention of obeying*." The facts in the case are these: When, at the conclusion of their race, the C. B. C. formed into line to ride into Hamilton, several outsiders crowded themselves in. No objection was made and all went well for about a mile, when Mr. Informant took a notion to ride on the side path, and the "Duke" said to him: "If you wish to ride with this club you must keep in line." The C. B. C. have certain rules which they obey and which they think any one who sees fit to ride with them should also obey. They ride double file whenever and wherever possible. Each one keeps in line with the man in front of him, and about fifteen feet behind him. They have been so frequently complimented on the good order in which they ride that they are very particular in the observance of these rules. The action of Mr. Informant who "*had no intention of obeying*" was to say the least in very bad taste.

There are to be several races at the Carthage fair on the 20th of August. If they are to be a repitition of last year's races, a three-minute man against several four and five minute men, they will not be very interesting. What is needed is class races. The contestants would then be more evenly matched and the races closer and more exciting.

On the 15th inst. the C. B. C. went to Coney Island. They had issued a number of invitations to local wheelmen to accompany them and be their guests for the day. If all those invited had accepted there would have been in the neighborhood of one hundred in the party. As it was, however, there were only fifty-nine. The camera fiends were out in force, and in addition to the usual musical (?) instruments there was Count von Bismark with his "corneto." Several of the invited have since expressed themselves as very well pleased with the way they were treated by the "Celestials."

Crossing the Carthage pike just south of Elmwood is a liitle stream called Bloody Run. The reason why it bears that name is very thrillingly told by a local poet, Dr. Jno. E. Douglass, Jr., in his "Legend of Bloody Run." According to him, at a time when Porkopolis was still a dream and when most of the C. B. C. were yet unborn, a solitary trapper saw the water of this stream dyed with the life blood of those who had fallen but a short time before in a desperate encounter between a band of red men and a squad of soldiers, and from this circumstance it received the name it now bears.

JACKSONVILLE, FLA.

"ALLIGATOR."

I suppose it would seem almost incredible to you, writing as I am from Florida, to state that our breezes here, in July, are so cool that we have to wear our coats continually, but it is nevertheless a fact. Our country roads are not rideable, but around the city proper and in the city we have twenty-one miles of the finest shell roads imaginable, which lead in different directions, one eight miles, another five, another six and a small one four. Our eight-mile road is the scene of our daily rides or races, for they are really races, that is they are "start even and see who will be in first." Still we will not admit that we have raced.

The Jacksonville Cycling Club is making a great effort to build a six-lap track in the grounds of the Sub. Tropical Exhibition Company, and I think they will accomplish their purpose. I do not think that there is any city in the country that *takes* to bicycling as we do. Our races are always attended by immense crowds. If cycling continues to boom as it has been we will soon have a division. Even some of our old business men are talking wheel and thinking very seriously of safeties.

SYRACUSE.

"SALINA."

Vacation, excursions and business have prevented "Salina" from writing the World the happenings in our busy city. However, bicyclingly speaking, we have been on the move and many enjoyable runs and tours have been participated in by the Syracuse cycling men. Pleasant Beach, a resort on Onondaga Lake, seems to be popular this year and cyclers make this their destination very frequently. Captain Chapin led twenty-five men aroud tae lake last Monday night, stopping at the Beach. The roads were in prime condition and everything was in harmony with a fine trip. All agree that this run was the best of the season.

"The best laid plans of mice and men," etc., is, alas! too true. Our genial treasurer, Frank McChesney, has had for some time a pet scheme, and had so arranged matters that everything was ripe for a trip by wheel to New York but at Herkimer, on the 4th, he was the victim of a header which injured his knee-cap, making riding out of the question for some time. He is now sojourning at Block Island looking for change and rest. He writes us that the waiters are getting his change and the landlord what is left.

That "practice makes perfect" is true, and particularly so in the case of many of our club men. Before the billiard and pool tables were placed in the rooms only a few knew anything of the games, and E. McDougal said he "didn't see how he could shoot such big marbles!" But you should see him now! Ye gods! he's more than a shark. "Salina," in a fit of rash carelessness, tackled him in a game of billiards the other day, and was completely annihilated, roasted, painted yellow, and set on the shelf. Little Mac would slam into the balls first on the light red and then cushion carom on the white and would always score.

Speaking of billiards, what has become of the tournament that was so popular a short time since? It has faded away and nothing remains but the dusty score board in the corner. Gentlemen of the committe, you should take a day off and boom this tournament as it is both instructive and a source of revenue to our club coffers.

We are sorry to see a man with the racing abilities of Captain Chapin retire from the track. The captain has speed, wind and pluck, and always rides in splendid form. A race been between Irving Fuller of Rome and Chapin would be most interesting as they are very evenly matched and are fast friends. Fuller recently defeated Metz of Utica and now holds the title of "champion amateur of Central New York."

ST. LOUIS.

"LINNEUS."

All the cyclists of this city are rejoicing over the arrest and conviction of a road hog by name of Louis Whittenberg, who attempted to run over a member of the Cycle Club two weeks ago. On the night in question the club was riding out Pine street in twos, on the right hand side of the street, and when near Thirty-second street encountered said party, who maliciously ran into B. Pratte, the shafts striking him in the breast. The wheel was dragged for some distance but not damaged. As soon as the riders had recovered from their surprise they, upon suggestion of A. L. Jordan, gave chase and captured the offender before he had gone three blocks, and held him until the arrival of the police, who were summoned from the station near by and came post haste. The trial was set for Monday, but was postponed until Wednesday, when both sides appeared, being represented by counsel. W. Brown made the charge on behalf of the wheelman, and Judge Cady, after hearing the feeble defence that the cyclists were riding six abreast, found defendant guilty, fining him $10 and costs, with the remark that the fine would be doubled at the next offence. The road hog tried hard to get Mayor Noonan to remit the fine, but it was of no use, as Sloan Tracy had posted the executive on the merits of the case. Mr. Brown deserves and should receive the thanks of all wheelmen for his gratuitous services in this case, the result of which, it is hoped, will teach drivers to let wheelmen severely alone in future.

Captain Sanders, of the Cycle Club, is in receipt of a letter from R. D. Garden, acting on behalf of Lumsden, challenging Barnard, for a $100 medal. The challenge will not be accepted just yet, but "bide a wee," "Stroller," and your 2.39 man may be accommodated.

July 4 was a great day for the Cycle Club, as not only did her racers carry off nearly all the prizes at Sedalia, but they were also successful elsewhere. At Hannibal A. L. Gilmore won the first, and A. J. Emery second prize, while Hayes Campbell carried off the honors at Washington, Ind.

In appreciation of the valuable services rendered the racing contingent of the Cycle Club at Sedalia, its members, to the number of forty, rode out to Vice President Todd's house on the evening of July 6th and presented him with a fine gold headed silk umbrella. After the recipient had recovered from his surprise he accepted the gift with a characteristic speech and invited the donors indoors, where his unbounded hospitality was done full justice.

Many a tough ride has been taken by our riders in the past, but last Sunday Captain Hildebrand took the Missouris out for a ride to Pacific and return, and it, for toughness, equals if not exceeds them all. The distance is only [Whew!! *only*.—Ed.] 78 miles but it is the kind of distance and not the length that counts. The route lay over the Manchester road, which was in fine condition to the county line, thence a mud road, four miles in length over hills or rather mountains to which De Soto is not a circumstance, to Pacific. Two miles from the county line the party was caught in the rain, and a sorrowful plight they were in, being obliged to walk their wheels the entire distance and make numerous stops to clean them out. They arrived at Pacific at 12.30 P. M., where they had their photos. taken, and left on the return at 2.30 A. M. arriving at the county line at 4 P. M., Ballwin 5.25 P. M., and St. Louis 8.35 P. M. Besides Captain Hildebrand and Lieutenant Geo. F. Peckham, three members of the Missouris, W. P. and Ed. Grath and Jno. Hurck, and Dick Hurck of the Cycle Club, made the trip. In spite of the hard ride Captain Hildebrand climbed Solomon's Hill, hands off, on the return. [What material *are* these men made of?—Ed.] It is the first time a club run was ever called to this point, and great credit is due Captain Hildebrand for the manner in which he put his men through and the successful termination of the run is a big feather in the Missouris' cap, which no club will pluck from them in the near future.

Our Park Commissioner is justly indignant about cyclers riding on foot paths, but when he states that he will shut bicycles out of the parks altogether, he is going too far. He says: "I intend to enforce the law and confine the bicycle riders to the roadways in Forest Park. The foot paths in the parks are made for pedestrians, and the roadways are for vehicles. I do not propose to have pedestrians in the parks annoyed by bicycle riders. Another thing, if I hear of any more horses being frightened by bicycles on the roadways in the park, I will stop bicycle riding altogether. The police will be called on to arrest bicycle riders hereafter found riding on any foot paths in the public parks." So now, you sidewalk hogs, you have got your deserts and have made another enemy for cycling.

The *Globe-Democrat* published an item to-day to the effect that W. D. Banker, of Pittsburg, had accepted Hal Greenwood's challenge. On inquiry I find Hal has beard nothing from him nor from anybody else. It seems strange that a challenge of this kind should remain open so long. Greenwood insists that if accepted, there shall be three climbs, best two to take championship, loser to pay all traveling, training and hotel expenses of winner, and furnish a $100 medal.

BALTIMORE.

"NORVAL."

The Chief Consul has addressed the following letter to Mayor Latrobe: "Dear Sir—The Park Heights, or Pimlico road, is in an extremely bad condition. The road-bed is now little more than a series of gutters, and the inequalities of the surface and the presence of large boulders make riding on it, especially at night, a real danger to life, limb and property. This has long been a favorite road for pleasure riding, besides accommodating a large business traffic. Cannot something be done in the way of repairing it? At least 5000 cyclers and perhaps as many more drivers are interested in this road, and I have received many solicitations to call your attention to it. A rough estimate makes the cost of thorough repairs to be not over $3000. It is urged by many that in the September festivities in this city this road will be used more than any other in the vicinity, and that early action in the matter is desirable for that reason. Very respectfully, your obedient servant. Albert Mott."

The Crescent Club will give, on Friday, July 26th, an excursion to "beautiful" Tolchester. A large crowd of wheelmen will no doubt be present. The races, which will be a feature of the occasion, are: Two-mile handicap, ordinaries and safeties; one-mile handicap, ordinaries and safeties, for members of the Crescent Club only; slow race, fifty yards; one-mile, ordinaries and safeties; ordinaries and safeties, half-mile; half-mile, tandem bicycles. The Race Committee are: W. S. Callaghan, Sam'l N. Smith and J. T. Coleman. Entries closed July 24.

NEWS AND COMMENT.

THE wheelmen of Bridgeport, Conn., have joined forces with the owners of carriages to petition the Common Counsel of that city to stop using salt water in the sprinkling of the streets. The Board of Health of that city petitioned the Council for sanitary reasons to stop using the harbor water for sprinkling purposes, but the petition has gone to sleep on the table. The owners of carriages and cyclers now propose to see what can be done. Salt water is death on varnish, enamel and nickel plate.

THE Albany (N. Y.) Wheelmen have decided to hold their race meeting this fall on "Labor Day," Monday, September 2, when some of the best amateur and professional racers in the country will compete for prizes.

"SENATOR" MORGAN'S aggregation is meeting with great success in the West. After a week in Salt Lake City they went to Denver, Colorado. From this place they go to San Francisco, and will sail for Australia about September 1st.

"THERE appears to be trouble in the Cambridgeport (Mass.) Cycle Club. First Lieutenant Carman, Second Lieutenant Fay and Financial Secretary Nowell all resigned Tuesday night, and the former has left the club altogether. It is not improbable that others may do so later. George Kehew has been elected Captain in place of W. T. Roop, who resigned several weeks ago."—*Exchange.*

THE Newark *Journal* is responsible for the report that the Orange Wanderers will probably disband at the next meeting. We can scarce believe this, and especially when the paper states that "the prime cause is said to be that the roads around Orange are too good for a club to live." If true, then the reason is a paradox.

CAPTAIN ELMER E. IRVING, of the Albany Wheelmen, left that city July 17 for a month's trip on his wheel through Western Massachusetts.

IN the official department of this paper will be found a full programme of the Massachusetts Division meet, to be held at Cottage City, August 8, 9 and 10.

THE Hartford Wheel Club have changed the dates of their tournament to September 2d and 3d. See particulars in another column.

THERE will be a one-mile challenge race at Roger Williams Park, Providence, R. I., August 1, between Arthur Cummings of Newport and Arthur Hutchings of Providence, R. I., for a gold medal. Hutchings will ride an ordinary and Cummings a safety. The start will be made at 7 P. M. sharp. It promises to be a close race.

MR. F. P. PRIAL has been put in nomination by certain parties, in opposition to the "regular" nominee, Mr. G. B. Watts, Jr., both gentlemen from the same club. This will tend to elevate the temperature of the atmosphere in the vicinity of the New York Bicycle Club.

THE *Bulletin* of Pittsburg, Pa., discredits the story of a dead cyclist being found clinging to a bicycle saddle after the late flood, as told by Mr. Lewis, of Johnstown, Pa. What has Mr. Lewis to say in the WORLD?

AT a meeting held last week, at the Quincy House, Boston, by wheelmen of the North End, it was decided to organize a club to be known as the "North End Cycle Club." The club took its first run Tuesday to Echo Bridge, and in the evening was tendered a reception by the President, R C. McDonald, at his residence in Brookline.

THERE is a heap of prejudice to be overcome in some sections before ladies can ride bicycles without adverse comment, witness the following from a Nashville (Tenn.) paper: "There is amongst Southern people a lingering abhorrence of such masculine innovations that is going to require many years to remove. A girl may be modest and ladylike under all circumstances, but whenever the question comes home direct to a man, he is going to raise a kick nine times out of ten, as far as his own women folks are concerned. He won't want his sister to ride one of the blamed things. Nor, as far as that is concerned, will he want to see his grandmother ride one. It may be all right for some other fellow's sister, but don't persuade his to attempt the feat."

THE proposed tour under the auspices of the Scranton Bi. Club is exciting a good deal of interest. The States of Pennsylvania, New Jersey and New York will be the touring ground. Parties desiring to join should decide as early as possible—not later than August 1, stating at what point they wish to join and at what point leave the party. The trip is an assured one, with at least five members, and any suggestion or advice will be thankfully received. Later announcements will be mads as to what equipment is advisable, and whatever is decided upon will be furnished at special price to the party. Anyone thinking of joining the party, by sending or handing the secretary 20 cents in 2-cent postage stamps to pay for postage and printing, will be kept informed as to the progress of the arrangements. As soon as the personnel of the party is completed, and several days before the start, officers will be selected and announced. B. P. Connelly is secretary.

THE Salt Lake City Wheelmen complain because they have not a skilled bicycle repairer. Here is a chance for some enterprising cycle mechanic.

A CYCLER of Bridgeport, Ct., distinguished among other good qualities for being very tall was riding through Seaside Park the other day, when he was hailed as follows: "Say, young man, please pick me off a star."

THE following is a very spiteful sting from our usually good-natured friend, the Lynn *Bee*. The item was evidently written by an individual whose digestion was out of repair, and the facts do not bear out the conclusions he arrives at: "The bicycle has become so familiar that it has ceased to be a matter of interest, any more than a wheelbarrow or hand-cart. The experts and professionals, by their tricks and frauds, made their public exhibitions of speed and endurance a nuisance, and people became disgusted with their performances, and the sports are no longer regarded as marvels. The use of the wheel has become less general, notwithstanding the efforts of manufacturers to keep them spinning. The exercise is too exhausting to promote health, and the frequent headers are strong persuaders to many to relinquish its use as a pastime, and many a machine will be relegated to the cock loft, and in years to come will be regarded with about the same interest as the spinning wheels of our grandmothers."—*Bee.*

MASSACHUSETTS' districts are entitled to Representatives as follows: No. 1, 4; No. 2, 2; No. 3, 1; No. 4, 1: No. 5, 2; No. 6, 1.

MR. CHAUNCEY M. DEPEW as a bicyclist is a new personage. The following paragraph appeared in every one of the London papers Saturday morning: "Chauncey M. Depew and Ralph Temple, the renowned American cyclists, arrived from New York in the Adriatic this morning."

THE lantern parade at Lancaster, Pa., in connection with the recent tournament, was given on Thursday night. It made up in quality what was lacking in the expected quantity. The parade was viewed by thousands all along the line.

IN the matter of the trouble in the New York Club we are advised that the committee waited on Mr. Shriver and prevailed on that gentleman to withdraw his resignation as president of that club.

MR. GEO. B. THAYER, of "Pedal and Path" fame, who crossed this continent on a cycle and toured through Europe, the other day delivered an excellent lecture before the Armory Hill Y. M. C. A. of Springfield. The affair was quite a hit.

A HARTFORD (Conn.) paper is responsible for the awful whopper that a factory is starting in Bridgeport, Conn., for the purpose of building aluminum bicycles which will weigh only 12 lbs. We should advise our readers *not* to sell their steel bicycles just yet, in the expectation of being able to purchase a 12 lb. one, built of aluminum.

THE track of the Montreal Athletic Club is said to have cost $74,000; it is looked on as the fastest bicycle track in the world. It is three laps to the mile. Races will be held on it August 24.

THE races to be held at Yellowhouse, Berks Co., Pa., tomorrow promise to be among the most important to be held in that state this year. We are advised that the field of entries is larger than in the recent Lancaster meet.

NEW BEDFORD, Mass., is enforcing the local ordinance requiring bicycles to carry lamps after dark.

THE following choice hide-bound 9th century suggestion of dealing with cycles in Topeka, Kan., is worthy of perusal as a specimen of idiocy: "If the law and ordinances cannot reach the bicycle cranks of Topeka, the city might get rid of the nuisance by fixing a heavy license. This is the way merry go-rounds are regulated, and few of them are in the country in consequence. The license scheme failing, the insane asylum is close at hand." We are glad that the asylum *is* handy and we soon expect to hear that the scribbler who penned the above is an inmate.

MR. E. CURRY, Captain of the Washington Cycle Club, favored us with a brief call last week Tuesday.

WE are sorry to hear that Mr. Mecredy, of the *Irish Cyclist*, is likely to be confined to his house, from injuries resulting from his accident, and that he is not likely to be in condition to race again this season from the same cause.



SOME PEOPLE THINK

That the EAGLE Cannot Climb a Hill.

—BUT—

The EAGLE took First Prize at the Hill Climbing Contest at the Meet of the L. A. W., Bridgeport, Conn., July 8th.

SACRAMENTO, Cal., June 14th, 1889.

THE EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Gentlemen—I have been riding my EAGLE now for a little over six weeks, and am better pleased with it every time I ride it. Those who were so loud at first in criticising the wheel, and who claimed that I would never be able to climb a hill with it, and that the wheel was not at all practical, have all had to "pull in their sails," as I have ridden through sand and up hills where a good many of our riders, both of Ordinary and Safeties, have had to dismount. I have also learned to ride one wheel for a distance of two hundred yards, and with only two days' practice, and I think that in the course of a week or so I will be able to ride one wheel any distance I wish on a good road.

To-morrow I expect to make the run from Sacramento to Stockton and return, a distance of 102 miles. This trip has only been made by three riders, though many have attempted it and failed; and if I succeed, which I have no doubt I will, it will be a good adv. for the EAGLE.

Yours very truly, H. G. TOLL.

SACRAMENTO, Cal., June 28th, 1889.

THE EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Gentlemen—I made the run of which I spoke without any trouble, and am more pleased with the EAGLE than ever. My actual riding time was ten hours, which taking the roads into consideration, was very good. I found the EAGLE to be the easiest running wheel I ever rode. I was in no condition for the ride, having been ill and unable to ride my wheel until two days before I started; and yet I made the trip without any difficulty, and my muscles did not bother me in the least, which is good proof to my mind that the motion of the legs as used on the EAGLE is much less tiresome than that used on the Ordinary.

Yours truly, H. G. TOLL.

Catalogue Free. Apply for the Agency.

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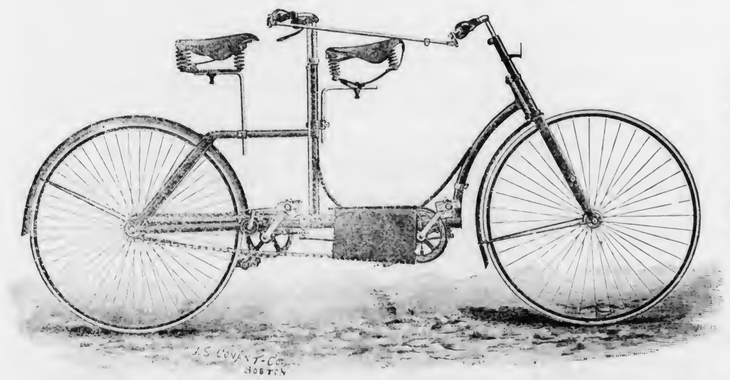
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Lady's saddle and pedals to front.
Chain perfectly guarded.
Patent noiseless chain.

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But they cost so much! Well, the Best ***does*** come high, but it is the cheapest in the long run. Perhaps you haven't $200 handy to put in a new Machine, but have a single wheel among your assets, that we'll warrant you won't use after once mounting the Premier Tandem Safety. Do this: Write and tell us all about it, make, age, condition, cost and what you value it at, and we will reply at once with a liberal offer of exchange. Don't wait! We shall put out a very limited number of Tandem Safeties in this way, merely as advertisement, and after this number is placed we will fill cash orders only.

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L. H. JOHNSON, Manufacturing Importer,

401 & 403 MAIN ST., - - ORANGE, N. J.

THE Singer Company Cycling Club held its third annual picnic at Deer Park, Stoneleigh, near Coventry, on July 6. Nearly 400 cyclers participated. The Apollo band, made up of musicians in the employ of the Singer Co., led the procession on a Victoria sixteen-in-hand, and played merrily as they pedalled.

THE Secretary of the Chambersburg (Pa.) Wheel Club writes and complains that "Jack" did not mention among the clubs that of the Chambersburg Wheelmen, which was on hand 38 strong. We hasten to correct the omission, with apologies to the Chambersburg men. In such cases it is almost impossible not to omit something of more or less import.

ROUTE WANTED.—No 079 writes: "Can any one give the best and most direct route from New Bedford, Mass., to Lowell, Mass." [We would suggest to 099 that he procure a Mass. Road-book from the Division.—ED.]

W. VAN WAGONER writes and says he is open to a challenge from any amateur in the United States to a long distance road race on road wheels. The time he made in the first half of the 250 miles' challenge race at Providence, 1 hour 22 minutes, was very good considering the high wind and a little rain. Mr. Van W. will probably show up at Hartford races.

THE *Referee* of Chicago has been coming to us in a new dress and printed on white paper. The quality of this paper, typographically and editorially, is greatly improved, and we hope to see evidences of continued and deserved prosperity of our lively and bright Chicago contemporary.

AN OUTRAGEOUS ASSAULT.

THE Brooklyn *Times* has the following article, which, if correct, is one of the most high-handed outrages ever recorded as being perpetrated by a so-called guardian of the peace:

"If the rights of bicycle riders are to be upheld by the League of American Wheelmen the officials should push the case brought by Lester W. Beasley, a member of the Brooklyn Bicycle Club, against Mounted Policeman Kelly, of the Ocean Parkway force. If the statements made by several wheelmen, and the bruises upon Beasley's body, and the smashed condition of his wheel speak for anything, Kelly should remain upon the police force about long enough to have a hearing and be dismissed.

On Saturday evening last Beasley and a friend were riding at a not very rapid rate along the Ocean Parkway, and according to their statements, when they reached Parkville Officer Kelly came along in the opposite direction. The wheelmen say he was so drunk that it was all he could do to sit upright in the saddle. He made some remark which the wheelmen paid no attention to, but Beasley said to his companion, in a voice which he did not intend to be overheard, 'hurry up and come on, he is drunk.'

Kelly did near it, though, and began to curse and swear at them. They shoved their wheels along as fast as they could to get away from Kelly, but the officer, waiting while they had gone a little distance, turned about, and, urging his horse to his utmost speed, ran Beasley down. The horse reared as it reached the wheelman and came with both feet on the machine. Rider and wheel were thrown to the ground and the horse's hoofs came down on the wheelman's legs. Kelly all the while shouting: 'I'll show you whether I am drunk or not.' The wheel was taken back to the city in a hired wagon and Beasley had to return in the same way.

This morning Beasley obtained a warrant for Kelly's arrest on a charge of assault in the second degree from Justice McMahon, of Parkville. He called first at the Butler street police court, but Justice Tighe advised him to go to Parkville, and also to make it assault in the second degree, so as to have it eventually brought before the Grand Jury. Beasley is well known in wheeling circles. He resides at 591 Willoughby avenue and is a broker at 85 Beaver street."

FROM BOSTON TO LACONIA, N. H.

Editor Bicycling World: I note in yesterday's issue the inquiry of Mr. Edgar E. Brown of Providence in regard to the best route between Boston and Laconia, with special reference to that part of it beyond Nashua.

If Mr. Brown will accept the disinterested advice of one who has "been there," he will not wheel to Laconia via Lowell and Nashua as he evidently intends. His best route is by way of Salem, Beverly, Ipswich, Rowley, Newburyport Salisbury, Portsmouth, Dover and Rochester, to Alton Bay, thence by steamer on the lake—[See B. & M. time tables.]—to Weirs or Lake Village, thence by wheel to destination.

This route is not much longer and gives first class roads all the way, with the exception of one six-mile stretch between Dover and Rochester, which, however, is as good as the average whole route via Nashua.—Yours truly,

GEO. H. PERRY.

THE TOURISTS IN LA BELLE FRANCE.

FONTAINBLEAU—GENEVA.

Bright and early at Fontainbleu Monday morning, July 1, the boys were up and bustling about preparing for the road. After *cafe au lait* and omelet at 7.30 a start was made under the guidance of a local wheelman. On leaving the town our road lay for some five or six miles through the forest and over billiard table-like roads. All kept well together, riding in pairs and so down the glades and shady reaches of the famous wood, we bowled along at a 15-mile an hour gait with as much ease as one would go six or eight at home. Singing college songs, shouting and blowing, of whistles to start the echoes and all the time grinding out the miles we soon emerged from the forest and after ten miles or so of open plain and a few more of down grade, we rolled into Nemours, having done the 20 miles in 1 hour and 25 minutes without scattering the party or getting the least bit fatigued. While waiting for the lunch we employed an hour in a swim in the Seine, about half a mile above the town.

The Kodaks were in clover at the bathing place, catching the divers in the air and the heads and feet promiscuously scattered over the surface. Soon, the bath over, with ravenous appetites we assailed the lunch. Then the usual lounge and rest, and so about 3 o'clock started for Sens, where we spent the night, having made our 42 1-2 miles in less that five hours' riding time.

Tuesday, the 2d, via Joigny, where we lunched, to Tonnerre, 54 miles, our route lay through a repetition of the beauties of the previous day.

Over the most perfect roads and under a cloudless sky we passed along through fields of ripe wheat and oats, and past picturesque red-roofed villages. Now passing through the aforesaid villages, and walking a half mile over the *pave*, which is found in most of them, and now climbing a long easy grade so slight that it is only on discovering the coast on the other side that one realizes that a hill has been climbed. These, long, easy, perfectly-graded hills, followed by equally long coasts, we found to be one of the pleasantest peculiarities of French roads.

Wednesday morning we left the picturesque and ancient town of Tonnerre after *dejauner*, which means about noon. It was one of the quaintest places we had seen, being piled up on the side of a mountain, and with two huge cathedrals towering over all the town like two soap boxes surrounded by a shoal of match boxes. The comparison may be excused.

At Montbard, where we spent Wednesday night, we struck the smallest town and hotel yet. It being the night before the fourth, and we without fireworks or ice-cream, we sat out in front of the hotel till all hours of the night singing patriotic songs. About us gathered an entranced (?) multitude of 97 people—the population of the town—and in silent awe they watched and listened to the strange looking animals from "*Amerique*."

After we had sung everything from "John Brown's Body" to "White Wings," at our request, one of the hotel men sang the "Marseillaise," the crowd and ourselves joining in the chorus with a vim that shook the street. Then Mr. Beal, on behalf of our party, formally drank to the health of La France, while the hotel man (who, to say the least, was feeling pretty jolly), drank to the health of *Etats Unis*.

Next morning, the Fourth of glorious memory, we bought up all the red, white and blue ribbon and flannel in the town and wheels and persons were covered with gay streamers, belts, and sashes, while those who had American flags brought them out to the fore. "Our only General 'Rielly was, if possible, more gorgeous than ever, the gay pin-wheels and flags which he had carried on his handle-bar all the way through an admiring country from Nemours, being reinforced by several yards of tricolor bunting on his helmet. Some of the boys displayed a deal of taste in decorating their wheels and themselves, while, as for others, well—it was funny, to say the least.

Thus, a sight for gods and men, we wheeled along all the hot summer day, through one awe-stricken village after another to St. Seine, where we stopped to breakfast. Coming to the town we enjoyed a coast of three miles down a hill nearly as steep as Corey. At breakfast high jinks reigned supreme. In long and bitter draughts of wine and water we drank again and again to the Glorious land of Freedom, to the President, and to the Day we Celebrate, and to everything else we could think of.

Then, all rising, "America" was sung reverentially, our thoughts going back across the sea to the good times, the picnics, ice-cream, and fireworks we were missing. That breakfast, and Mr. Estabrook's impassioned eloquence in his 4th of July oration, will never fail from memory.

After a pleasant afternoon ride of 17 miles we reached Dijon, where at the Grande Hotel de la Cloche all were soon comfortable for the night.

At night, in honor of the day, we had quite a formal little dinner. Speeches were made (Notably an eloquent one by Mr. Beal in reply to the toast, "The United States,"), toasts drunk and songs sung in a more regular fashion than at the hilarious breakfast of the morning.

Oh how we all did wish to be back home to celebrate! No fireworks of any kind were procurable, so we were forced to go without, and so, for lack of else to do, to bed. Alas and alack!

July 5th, after spending the forenoon in seeing the sights of Dijon, we rode to Dole, only thirty miles, a mere trifle to us at this stage of the trip. In the evening, by the kindness of a wheelman of the place, we visited the Casino and enjoyed the out door concert.

July 6th nine of us started early and rode to Morez, fifty miles (two days' ride), that Sunday might be spent in rest and quiet. At Poligny (twenty-three miles) we lunched at the "Tete d' Or," a miserable hotel, at which the main party were to stay the night. Then on from Poligny, we at once entered the Jura Mountains by a walk up one continuous hill five miles long. Once up, the road became fairly level for miles along the high tableland. Then once more in the mountain passes we followed up the bed of a roaring stream, well named "La Furiuse," mile after mile. Above us the sheer precipice often rose five hundred feet and as often, we could look down nearly the same distance.

In the midst of this wild country a railroad now nearly completed runs through tunnels and over viaducts near the road.

Some of our little party of nine had been through the White Mountains, the Alleghanies and even the Rockies, and yet declared that nothing they had seen equalled this day's ride, or rather walk. At every turn fresh beauties and grand views came before us. Now we could look down, down, down in a valley and see the clustering houses, the roads winding like white ribbons, and the fields of grain like a checker-board, and now our view would be shut in and restricted to perpendicular walls of rock rising hundreds of feet above our heads. And all this grand day's ride the road-bed itself was smooth as a park road or an asphalt street. It was by far the most memorable day's riding on the tour.

At St. Laurent, three or four miles before reaching Morez, we stopped for dinner. While here, the thought occurred to us that it would be fun to send back a dispatch to frighten the boys, whom we knew would be by that time dining at Poligny. Accordingly, the following was sent:

"To Elwell, 'Tete d' Or,' Poligny—Hills frightful, start early.
BEAL."

This, as it afterwards proved, reached them at 10 P. M., as they were singing in front of the hotel to console themselves for the loss of the dinner they never got, and resulted in frightening them off to bed in haste, leaving a trail of exclamations behind, such as "call me at half past four," "we want to start at five or half past," etc., etc. That night, they afterwards told us, they spent in a murderous hunt after the population already in possession of their downy couches, and many got what sleep they *did* get on the floor.

Next morning after they had waited half an hour on corners, for twenty-three famished cyclists, coffee for three and bread for ditto! was furnished! Maledictions abounded, and the air was sulphurous! By hunting over the town, all finally got a cup of coffee and a bite of bread, and so startedinfear and trembling for those "frightful" hills!

But to return to our advance guard of nine, whom we left at St. Laurent. After dinner we continued our ride to Morez. A walk of two miles of hill, through the forest by moonlight, followed by a coast of five more, was an episode long to be remembered. Down, down we coasted, through the black forest, the moon's fantastic light our only guide until far below us, on crossing a bridge over the ravine we saw the lights of Morez, where by 8.30 P. M. all were safe and sound.

Morez, we found on waking next morning, to be a long town of a single street, completely hemmed in by mountains. Though it was Sunday, work seemed to go on as usual, and we saw a parade of the firemen, who pulled their old hand engine. Wood seems one of the staple products (and naturally enough) of the Jura towns, and wood-sawyers were working on every side.

About 10 A. M. three of us, Beal, Wilson and self, chose to pull out for Geneva, and so have an extra day to spend there.

Bidding good-bye to the six who "on that Sabbath would (at least) do no work," we started. From Morez we ascended the champion hill of all yet encountered, it being five miles long by cyclometer. Next day it was ridden by several of the party, but we three very carefully walked it.

On the summit is Les Rousses, a French frontier fort, near which we rested for a few moments. Then on for fifteen miles our road (as superb as ever) lay almost level, although running along the sides of the highest of the Juras, and near the tops of them as well!

Along this stretch, so really splendid were the roads that many places where the road slightly rose, the wheels seemed to run as if coasting. This curious phenomenon was noticed also the next day by the main party, and proves how smooth the roads really are through country like that near Mt. Washington! At La Faucille we were 4333 feet above the sea, it being the highest carriage pass in the Juras. From La Faucille we got our first view of the Alps. On turning a corner of the road suddenly, the whole panorama burst out upon us and we stopped in our mad descent to drink in the view. Imagine it, if possible.

From a mountain top, nearly a mile high, after having come through miles of forest road, we were looking out over the broad valley of the Cantons Vaud and Geneva. Winding its way like a broad river lay Lake Geneva, the city itself (seventeen miles away) glistening at the head of the lake. Beyond the broad and level valley and shutting it in like a wall, opposite to where we stood were the Alps in all their grandeur. Mt. Blanc, it is true, was not visible, but would have been but for the haze.

Mr. Pennell had told us all about this view many a time, but neither his description nor any other can do justice to its beauty. After half an hour spent in admiration we remounted and continued our descent.

For seven long miles (by Butcher cyclometer) we coasted continuously down the ever-winding road to the valley. Such a coast we had perhaps dreamt of, but never expected to enjoy. Three times we stopped to let the brakes cool and to see the view to better advantage and then continued our plunge.

At Gex we lunched, then a ride of a couple of miles brought us to the frontier. Here we had to deposit 20f. on each wheel to be returned on leaving the country. Then on, it was only a matter of minutes to Geneva, our hotel and soon after dinner.

Next day we three trained it to Lausaune and returned to Geneva by one of the lake steamers. On our return we found that the party had arrived soon after noon, having started at 7 A. M. Oh! how they did give it to us about that telegram! And Oh! how *we* did laugh at them! It was, vulgarly speaking, a circus all around!

Our two days at Geneva we have pleasantly spent in seeing the city. Among the American mail received by the party was BI. WORLD of June 21st. Geneva is literally packed with Americans and we are well heralded among them here by the papers. Tomorrow noon we take boat for Chillon and Villeneuve, then wheel to Aigle, seven miles, for the night. Sunday we spent at Murren among the Alps. The coming week we look forward to as the most picturesque and exciting of the trip and until the week has passed into history we can only say *au revoir*.
PEDALS.

Geneva, July 10, 1889.

VAN WAGONER'S RECORD—TIMERS' CERTIFICATE.

WE, the undersigned timers in the mile, hands off, trial ride of July 16, of William Van Wagoner of Newport, hereby state that Mr. Van Wagoner made the full mile in two minutes and forty-eight seconds (2.48).

BENJ. SMITH, R. I. W.
GEO. R. MCAUSLIN, R, I. W.
L. B. BALLOU, 2d Lieut. R. I. W.

Further particulars which we have in regard to this ride are as follows: The conditions were that he was to have three trials, so in the afternoon he made his first trial, doing the mile in 2m. 50 1-2s. in the face of a strong wind, but on account of the string breaking with which his hands were tied he decided to try it again in the evening. It was about 7.15 P. M. when everything was put in readiness. Mr. Thomas Lakey manipulating the string on Mr. Van Wagoner's hands and then giving him a start five yards back of the scratch; he did not get very well under way on the first lap, making it in 1.30, but on the last half mile he got a move on, and made it in 1.18, which is remarkable time, therefore making the mile in 2.48. We are also advised by Chairman Davol that the distance ridden was a full mile and that the timing was done by gentlemen capable and with reliable watches.

In view of the fact thut we have personal advices from the highest authority as to the ability and integrity of the timers, the following from the Providence *Journal* will be of interest: "The timekeepers are men not known outside the local circle and who, even here, have never been identified with track events. Another day might have seen another set of gentlemen to perform this important office. There seems to have been not even as much formality about the test and care taken in the selection of timers who are well known as there might have been, even under the necessarily hasty arrangements that Mr. Van Wagoner was compelled to make his test, and yet the gentlemen who took time are of undoubted integrity, and two of them at least ought to be as well up in the business as men who are better known in such positions; in fact, one of the two, Mr. G. R. McAuslan, has had a large experience in racing matters, and if the two other gentlemen had been as well known as he the record would stand unquestioned. It is not a question of honesty and fair dealing in the test, for Mr. Van Wagoner is not the kind of man to claim a record if there is the slightest question that it is not fairly gained. It is simply a little unfortunate for the record outside of the State that when a rider has done a remarkable feat like this that the witnesses and timers are not of the highest and most expert authority.

There is absolutely no question that Mr. Van Wagoner did the mile inside of three minutes, and there is no reason to doubt that it was made in 2.48. Mr. Ballou and Mr. McAuslan made it 2.48 with their high-grade watches and Mr. Benjamin Smith, who is a jeweler, made it 2.47 1-5 by his stop watch. The half-mile track was accurately measured before the race, and if anything a trifle over the mile was laid out from start to finish, as Mr. Van Wagoner was anxious lest it be not a full mile.

HARTFORD WHEEL CLUB TOURNAMENT.

CHANGE OF DATES.

THE dates for the Hartford Wheel Club two-day tournament, announced for September 4 and 5, have been changed to Monday and Tuesday, the 2d and 3d of the same month. Monday will be Labor Day and a legal holiday. The change was first suggested by a member of a large manufacturing concern, as affording better opportunity for their employees to attend the races without interfering with their regular work, and it will add greatly to the convenience of a number of out of town clubs who have decided to wheel to Hartford on the holiday and enjoy the sport at Charter Oak Park on the second day of the races.

The club will issue an official programme of the tournament at an early date, which will be mailed to all wheelmen in Connecticut whose addresses can be obtained. This programme, beside containing a list of the cycling events, will include a number of articles on cycling, official records, some description of special work accomplished by the League of American Wheelmen, and other matters of interest.

NOTES.

The Weed Sewing Machine Company have contributed a Columbia Light Roadster as a prize for the tournament.

L. A. Miller, of Meriden, who finished second in the one-mile State championship at the Hartford Wheel Club's tournament in 1887, says that nothing would induce him to return to the path more than to have a race with H. S. Hart, of New Britain, for the State championship.

A race for the State championship between such riders as H. S. Hart and H. B. Arnold of New Britain, F. F. Ives and L. A. Miller of Meriden, Ludwig Forster of Hartford, and H. C. Backus and C. A. Pickett of New Haven, would undoubtedly create much interest.

The handicap races at the Hartford tournament next September promise to be worthy of their name.

Official Handicapper Burnham will be present throughout the meet, and instead of handicapping the racers on their past records he will handicap them on what he considers their ability on the day of the race. One of the principal events will be a one-mile handicap race, run in heats. The starters in the final heat will be re-handicapped and given positions according to their records in the preliminary heats.

THE PAVEMENT QUESTION IN NEW YORK CITY.

MR. E. J. SHRIVER, President of the New York Club, has by no means let up on the pavement question in New York. Just now Mr. S. is turning his attention to Mr. Commissioner Gilroy. This official, in answer to Mr. S's letter on the use of asphalt, makes the following ridiculous reply: "Your correspondent says that London's heaviest traffic goes over asphalt and that that kind of pavement is satisfactory in Buffalo and Cincinnati. This may be true, but there is a vast difference between New York and those cities. New York is a great seaport town. London, Buffalo and Cincinnati are not seaport towns and their traffic is not of the heavy sort that falls to the lot of New York's streets."

The richness of the statement that the traffic of London is not as heavy as that of New York is only equalled by the marvellous statement that London is not a sea-port town, that is so far as being a port at which shipping from all over the world discharges heavy cargoes.

If Mr. Commissioner Gilroy's knowledge of pavements is on par with his knowledge of the London commerce and traffic, we should say he was out of his element as a street commissioner. The strongest argument and the one hardest to meet is that the streets of New York are constantly being torn up and asphalt surface cannot be so readily patched down again. Another bad feature is the slipperiness in winter, but when Mr. Commissioner Gilroy stands up and says the traffic of New York is heavier than that of London he makes himself absurd. *Real* asphalt, put down well and *on honor*, will wear in New York, if it wears in London.

RACES AND RECORDS ON ROAD AND TRACK.

AT EAST HARTFORD, CT., July 22.—Track.—The eighth annual meet of the East Hartford Wheel Club was a very great success in every way. The weather was fine, the track good, the attendance excellent and the racing exciting. A feature which is worthy of note is that a time limit was imposed on all races when possible and the result was most satisfactory. We hope to see this feature of the rules adopted and enforced at all meetings hereafter, when possible. Joseph Goodman refereed the races and this plain fact is sufficient guarantee that the races were well refereed. Results: Half-mile novice, H. G. Cornell (1), T. W. Laiman (2), F. A. Bearse (3); time, 1.48. One mile East Hartford championship, only two starters, W. James (1), C. L. Snow (2); time, 3.21 1-2. Half-mile handicap in heats; 1st heat, F. A. Bearse, 50 yds. (1); time, 1.35; 2d heat, H. G. Cornell, 60 yds. (1); time, 1.30; 3d heat, C. M. Murphy, 40 yds. (1); time, 1.31 1-4; 4th heat, W. F. Murphy 35 yds, (1); time, 1.27; Final heat, H. G. Cornell, 15 yds. (1), W. F. Murphy, scratch (2); time, 1.30 1-2. Two mile handicap, C. M. Murphy, 12 sec. (1); W. F. Murphy, 10 sec. (2), H. C. Wakefield, 12 sec. (3); time, 6.31 1-2. One mile 3.20 class, C. M. Murphy (1), H. C. Wakefield (2); time, 3.16. One mile open, L. Forster (1), W. F. Murphy (2); time, 3.43 1-2. Race declared off on account of not riding within the time limit. The contestants refused to ride it over. One mile 3.30 class, H. G. Cornell (1), F. A. Bearse (2); time, 3.27 3-4. One and one half mile lap, Ludwig Forster, 13 points (1); W. F. Murphy, 12 points (2); time, 4.54 3-4. Half-mile safety, A. G. Gruender (1); John F. Ives (2); time, 1.41. One mile consolation. Preliminary 1-4 mile heats. First heat, G. Smart (1); C. L. Snow (2); time, 36 1-2; 2d heat, E. Dauchey (1); H. L. Wilkinson (2); time, 46 1-2. Final heat (mile), G. Smart (1); E. Dauchey (2); time, 3.23

AT LANCASTER, PA., July 18.—Track.—The postponed races of the Lancaster Bi. Club were run off on Thursday and Friday of last week. The attendance was not up to what the races warranted. The track was heavy in spots, in consequence of the heavy rains of the past few days. The races were run off in good shape and the officers all attended to their separate duties faithfully. The Referee, Mr. C. H. Obrieter, did good work in keeping the track clear of everyone who was not a track officer. We can readily understand how a modest man dislikes to assert his temporary high powers and how he must dislike to make himself unpopular by the same means, and yet Mr. Obreiter's insistence on keeping a clear track is one to be highly commended and universally followed. First day's racing—Results: One half mile, for Lancaster city clubs (novices), A. Riest, 1; Jno. S. Musser, 2; J. Griel, 3; time 1m. 29 1-2s. One mile novice (open), Z. Loffland, 1; Samuel Musser, 2; W. H. Riefsnyder, 3; time 3m. 09s. One mile, boys under 16, D. Fornwalt, 1; C. Kiehl, 2; time, 3m. 35 3-4s. Two-mile Lancaster Co. championship, Geo. F. Kahler, 1; D. H. Miller, 2; time, 6m. 39 3-4s. One mile, flying start. As the starters numbered 13 it was decided to run trials in half-mile heats—First heat, W. F. Class, 1; W. W. Taxis, 2; J. W. Schoefer, 3; time, 1m. 24 1-2s. second heat, W. I. Wilhelm, 1; M. Killmer, 2; B. F. McDaniel, 3; time, 1m. 25s. Final, mile heat, W. I. Wilhelm, 1; J. W. Schoefer, 2; W. W. Taxis, 3; time, 3m. 04s. This last heat was one of the best contests of the day. Two mile safety, W. I. Wilhelm, 1; W. W. Taxis, 2; W. B. Reigal, 3; time, 6m. 33 1-2s.—a very close finish between first and second. Half-mile League, State championship, W. I. Wilhelm, 1; W. W. Taxis, 2; D. H. Miller, 3; time, 1m. 23s. Three-mile lap race: there were 10 starters. J. W. Schoefer took the lead at the start and was never headed, winning the first prize in 10m. 05 1-2s; Geo. F. Kahler took second, and Geo. M. Gregg third.

Second day—Results: Half mile, hands off, W. W. Taxis, 1; Z. Loffland, 2; J. W. Schaefer, 3; time, 1m. 35s. Two-mile club handicap, Alvin Reist, 130 yards, 1; J. F. Griel, 180 yards, 2; time, 6m. 22 1-2s. The only scratch man, D. H. Miller, refused to start. One mile club safety, E. R. Griel, 1; D. R. Rose, 2; D. H. Miller, 3; time, 3m. 20 1-4s. Three-mile club team: The Lancaster and Reading teams having withdrawn, there were only two contesting teams, A. B. Rich, J. W. Schaefer and W. F. Class of the Berkeley Athletic Club of New York, and Frank Dampman, B. F. McDaniel and Z. Loffland of the Wilmington (Del.) Club. The New York team won easily by a score of 89 points to 71 scored by the Wilmington team: time, 9m. 45 1-2s. Class tried to dodge a dog that crossed the track as he came down the home-stretch and took an ugly header. He was not hurt and regained his place in the race.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

One mile tandem, J. W. Schoefer and W. F. Class, 1; D. R. Rose and J. Ready, 2; time, 3m. 01 1-4s. McDaniel and Dampman started, but dropped out after going about half a mile. One mile State L. A. W. championship, W. I. Wilhelm, 1; W. W. Taxis, 1; Geo. F. Kahler, 3; time, 2m. 58 3-4. This was the best and fastest race of the two days' meet. The finish between Wilhelm and Taxis was exciting in the extreme. Two mile open, A. B. Rich, 1; W. W. Taxis, 2; S. W. Merrihew, 3; time, 6m. 10s. Another fine race and splendid finish. One mile safety and consolation, B. F. McDaniel, 1; J. A. Allgaier, 2; time, 3m. 16 1-2. One mile ordinary consolation, M. Kilmer, 1; S. Breneman, 2; time, 3. 38.

We are sorry to say that the enterprise of the Lancaster Club did not meet with the returns we should like to have reported owing to the bad weather, yet the races were fine and the management most excellent.

AT NEW ORLEANS, LA., July 14.—Road.—The first race of the series (a five mile event) for the Hill gold medal given to the New Orleans Bicycle Club was run July 14 on the avenue before a number of spectators. The weather was all that could be desired, and the result was that better time (16.34 was made) than the record made by Mr. Hill two years ago, which was 16 42 4-5. The entries were: Carey, Hill, Christy and Rea. Rea had no intention of finishing and Christy was practically out after the first mile. Thus it left Carey and Hill to fight it out. After a hard race Carey won in 16 34, Hill 1-5 seconds behind. To take the gold medal as personal property Mr. Carey will have to win three of the series of five races, and from the present outlook he will do so.

AT CINCINNATI, OHIO.—Track.—The Athletic Cycling Club of Cincinnati ran their first race on the track of the Full-Mile Driving Association, near Oakley, last Sunday. The distance was a half mile and the time as follows: Captain W. Wise, first, 1m. 40 1-5s.; J. C. Workum, second, 1m. 45s; A. Lowenstein, third; W. J. Straus, fourth. The track is the best in this yicinity. It is level and very fast. The second race will be run in two or three weeks, and will be for a mile.

AT CANTON, OHIO.—Road.—The race of the members of the Canton, Ohio, Bicycle Club for the championship, Friday evening, July 12, over the Center Mills course, was won by Mr. Charles Oberly, who made the seven and three-quarter miles in thirty-two minutes.

ENGLAND.—The 50 miles handicap road race of the Anfield Bi. Club, held July 6, resulted as follows: W. Deakin, 25 min. (1); T. B. Conway, 20 min. (2); J. A. Bennett, 15 min. (3); time, 3.45. The winner rode a safety.

The one mile professional handicap: The report of race gives it that A. H. Robb, scratch and Jack Lee, 35 yds. rode a dead heat in 2,36 4-5. The summary gives the race to Robb with Lee second.

AT WALTHAM, MASS., July 22d.—Road.—F. C. Frese and C. S. Merrill, of Waltham, had a 12 1-2 mile run July 22d, over the course through West Newton, for the Y. M. C. A. silver cup. Frese came in the victor in 48m. 2s. This is the second time that he has won the cup, the first time being on July 4. He must win it once more in order to retain it. Frese rode an ordinary machine and Merrill a safety.

AT WASHINGTON, D. C., July 13.—Local, road.—William T. Robertson lowered the record from Hyattsville, Md., to this city (five miles) of 19m. 25s., made by him on the 4th inst., by 23 seconds, riding the distance in 19m. 2s. Returning he lowered the record of 19m. 45s., made by H. L. Reynolds, by 15 seconds, riding the return trip in 19m. 30s., the last two miles of which were ridden in the dark. Timers, Rex Smith, A. H. Wells and T. E. Robertson.

On July 14 William Robertson lowered the record to Upper Marlboro', Md., of 1h. 30m., made by L. M. Krenger in 1884, and also the record of 1h. 43m., made by Ballard Morris in 1886. Mr. Krenger's record commenced from Uniontown Bridge, and that of Mr. Morris from the former club house of the Capital Club on G street, between Ninth and Tenth streets. Robertson started from G street with the intention of riding the distance from the club house in 1h. 30m., but owing to the muddy condition of the roads was unable to make the time expected. He started at 9 36 from G street, reaching Uniontown at 9.46 and Marlboro' at 11 11, making the complete trip in 1h. 41m., beating the record of Morris by 2 minutes and that of Krenger by 5 minutes. The timers were Le Beno Burdette, A. P. Krenger and T. E. Robertson.

AT QUEENS (L. I.) N. Y., July 20—The one-mile handicap on the Queens, L. I., bicycle track, open only to bona fide residents of Suffolk and Queens counties, New York, came off as follows, on our six-lap track: First heat—M. A. Kissam, Q. B. C., 60 yards (1), time 3 07 4-5; George Boyce, Q. B. C., 50 yards (2), time 3.09; R. B. Kimber, Q. C. W., 125 yards (3). Second heat—L. R. Doughty, Jr., Q. B. C., 100 yards, time 3 30; N. F. Waters, B. B. C., scratch, time 3 36. Final heat—R. A. Kissam, Q. B. C., 60 yards, time 3 06 1-2; L. R. Doughty, Jr., Q. B. C., 100 yards, time 3.06 4-5; Geo. Boyce, Q. B. C., 50 yards; N. F. Waters, B. B. C., scratch; a good race won by 4 feet; the scratch man rode in 3 08 4-5. F. B. Hesse, N. J. A. C., lowered the Queens track record from 2.59 4-5 to 2.57 3-5, for the gold medal offered for first man to do it. He rode a 35-pound wheel, had no pacemaker and never saw the track before, and did it in his first trial. Thos. Lloyd, Q. B. C., second.

MR. VAN WAGONER TO MR. MURPHY.

Mr. W. E. Murphy, K. C. W.:

Dear Sir—Hearing that while you were at Hartford you expressed your opinions very plainly, and saying I could not ride a little bit, and you would like to race me, I answer by challenging you to a road race, any distance from 25 to 100 miles, either in Providence on Roger Williams' park drive, or on the Milburn-Irvington course. The race to come off inside of a month, from July 26; the prize to be a 16-shot Winchester Repeating Rifle, calibre to suit winner; value $50, including tools; the rifle to be paid for by the loser or his backers. Either rider to use any machine he chooses, not weighing less than 38 pounds. Yours very truly,

WM. VAN WAGONER.

RACE MEET AT RICHFIELD SPRINGS, N. Y.

The initial race meet of the Waiontha Bicycle Club of Richfield Spring, N. Y., was so successful that the club has decided to hold its "second annual" on Wednesday, August 14. The events will be similar to those of '88, and in addition there will be a 50 and 100 mile road race for prizes undetermined as yet.

The course is a 12-mile one around Lake Canadauga, the finish to be made on the grounds where the races occur. The course is unquestionably the best in the country. Several prominent manufacturers have offered elegant prizes. Further particulars are omitted until later. Any communications regarding the tournament should be addressed to the secretary, F. C. Bronner, Richfield Springs, N. Y.

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

THE Eagle bicycle, with W. Robertson in the saddle, has been "raising hob" with the local records at Washington, D. C., the particulars of which appear in our racing news.

THE New York Bicycle Co. have always some most excellent bargains in second-hand wheels. They are doing a rattling business in second-hands and it will pay you to peruse their columns every week. They are sure to have "just what you want."

THE Springfield Bicycle Co. report that they have received an order for 50 Speedwells from one of their large agents.

THE Catford Premier Safety covered itself with laurels and glory at the Lancaster Pa., races, winning the L. A. W. State championship and taking second and fourth places as well. The fact is that it is ridden by such noted riders as W. I. Wilhelm, W. W. Taxis, B. F. McDaniels and others, speaks volumes.

FIXTURES.

AUGUST.

2 to 7 inclusive—Harrowgate Camp Meet at Harrowgate, Yorkshire, Eng.
5-10—Carnival at Hafifax, N. S.
8, 9, 10—Massachusetts Div. Meet at Cottage City, Mass.
14—Races of the Waiontha Bi. Club at Richfield Springs, N. Y.
21—Montreal Bicycle Club Tournament at Montreal, Que.

SEPTEMBER.

2—Albany, N. Y., Wheelmen's Tournament.
2, 3—Hartford Tournament.
5—20-mile Road Race at Hartford, under auspices Hartford Wheel Club.
20—Michigan State Div. L. A. W. Meet at Ypsilanti, Mich.

OCTOBER.

23-29—Macon, Ga., Race Meet.

WHITE CYCLE CO., Westboro, Mass.
See Page 364.

HEYRIPDEBALDOO.

Where is OKOBOJO?

We want to know, because we have had numerous calls for wheels from that locality. Is it in Indian Territory or Dakota?

This is the first time we have felt beaten on the name or location of a city. We should like to meet the Mayor of Okobojo and see what he is like, and have an absinthe frappe opal with him. The City Marshal of Heyripdebaldoo, N. M., used to dally

If you want a second-hand wheel of any kind, drop us a line; it will cost you but 2c., and may save you many dollars. Just tell us what you want and how much you are willing to pay. The safety has made all high wheels such a drug on the market here that we are compelled to unload them for what we can get. Should we not have what you want we will mail you one of our beautifully illustrated Art Calendars for 1889, worth fifty times your two cents. *Capital Cycle Co., Washington, D. C.*

Copy of telegram received from one of our large Agents:

"Sample SPEEDWELL just arrived. Enter order for 12. Send 6 by American Express."

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HE TOOK THE RISK.

"Here, sonny, hold my horse," said a gentleman to a gamin as he alighted from a carriage on Washington st. the other day.

"Has he had his oats terday, sir?" asked the boy, as he hesitated.

"Had his oats?" What has that to do with it?" inquired the gentlemen, in surprise.

Well, yer see, sir, de last time I hung onto a hoss he eat de straw hat off me head, an' I only got a nickel, an' a lickin' when I got home. Put up a quarter an' I'll take de risk."

The boy got the quarter.

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THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

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LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

Chief Consul of Colorado.

Mr. Edward S. Hartwell of Denver, Col., is hereby appointed Chief Consul of Colorado, in the place of Horace Beddo, resigned. CHARLES H. LUSCOMB,
President L. A. W.

Minnesota Election.

In accordance with the L. A. W. Constitution the annual election of officers of this Division will occur between the 15th day of July and the 15th day of August.

The officers to be elected are a Chief Consul, Vice Consul, Secretary-Treasurer and Representative. Voting blanks will be mailed to each member, which blanks must be properly filled out, signed by the member voting, together with his or her League number, and place of residence and mailed to A. W. Laird, Winona, Minn., not later than August 15th.

Any ballots received after August 15th will not be counted. Messrs. A W. Laird, W. H. Elmer and John I. Wilson, all of Winona, will canvas the votes and announce the result within seven days after August 15th.
T. M. SLOSSON, Chief Consul.

Iowa.

Messrs. J. F. Rall of Cedar Rapids, Walstein Seymour, Des Moines, and S. Walter Adams of Sioux City are hereby appointed the Nominating Committee to nominate candidates for the following offices: Chief Consul, Vice Consul, Representative and Secretary-Treasurer, and report same at the earliest moment so the annual election can take place as provided in the Constitution, i. e. before August 15th.

Yours fraternally, ROBT. L. THOMPSON, C. C.

Indiana Tour.

The 6th annual tour and encampment has been abandoned. Fraternally, J. FRED PROBST, C. C.

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 204—No. Easton Wheel Club, No. Easton, Mass.

New Jersey.

The Nominating Committee of the New Jersey Division present the following ticket:

For Chief Consul, Dr. G. Carleton Brown, Elizabeth.
For Vice Consul, Dr. H. A. Benedict, Jersey City.
For Secretary-Treasurer, Geo. C. Pennell, Elizabeth.
For Representatives, Dr. F. A. Kinch Jr., Westfield: J. B. Lunger, Newark; Gardner H. Cain, Trenton; Amzi T. Dodd, East Orange; E. F. Burns, Smithville.

Yours very respectfully, ROBINSON POUND,
Secretary-Treasurer.

Pennsylvania.

To members of Pennsylvania Division L. A. W.:

Upon recommendation of Jno. C. Bonnett, Local Consul at Du Bois, Pa., I appoint the National Hotel as League Hotel. Regular rates; $2 00 to L. A. W. members showing ticket $1.25, meals 35 cents.

Upon recommendation of E. L. Davenport and in place of himself resigned, I appoint Wm. M. Trippe, Local Consul at Canton, Pa.

Have received informal requests for the State meet from Reading and York. They both suggest Labor Day, Monday, Sept. 2d, as being a good day. Would like to hear from each member of the present State Board of Officers as well as the board about to be nominated, with their views upon the time and place of State meet. Yours fraternally,

JOHN J. VAN NORT, Chief Consul of Penn.
Scranton, July 20, 1889.

Indiana.

Members Ind. Div. Take Notice.

The L. A. W. Constitution prescribes, that the annual election of officers take place between July 15th, and August 15th, during which time the following officers shall be voted for.

Chief Consul, Vice Consul, Secretary-Treasurer, and one Representative.

The Secretary will mail voting blanks to each member, which you are requested to properly fill out, and return to his address *"before August 15th."*

Fraternally, J. FRED PROBST, C. C.

Railroads That Carry Free.

To the members of the New York State Division:

In the issue of the Bulletin for June 14th, 1889, there was published a list of railroads as being those governed by the resolution published at the same time regarding the free transportation of bicycles. That list was furnished by prominent railroad officials in Buffalo as being a correct list of the roads affected by the resolution. Since the list was published, however, further investigation has revealed the fact that the Trunk Line Association and the Trunk Line Passenger Committee are different organizations and that such resolution was adopted by the latter. I have secured a list of the roads comprising the Trunk Line Passenger Committee and by direct correspondence with those roads I am able now to say positively that all those roads are now carrying bicycles free when accompanied by owners. The following is a list of said roads:

Grand Trunk Railroad.
N. Y. Central and Hudson River Railroad.
West Shore Railroad.
N. Y. Ontario and Western Railroad.
N. Y. Lake Erie and Western Railroad.
Delaware, Lackawanna and Western Railroad.
Lehigh Valley Railroad.
Central Railroad of New Jersey.
Philadelphia and Reading Railroad.
Pennsylvania Railroad.
Baltimore and Ohio Railroad,

W. S. BULL, Chief Consul.
Buffalo, July 20th, 1889.

Transportation.

Notice to Members.

This committee has received several complaints recently from tourists who have been compelled to pay for wheels on roads that agree to carry them free when accompanied by owners. In no case has the complainant taken a receipt for the money paid and in some instances they are not clear as to the date or particular train on which the charge was exacted. If members will carefully observe the following rules it will enable the committee to better protect them from the extortions practiced by some of the ignorant or vicious baggage men.

Apply to depot baggage master and have him mark bicycle to destination; if he declines, apply to the train baggage man, but dealings should be with depot baggage men as much as possible. In all cases where charges are exacted take receipt for amount paid and send same with all particulars to the chairman.

W. M. BREWSTER,
Chairman Transportation Com.

Pennsylvania.

To members of the Pennsylvania Division L. A. W.:

Something seems radically wrong in the Pennsylvania Division, especially with the system of making nominations. The Nominating Committee was appointed at the December meeting of the State Board in Philadelphia. The announcement was made some weeks ago that the committee was ready to receive suggestions. Very few of the members have had anything to offer, and it seems the committee have been waiting. Now at the last moment I receive from two members the suggestions they have received and their own suggestions covering th ir sections of the State. Thus the forming of the ticket seems to be left in my hands, a task that I enter upon very reluctantly, as my acquaintance with the membership of the State is very limited.

For Chief Consul—Samuel A. Boyle, Philadelphia.
For Vice Consul—D. K. Trimmer, York.
For Sec.-Treas.—John J. Van Nort, Scranton.
Representatives—

1, W. D. Banker, Pittsburg.
2, F. F. Sneathen, Pittsburg.
3, C. L. White, New Castle.
4, J. W. Caughey, McKeesport.
5, C. P. Lusk, Harrisburg.
6, Ira A. Dayton, Williamsport.
7, W. F. Dodge, Wilkes Barre.
8, V. I. Wilhelm, Reading.
9, ... Philadelphia
10, ... Philadelphia
11, ... Philadelphia
12, ... Philadelphia

The four blanks are for Philadelphia men. Last year G. N. Osborne, Kirk Brown and W. R. Tucker represented Philadelphia, and H. Crowther has been suggested now, but the Philadelphia member of the committee has not been heard from in regard to his own city.

Article 3d of our Constitution is as follows: "Its officers shall consist of Chief Consul, Vice Consul, Secretary Treasurer, and one Representative for each one hundred resident League members; also one Representative from each League club of not less than twenty members and an additional Representative for each fifty additional members upon the club roll on July 1st of each year."

All voting must be done by Aug. 15th, and do not vote for but 12 Representatives. Envelopes should be marked "Mail Vote," and addressed to J. G. Carpententer, Sec.-Treas., Wilkes Barre, Pa., Box 653.

League clubs will select their Representative and send in their choice to Sec.-Treas. by Aug. 16th.

Yours Fraternally, JOHN J. VAN NORT,
Scranton, July 22, 1889. Chief Consul.

Cottage City.

Circular No. 29.

Official programme of the Annual Meet of the Massachusetts and Rhode Island Divisions L. A. W., Cottage City, Aug. 8, 9, 10, 1889.

August 8.

10 A. M. Business meeting of Massachusetts Division, Town Hall.

3 P. M. Fancy riding by W. W. Windle. Courtesy of Lincoln Holland Esq. of Worcester.

8 P. M. Illuminated Parade. Committee, C. S. Howard and W. W. Stall. Lanterns can be purchased of dealers at Cottage City.

August 9.

Excursion to Nantucket, giving members a chance to view this quaint old town.

4 P. M. Run around circle to East Chop and N. Y. landing.

August 10.

10 A. M. Parade; committee, W. H. Emery and C. S. Davol.

2 P. M. Races; committee, C. S. Davol, W. G. Kendall, A. Bassett. Open to any L. A. W. member. Course, twice around circle, 15-16 of a mile, except one half mile and boys velocipede races which will be but once around circle. 1, one mile ordinary; 2, one mile safety; 3, one-half mile ordinary; 4, boys velocipede race for boys under 12 years of age; 5, one mile ordinary open to Massachusetts and Rhode Island members only, for championship of meet.

Two medals, first and second prizes, given in each race.

Entries must be made to C. S. Davol, Hotel Naumkeag to close Aug. 8th. Entrance fee, 50 cents. No entrance fee for boys race.

HOTEL RATES.

Special rates will be given L. A. W. members as follows:

Sea View House, $2.50 der day.
Pawnee, $2.00 per day.
Hotel Naumkeag, $2.0 per day.
Island House, $2.0 per day.

Members should engage their rooms as early as possible, communicating direct with hotel.

TRANSPORTATION.

Old Colony Railroad express trains leave Boston 9 A. M., 1.00, 4.05 P. M. (Via Wood's Holl), week days: 8.15 A. M. (via Woods Holl) Sundays; connecting with steamers Martha's Vineyard, River Queen, Nantucket or Island Home and due at Cottage City 12.50, 4.00 and 7.15 P. M. week days; and 12.20 P. M. Sundays. Returning, leave Cottage City 6.15, 9.30 A. M., 3 P. M. (via Woods Holl) 1.00 P. M. (via New Bedford) weekdays; 4.45 P. M. (via Woods Holl) Sundays, due at Boston 9.50 A. M. 1.10, 5.40 and 7.00 P. M. weekdays; 8.30 P. M. Sundays.

Trains leave Fitchburg 9.00 A. M. 12.15 P. M., leave Lowell at 7.40 A. M. 12.45 P. M.

South Framingham 10.30 A. M., 1.55 P. M., Walpole 7.10, 11.03 A. M. and 2.23 P. M.

Members from Central and Western part of the State can connect with Old Colony Railroad at Fitchburg and So. Framingham.

Special rates of fare allowed *only* on presentation of League tickets by members.

Boston to Cottage City and return $2.50.
Lowell to Cottage City and return $2.50.
Fitchburg to Cottage City and return $2.50.
So. Framingham to Cottage City and return $2.50
Walpole to Cottage City and return $2.30.
Attleboro to Cottage City and return $2.00.

Bicycles will be transported free during the meet.

Tricycles will be taken only on the trains leaving Boston at 4.05 P. M. Aug. 7th, and Cottage City at 6.15 A. M. Aug. 12. Those intending to send bicycles or tricycles on the 4.05 P. M. train Aug. 7th will notify Chief Consul W. H. Emery, 109 Warwick street, Boston, at earliest moment possible.

From Providence, a special car will transport bicycles and tricycles on 2 P. M. train Aug. 7. Bicycles will also be carried free on Warren and Bristol Division to and from Providence to connect for the meet. Fare, Providence to Cottage City and return $2.50.

The general party will leave Boston (Kneeland street Station) at 4.05 P. M. and Providence at 2 P. M. Aug. 7.

NOTES.

Bring L. A. W. membership ticket and wheel.

Register at Sea View Annex and obtain a badge as soon as you arrive. The possession of this badge ensures courtesies and discounts not otherwise obtainable.

Excellent bathing and sailing facilities.

The concrete streets afford perfect wheeling so be sure to bring your wheel.

There will be many attractions in addition to formal programme.

Daily excursions to Katama for clam bake at 9.25, 10.35.

As there will be no ball there will be no necessity for dress suits, and a wheelman's dress will be the only one that need be taken.

Bring your ladies, the gentlemanly deportment and courtesy ever shown by the members of these Divisions ensures an enjoyable time for all.

Band concert every evening.

No better way of spending a short vacation can be devised. Let all come who can.

Wheels can be left at hotels or at Pagoda near Sea View Hotel but should be locked. Fraternally,

WM. H. EMERY for Committee.

Michigan Election Laws.

To Michigan Members L. A. W.:

The annual election of Division Officers will occur between the 15th day of July and 15th day of August in accordance with Article IV Sec. 2 of the L. A. W. Constitution.

The officers to be elected are a Chief Consul, Vice Consul, Secretary-Treasurer and three Division Representatives. The Secretary-Treasurer will mail to each member of the Division a voting blank with all necessary instructions.

These blanks must be properly filled in and signed by the members voting, together with their League numbers and returned to the Secretary-Treasurer of the Division on or before Aug 15th.

Ballots received later than August 15th will not be counted. The ballots will be counted by a committee consisting of the Chief Consul, Secretary-Treasurer and the members of the Rules and Regulations Committee at the office of the Secretary-Treasurer within one week after Aug. 15th, and the result published before Sept. 1st.

League Clubs will elect one Division Representative for the first twenty members and an additional Representative for each fifty additional League members on the roll July 1st, and certify the result to the Division Secretary-Treasurer on or before August 15th.

Fraternally, A. B. RICHMOND,
Chief Consul Mich. Div.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 199—Total 165--10,534.

BOSTON, July 26, 1889.

CALIFORNIA DIVISION—1—371.

Unattached.

24178 Patterson, R. C., 16 West 3rd st., Los Angeles

CONNECTICUT DIVISION—8—487.

Hartford Wheel Club.

24122 Laimann, T. W., Cheney Bros. Mill, Hartford
24119 Patz, Hugo E., 16 East st., "

Meriden Wheel Club.

24123 Johnson, Edward, Meriden

Unattached.

24105 Moran, John C., 16 Union st., Hartford
24120 Shumway, C. S., Box 940, "
24121 Chapman, Ewight, Box 447, "
24196 Smutle, E. C., Saugatuck
24200 Joyce, Jas. Jr., L. Box 68, So. Manchester

DISTRICT OF COLUMBIA DIVISION—3-174.

Unattached.

24125 *McGlathery, Mrs. Frank*, 1326 G st., N. W. Washington
24126 Dyre, William E., cor. 7th and G st., N. W. Washington
24124 *Plumb, Mrs. Clarence H.*, 908 Penna ave., "

ILLINOIS DIVISION—15—752

Illinois C. C.

24218 Hackney, Chas. A., 390 Washington Boul., Chicago

Paris Bi. Club.

24219 Bird, Cliff, Box 786, Paris

Rushville C. C.

24207 *Bagby, Mrs. John S.*, Rushville
24208 Bagby, Fred A., "
24209 Dyson, George, "
24210 Dyson, Howard F., "
24211 Esaly, John H., "
24212 Jackson, Fred, "
24213 *Little, Miss Grace*, "
24214 Little, John S., "
24215 Rice, Martin G., "
24216 Scripps, J. L., "
24217 Warren, Speed, "

Unattached.

24179 Bley, Geo. Jr., Beardstown
24197 Morgan, E. E., 390 Wash. Boul., Chicago

INDIANA DIVISION—1—127

New Castle C. C.

24127 Barber, John S., New Castle

MAINE DIVISION—1—140.

Unattached.

24100 Scully, E. G., 179 Commercial st., Portland

MARYLAND DIVISION—20—492.

Balto C. C.

24132 Bennett, James M., 18 S. Howard, Baltimore

Centaur C. C.

24131 Leinkuhler, Ferd J., 101 S. Bond st., "

Crescent C. C.

24130 Bowersop, J. J., York Road and 4th st., "
24128 Sas, A. H., Jr., 421 Tremont ave., "

Cycling Ramblers.

24146 Crouse, D. F., 152 W. Main st., Westminster
24147 Keen, Harry M., "
Hagerstown Bi. Club.
24135 Miller, A. W., West Franklin, Hagerstown
24136 Metzger, E. M., S. W. cor. pub. sq. "
24137 Baechtel, E. McD., "
24138 Harmon, J. F., 538 N. J. st., "
24139 Hays, Leroy, "
Potomac Wheelmen.
24141 Robert, Boyse W., 49 Decatur st., Cumberland
24142 Rabold, Chas., 213 N. Centre, "
Unattached.
24129 *Benrrier, Louise*, 314 Saratoga st., Baltimore
24133 Hubbard Jerome, 116 N. Howard st, "
24134 Rohr, Jacob E., 213 W. Lombard st., "
24143 Hoke, C. R., Emmittsburg
24144 Annan, E. L., "
24140 Lutz, Dorsey, Hagerstown
24145 Davidson, McClellan, Taneytown

MASSACHUSETTS DIVISION—20—1420.

Lynn C. C.
24222 Paul, Willis C., Box 4, Swampscott
Bay State B. C.
24198 Adams, Frank, 30 Plymouth st., Worcester
No. Easton W. C.
24109 Kilbrith, John Wilson Jr., No. Easton
Somerville C. C.
24148 Libbey, H. A., Broadway, E. Somerville
Unattached.
24235 Coolidge, Fred, Gardner
24180 Ware, Robert A., 246 Devonshire st., Boston
24108 McPeek, Neil E., 54 Elm st., Cambridgeport
24107 Kendall, Wm. R., Box 98, Cottage City
24102 Kershaw, Edwin P., 10 Purchase st., Fall River
24106 Brett, Geo. L., Newton
24101 Emerson, Chas. P., 115 Summer st., New Redford
24181 Perry, S. H., 3 Purchase st., "
24182 Wilcox, Richmond L., 90 High st., "
24220 Hitch, Wm. T., 115 Maxwell st., "
24221 Wilcox, Chas. S., 594 Purchase st., "
24140 Clark, Geo. E., Box 43, Northampton
24177 Bullard, W. Ellery, Box 15, Readville
24110 Davis, Ernest L., Rush st., Somerville
24224 *McCune, Mrs. M. J.*, Everett
24223 Barlow, Chas. L., Maverick Oil Co., East Boston

MICHIGAN DIVISION—35—365.

E. Saginaw Bi. Club.
24111 Marr, Walter L., 341 South 7th st., East Saginaw
Grand Rapids Bi. Club.
24200 *Melville, Mrs. Wm.*, 17 Caledonia st., Grand Rapids
24230 Ames, W. E., 682 Wealthy ave., "
24237 Crandall, E. J., "
24239 Dear, W. H. S., 226 Butterworth ave., "
24238 Compton, W. R., 205 S. Div. st., "
24240 Hunt, P. S., 190 Spring st., "
24241 Jackson, Edwin R., "
24242 *Perrin, Estelle H.*, "
24243 Provin, L. S., "
24244 *Moour, Mrs. E. M.*, 280 S. Div. st., "
24245 *Richmond, Mrs. A. B.*, 370 So. Lafayette st., Grand Rapids
24259 Burns, W. S., care Daily Leader, "
24260 *Compton, Mrs. W. R.*, 37 Center st., "
24261 Johnson, E. D., 231 Cherry st., "
24262 Kromer, Arthur E., 83 Plainfield ave., "
24263 Hall, Judson L., 327 N. Front st, "
24264 *Withey, Genevieve*, 40 Clinton st., "
24249 Bailey, B. F., 520 Adams st, Ypsilanti
24247 Bradley, Geo. C., "
24248 Bogardus, Geo. H., cor. Huron and Congress. Ypsilanti
24250 Bovee, Frank N., Box 1202, "
24250 Fowling, C. S., Box 453, "
24251 Coe, Henry T., 324 Forest ave., "
24252 Cowell, W. T., 216 Maple st, "
24253 Goodrich, Edw. P., 615 Pearl st, "
24254 Hough, E. L., 33 Huron st., "
24255 McLouth, C. D., 601 Congress st., "
24256 McCormack, Henry, 529 Adams st., "
24257 Nooney, Wm., 334 Congress st., "
24258 Ridley, Henry E., 415 Congress st., "
Lansing Bi. Club.
24201 Cooper, R. W., 407 So. Chestnut st., Lansing
Unattached.
24183 Baker, S. O., 136 So. Main st., Adrian
24150 Ostrander, Homer J., L. Box 23, Calumet
24199 Stoddard, Nolton E., 393 Fourth ave, Detroit

NEW JERSEY DIVISION—7—548.

Elizabeth Wheelmen.
24184 Calkins, Allan F., 1141 Chestnut st., Elizabeth
Roselle Ramblers.
24103 Peck, Oscar T., Box 56, Roselle
Unattached.
24151 Brack, C. M., 63 N. 9th st., Newark
24113 Levi, Abram I., 70 Carroll st., Paterson
24112 Levi, Jules, C., 70 Carroll st., "
24191 Pollock, Frederick Alvah, 70 West 7th st., Plainfield
24192 Thacher, Geo. H. M. D., Box 48, Vineland

NEW YORK DIVISION—8—1845.

Genesee Bi. Club.
24226 Barry, Wm. N., 230 Lake ave., Rochester
24227 Wells, F. E., 51 Manhattan st., "
Unattached.
24152 Purcell, Harry G., 260 Rutledge st., Brooklyn
24202 Hoag, J. C., Akron
24203 Divine Dwight C., L Box 65, Ellenville
24185 Billings, Hosmer H., 112 Baldwin st., Elmira
24193 Blowers, Roy S., Box 594, Westfield
24225 Densmore, Van, 112 Swan st., Buffalo

OHIO DIVISION—8—778.

Canton Bi. Club.
24114 Elson, Dr. E. P., 24 N. Market st., Canton
24115 Hanna, Sam'l D., 15 N. Walnut st., "
Forest City Ramblers.
24228 Garson, L, care Rosenheim & Mauch, Cleveland
24229 Spreng, Wm., 417 1-2 St. Clair st., "
Unattached.
24186 Miller, D. O., Box 501, Greenfield
24204 Palmer, J. Asa, Box 145, Tiffin
24153 Allen, Henry M., Troy
24230 Hodder, T. H., Marion

PENNSYLVANIA DIVISION—26—1281.

Alleghany Cyclers.
24174 Urling, W. B., 514 Wood st., Pittsburgh
Chambersburg Wheel C.
24168 Elder, Will D., 126 N. Main st, Chambersburg
24165 Gibbs, W. Sherman, 27 King st., "
24164 Montgomery, P. Brough, "
24163 McIlvaine Jr., Jno. S., "
24162 Martin, D. F., 534 N. Main st., "
Milton B. Club.
24172 Beck, U. G., D.D.S., Box 384, Milton
Penn. Bi. Club.
24156 Cadmus, Robert C., 21st and Mt. Vernon st., Philadelphia
24158 Nelms, Frank, 48 N. 7th st., "
24159 Byrne, T. S. J., 1912 Vine st. "
Unattached.
24205 Soisson, W. F., 55 Main st., Connellsville
24160 McDowell, W. B., 151 E Market, Chambersburg
24167 Gehr, Daniel Ott, 42 W. Market, "
24169 Kreps, H. P., Greencastle
24173 Swartz, Samuel T., Milton
24171 Leberknight, F. B., Newburg
24155 Pine, Edward M., Press Co., Ltd., Philadelphia
24157 Kipp, Wm. H., 2130 No. 13th st., "
24166 McCarty, W. S., 843 Chestnut st., "
24154 Key, William H., 20 9 No. 22d, "
24231 Parker, O. J., cor Roup and Howe sts., Pittsburgh
24116 Graber, W. A., Shapsville
24170 Sibbet, J. E., Shippensburg
24117 Harrington, Dewitt C., L. Box 80, Wellsboro
24161 Godfrey, Benj N., 3716 Walnut st., W. Philadelphia
24175 McKinnon, John W., 25 W. Queen st., York

RHODE ISLAND DIVISION—4—285.

R. I. Wheelmen.
24194 Jones, S. W. C., 94 Courtland st., Providence
Unattached.
24195 Seymour, Clarence H., 2d, Warren
24188 Brayton, Nathan B., Box 510, Newport
24117 Safford, Dr. Harry P., Providence

TEXAS DIVISION—1—34.

Unattached.
24118 Nathan, Harry W., care W. C. Averill, Beaumont

VIRGINIA DIVISION—1—76.

Norfolk C. C.
24170 Wienn, H. L., Box 318, Norfolk

WEST VIRGINIA DIVISON—5—37.

Unattached.
24233 Graebe, Geo. W., 3311 Jacob st., Wheeling
24232 Emig, J. F., Box 269, "
24191 Kleeves, Frank B., care German Bank, "
24189 Belleville, I. M., 42 N. Front st., "
24190 McCoy, F. E., 36 Virginia st., "

ENGLAND—1—4.

Unattached.
24234 Campbell, F. L., Royal Normal College for Blind, Upper Norwood, London, S. E. England

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find* $ ..... *for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a

3000 POUNDS STRAIN.

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout--No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots

W. W. STALL, 609 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street. New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.
THOS. H. B. VARNEY, 42 and 44 Fremont St., San Francisco, Cal., for Pacific Slope.

Or to the makers at Springfield, Mass.

WHITE CYCLE CO., Westboro, Mass.

See Page 359.

with us over the seductive Manhattan or Martini Cocktail, but "we guarantee" this thrice-armed official "never heard tell of Okobojo. Any one who can tell us where Okobojo is will confer a favor on us.

Write for catalog.

Agents wanted in every town and city in America. We advertise because it pays. Asinine or clever advertisements which will rivet the practical rider's attention, or raise the thumb of derision to the nose of scorn on the visage of the "know nothing" respectfully solicited from the wheeling fraternity.

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

THE CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago,



Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

Ladies' and gents'; the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

WHEEL BARGAINS.

1888 Premier Tandem Bicycle, only	$150
1888 Singer Safety, nearly new	110
1887 "Dandy," boy's Safety	35
54-inch Star, Special	75
48-inch Star, Special	70
54-inch Standard Columbia	20
Columbia Safety	45

CAMPBELL & CO.,
33 Page St., Providence R. I.



PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

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Psycho or Singer Safety, Tandem Bicycle, $200
Ladies' Psycho, 145
Gents' Psycho, 145
Royal Singer, 140
Singer Safety, 135
Junior Singer, 135
Apollo Safety, 125
Courier Safety, 00
Courier Safety, 75
Worth Safety, 60
Little Jewel, $12 to 35

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill

New York Bicycle Co.



No. 4 East 60th Street,
NEW YORK,
DEALERS IN
New & Second-hand Wheels
Of Every Description.
Full Line of Cycling Accessories

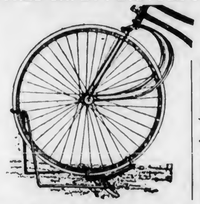
Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. [Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

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The BUFFALO SAFETY BICYCLE STAND



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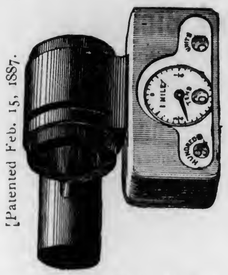
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Were measured with, and thousands of the best wheelmen use only the

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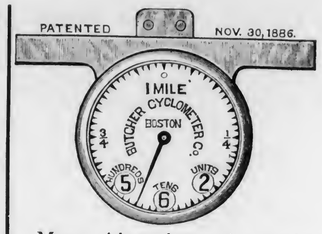
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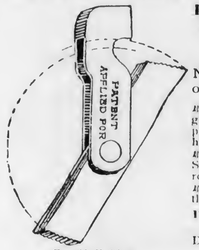
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Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

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No Screws, no Nuts, no Peeling of Enamel.

☞ It takes a positive grip. The harder you pull the tighter it holds.

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Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

OUR JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

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Something New for Wheelmen!



WILGUS'

Combined Wrench with Oil Can, Spoke Tightener & Screw Driver.

Will exchange for Billings & Spencer Four-inch Wrench, in good condition, as we are using the jaws of their Wrench. Send old Wrench, with $1.75, and we will return our Combination Wrench, Full Nickel Plated. I will send Wrench, Postpaid, for **$1.90.** Address

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One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York.

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We Receive a Goodly Number

of letters addressed to our "Advertising Department." Please don't do it. It only makes us feel our incompleteness. We have no such department. Our ads. are written with one hand while we build bicycles with the other.

We don't even have a "factory;" we occupy a plain ordinary shop; it isn't handsome, but also it isn't for sale. We **do** have **Hickory Bicycles** and things to sell, and we take more pains with the appearance of those, and by the way, if any reader of this will ask for it, we will send *gratis*, a little 32-page book worth $7.00, which lays bare many of the processes employed in the manufacture of our goods. There are 18 illustrations showing with more or less accuracy the various departments. The need of an advertising department is painfully evident to the reader of this pamphlet (called by the more learned a "brochure"), but we are new yet, and may in time be able to "cover our shorts."

STERLING CYCLE CO.,

NEWTON, MASS.

P. S.—Our catalogue differs somewhat from the usual style, but it is the best we can do at present.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

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Prest. Stafford Gymnasium Club.

Official Outfitters to the League of American Wheelmen.

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Official Tailors of the L. A. W.



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COAT, $8.25, BREECHES, $5.50.

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Large Buttons, 5c. each.

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Makers of the Official L. A. W. Sundries.

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Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

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Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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Slightly spirituous and containing an abundance of natural fruit acid.

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Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

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Will send by mail on receipt of price.

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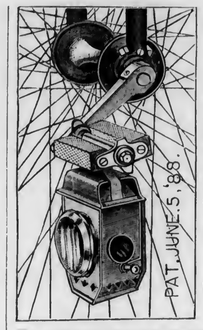
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If any dealer says he has the Strickland & Pierce Flexible Bicycle Shoe, without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.



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High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Wholesale Agents:

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Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents wanted.

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Used with strap or chain.



SECURES Satchels to Seats in Cars or Waiting Rooms, FASTENS Bicycles, Grips, Packages, Robes in Buggies, Dog Collars, Horses, Trunk, Telescope and Valise Straps. Complete Antique Yale Lock. Neatly made and Nickled. NO TRAVELER CAN AFFORD TO BE WITHOUT IT.

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75 Cents. Madison, Wis.

Not so Bad for the Star.

Can any Machine beat this Record for 1889?

Three-Mile L. A. W. Championship, May 30th,	J. PHIL. PERCIVAL, Los Angeles, Cal.
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The Star holds the Records, on the Pacific Coast, from one mile to five miles.

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The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel

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EVER PRODUCED.

WE CHALLENGE HONEST CRITICISM.

In this machine we have combined ALL the advantages of a low wheel and the speed of the high one.

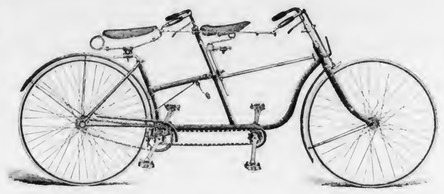
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COLUMBIA TANDEM SAFETY



Price, with Double-Grip Ball-Pedals,

$200.

Price, with Double-Grip Parallel Pedals,

$190.

Tangent Spokes, One-Piece Hollow Handle-Bars, Columbia Tubular Steel Frame, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, Improved Ewart Chain, Columbia "Double-Grip" Ball-Pedals.

CONNECTED STEERING AND SEPARATE BRAKES.

A light, graceful, and easy-running machine for two riders, suitable for anybody. Readily adaptable for a lady on the front seat by removing one brace.

THE FRONT RIDER NEED NOT BE AN EXPERIENCED ONE.

Driving Gear unsurpassed for ease of action, durability, and ready interchangeability of all parts.

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Price, with "Double-Grip" Ball Pedals,

$250.

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A front-wheel handle-bar steerer, which two ladies can ride if desirable, capable of being steered and controlled by brake from either seat, and readily convertible into a handle-bar steering "single"; in appearance graceful and well-proportioned, in construction as nearly perfect as long experience in cycle building can make it, and, withal, as light as a roadster Tandem can reasonably be expected to be.

THE UNSURPASSED COLUMBIA BEARINGS AND ADJUSTABLE DRIVING GEAR.
CHOICE OF SADDLES.

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BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 2 AUGUST, 1889.

Volume XIX.
Number 14.

VICTOR

BICYCLES

"IT'S TOO LIGHT!"

Is a remark frequently made by those who look at the **QUADRANT SAFETY** for the first time. And so it might be if it were not made by a Company who have the most scientific designers and the most skillful workmen in the world.

"WILL IT STAND HARD USAGE?"

Was a question in the mind of one of Philadelphia's most prominent business men, who weighs 200 pounds and often rides from 60 to 100 miles a day over rough roads. He had never ridden anything but the old reliable —— and was a little afraid to trust himself upon a wheel so light as the Quadrant. At the same time he did not want to push that extra 10 pounds of dead weight around with him everywhere, if the lighter wheel was just as strong. So he bought one of the first Quadrant Safeties imported, with a written guarantee that if it did not stand the hard usage he intended to give it, the importers would give him any make of machine in the market in even exchange for it. He still rides a Quadrant and it has never cost him a cent for repairs. If you now tell anyone who knows the history of this machine that the Quadrant is too light, he will tell you that a machine that will stand Mr. ——'s riding will carry anybody.

AND IT WILL!

SOLE IMPORTERS,

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About the only way that you Can Break Our Wheels.

Proprietor of Bicycle Agency (to newly engaged assistant): Great heavens, Pat! What in the world are you trying to do?

Pat: Sure a long-ligged djude bees afther bringin' this machane in here an' sayin' as how he wants a break on it roight away, an' there was no wan here, so Oi was afther accommodatin' av him.

80-page Catalogue Free.

GORMULLY & JEFFERY MFG. CO.,

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BICYCLES and TRICYCLES.

NEW YORK BICYCLE CO.,

No. 4 East 60th. St., NEW YORK CITY.

☞We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Mails, and for cycles of all other good makes.☜

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Bear.	Cond'n.
513	—	Humber Tandem,	$250.00	$115	4	2	5
525	50	American Club,	135.00	50	4	2	5
531	52	Dictator,	130.00	15	4	2	3
548	—	S. S. S. Tandem,	250.00	170	4	1	1
553	52	Singer Matchless,	130.00	75	4	1	2
571	50	Columbia Expert,	130.00	75	1	2	2
575	54	Columbia Expert,	125.00	60	4	2	2
580	52	N. R. Roadster,	134.50	115	4	1	1
596	46	Victor Junior,	80.00	45	4	3	1
597	18	Otto Special,	60.00	35	5	4	2
601	—	Col. Lt. Rdst Tricycle,	160.00	125	4	1	1
602	48	Special Star,	137.00	75	4	Ball	2
604	52	Columbia Expert,	134.50	80	7	1	2
612	52	Premier,	125.00	55	1	2	0
613	48	Columbia Expert,	125.00	68	3	1	5
616	52	Special Club,	125.00	40	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	1	Ball	4
621	34	Otto,	30.00	10	5	4	3
632	40	Otto,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
636	48	Apollo Lt. Roadster,	135.00	75	3	1	1
637	—	New Rapid Safety,	135.00	50	4	1	6
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	1	1	3
643	54	American Sanspareil,	135.00	40	1	2	3
651	51	Special Star,	130.00	68	3	Plain	2
653	50	Columbia Expert,	125.50	75	4	1	2
654	—	Victor Safety, ('89)	135.00	125	4	1	1
656	54	Royal Mail,	130.00	50	4	1	2
657	42	Columbia Standard,	85.00	25	4	1	6
661	50	Special Club,	130.00	60	1	2	2
664	—	Columbia Veloce Safety,	135.00	110	1	1	1
665	52	American Club,	130.00	25	3	2	6
667	52	Victor Light Roadster,	127.50	90	4	1	1
668	53	Columbia Lt. Roadster,	137.50	70	3	1	2
669	51	Columbia Lt. Roadster,	135.00	80	3	1	1
670	50	New Rapid,	140.00	80	3	1	1
671	54	British Challenge,	135.00	45	1	2	4
672	—	Columbia L. R. Trike,	160.00	125	1	1	2
673	51	Rudge Lt. Roadster,	130.25	95	4	1	1
674	52	Columbia Expert,	134.50	80	3	1	2
675	—	Volant Safety,	115.00	100	4	1	1
677	45	Special Pony Star,	120.00	75	3	Ball	1
679	—	Columbia Tandem,	250.00	150	4	1	1

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., N. Y. CITY.

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co's "Star" Wheels.

SPECIAL.

All Advertisements in this Department 20 cents a line.

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SEND STAMP for samples of L. A. W. Address Cards with gold or silver League emblem. Price, 50—50c.; 100—75c. BRISTOL PRINTING CO., North Easton, Mass.

NOW IS YOUR CHANCE to secure a high grade wheel at low price. We have taken so many in trade for Victor Safeties that we are able to sell at half value. Send for list. Not an old wreck in the lot. PHILADELPHIA BICYCLE CO., Limited, Philadelphia, Pa.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

WE WANT TO SELL OR EXCHANGE FOR SAFETIES

	Price.
One 52-inch Victor,	$70
One 52-inch Victor,	75
One 52-inch Expert (full nickel)	60
One 54 inch Expert (full nickel),	65
One 55 inch Rudge Light Roadster,	70
One 55-inch Columbia Light Roadster (full nickel)	60

Remember, the above machines are NOT "WRECKS," but are all in FIRST-CLASS CONDITION. We will sell them at the above prices, or exchange for new safeties of high grade, and pay the difference in CASH.

GEO. S. ATWATER & CO.,
1230 Penna. Ave., Washington, D. C.

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Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,

18 So. Broad St., - Philadelphia.

SIDWELL & SABEN,

New and Second-Hand Wheels

OF EVERY DESCRIPTION.

Repairs Executed Promptly and at Reasonable Rates.

152 CONGRESS STREET,

BOSTON, MASS.

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SAND LAKE, N.Y.—League Official Hotel, of easy access from Troy and Albany. A first-class table, prompt attention and all the luxuries in season. JOHN H. WEED, Proprietor.

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In this Department, 15 cents a line. ☞*Cash must accompany the order.*☜

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FOR SALE—Singer Safety; Price $75. Address P. O. Box 501, Corning, N. Y.

COLUMBIA 51 inch Light Roadster, '87; full nickel; ball bearings complete; spades and bell; rode only a few weeks, and in perfect condition. Practically a new wheel. Cost $135.00; take $115.00. Must sell. Write JOHN BRONNAHAN, Pierceton, Indiana.

FOR SALE—By EDGAR L. DAVENPORT, Canton, Pa.—54-inch "Expert" Columbia of 1886; cow horn bars, spade handles, double grip pedals; ball bearings front and rear wheel; half enamel and nickel finish; Butcher cyclometer spoke attached; lock and chain. In good condition. Shipped to destination. $65.00. Cost $145.00. Reason for sale—want tricycle.

GENUINE BARGAIN—An '86 Premier Tandem Bicycle; good as new; will be sold at a sacrifice for $105.00; cost $200.00. THOMAS JEFFERIS, Wilmington, Del.

VICTOR SAFETY FOR SALE—Been run less than 50 miles. Price $65. Good as new. Address C. S Warren ave., Marlboro', Mass.

FOR SALE—'86 Springfield Roadster; all latest improvements; ball all round; cost $100; used one week; not an out about it. If taken quick $50 buys it. Drawer E., West Randolph, Vt.

COLUMBIA TANDEM SAFETY—New first of June; run but little; will sell cheap. Address Lock Box No 3, Round Brook, N. J.

BARGAIN—48-inch Star; style 1888; nickel frame; ramshorn bar; spade handles; grip brake; Lakin Cyclometer; rode just 280 miles; as good as new. Cost $158. Not ridden this season. Price $100. ABNER MORSE, Canton, Mass.

58-INCH RACER FOR SALE—Genuine Rees-ton Humber; weighs 25 pounds; saddle and pedals complete; spade handles; good as new. Will sell very cheap. Will rent or exchange for 60 inch racer or any size ordinary. G. MINTURN WORDEN, 147 Washington st., Boston.

TO LET—Victor tricycle, $40 per month. Latest pattern, bicycle steering, ball bearings everywhere, condition first-class; suitable for lady or gentleman. "Q. T.," care BI. WORLD.

COLUMBIA TANDEM SAFETY BICYCLE—Bought new this season; in good condition; will sell cheap. Address Box 701, Trenton, N. J.

MUST BE SOLD—50-inch Victor Bicycle and a 54-inch Victor L. R., enamel finish; in excellent condition. Write for particulars. Address Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—American Challenge Tandem; balls all around. Price $100. Good as new. Address FRAZIER & SMITH, Franklin, Pa.

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One New Rapid Light Roadster, 52-inch, in good order, $65.

52-inch, '86 pattern Expert, good as new, $80.

Columbia tandem tricycle, used one year, in good order, offers solicited.

One 52 inch National, good as new, $65.

Eisenbrandt Bros.,

424 E. Baltimore St., BALTIMORE, MD

Additional Second-Hand Wheels on Page 391.

PROVIDENCE HEARD FROM.

"SINGER SAFETY BICYCLES lead them all!" But not in the repair shop. More Singers sold this season than any other make of Safety. Strongest, handsomest and finest running Safety that was ever invented by a cycling genius. It has a raking, racing looking build. Has the only Spring-wired Tire. Can't come out. No other Safety has it. Why not? Because Singer & Co. have got the finest thing, and they are going to keep it to themselves. The Singer has the most powerful brake can be used. Always reliable. The Singer rides easily and comfortably. No lame back or loose false teeth, if you ride a Singer. The Singer is made for comfort as well as speed. If you don't believe it try one. We give you a fine spring saddle of any make you may choose. The Singer is such a reliable wheel, that despite the large number ridden, if we were to depend for one-quarter of our repair work on Singers, we should have red flag flying over our door in no time. Its name is Singer, but not rattler. Notice the handsomest wheels among the leaders in any road scorch and you will find they are Singers, and then notice that they don't rattle like a low gear loaded with hoop iron. If you want to see a first-class piece of cycle mechanism, beg, borrow, steal or hire a Singer Safety and pull it apart. The very finest workmanship will be displayed. Notice the ball bearings. Notice the chain adjustment. Notice the fine finish. In fact, if you want to see the acme of cycle mechanism notice the Singer. CAMPBELL & CO., 33 Page St., Providence, R. I.—*Advt. in Evening Telegram.*

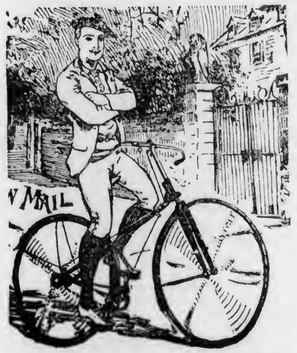
SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

FOR PAST THREE WEEKS

THE

NEW MAIL SAFETY



Has ***not*** been advertised! Because we could not keep up or fill our orders. The factory is now delivering an increased number, and we again present the merits of this popular wheel, which has had so great a demand. ***Not a day since the opening of the year have we been up with our orders!!*** It tells the story.

The advantages of Trigwell's Ball Head to the Ordinary are even surpassed in its application to a Safety (in fact it seems ***specially designed*** for a Safety), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady and ***obviates sensitive steering,*** which fault all Safeties have had.

SPRING FRONT FORK, preventing vibration—very easy and out of sight.

REAR AXLE BAND BRAKE, the place for a brake—not fouled with mud as when near the tire. Noiseless.

Has ***Perfectly Straight Front Fork,*** giving steadiness of running to front wheel.
Has ***Tangent Spokes,*** half nickeled to intersections, giving a very handsome appearance.
Has ***Strengthened Base Hollow Rim.***
All Steel Forgings and Interchangeable Parts. Highest quality American-made Wheel.

Also New Mail Ordinaries, all Sizes. Don't fail to send for Catalogue.

WM. READ & SONS, Manufacturers, 107 Washington Street, Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

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Messrs. NEUMANN BROS., of 115 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 2 AUGUST, 1889.

THE shafting which runs the presses that print this paper broke down last week Friday, hence delay in the delivery of the paper in some sections. Machinery has a nasty habit of breaking once in a while.

THE Nominating Committee of the Maryland Division, after faithfully discharging the special duties assigned it, "re-assembled" and took upon itself an authority outside its scope, a proceeding which we think is without precedent. The resolutions this nominating committee passed read:

"Resolved, That the account of the tenth annual meet of the L. A. W. published in the BICYCLING WORLD of July 12, 1889, is untruthful and a scandalous libel on the members attending that gathering and calculated to do the organization harm in giving a false impression of the membership at large;

It is also resolved, That we call upon President Luscomb and the Executive Committee to terminate the contract with the BICYCLING WORLD as the 'official organ' of an organization it appears to be doing its best to disrupt."

When the League's officials, acting within the scope of their authority, call us to account there will be time enough to prove our report to be correct or otherwise. Of course *official* action worded as above would necessitate our continuing a discussion out of which no possible good can come. If it is forced on us we, however, shall not shirk the responsibility. There is one strange feature in this discussion as taken up by the Marylanders, and that is they do not, for some reason, discern the fact that when we have spoken of the *Bagerstown people and the Maryland Division* it has been with the utmost admiration for the whole-souled and generous way in which they "threw wide the gates." We have given nothing but kind words of admiration for the entertainers.

THE beauties of the "South Shore," as we in Boston locally term it, have not been availed of much by wheelmen on account of the general poor condition of the roads. It is with pleasure that we announce that Cohasset is thoroughly alive to the need of good highways, and is at it vigorously with a monster stone crusher, preparing material that will ere long make that pretty coast tour a favorite run for Boston wheelmen.

IN last week's issue we made very severe strictures on Mr. Prial for making an apology for our correspondent, "Jack," in his report of the Hagerstown meet, as we at that time doubted the real object to be as was stated. Since then we have undoubted proof that Mr. Prial has personally defended "Jack" against those who thought that his report was incorrect. It gives us great pleasure to be able to thus make the amende honorable.

WELL DONE PENNSYLVANIA RAILROAD.

A WARNING TO "FLY" BAGGAGEMEN.

Editor Bicycling World: I recently refused to submit to an extortion at the hands of some Pennsylvania Railroad and Adams Express Company employees and want League members to know the result. Under a recent ruling of the Pennsylvania Railroad Company wheels may go free as baggage when accompanied by the owner. In going by train from Johnstown to Greensburg I asked the baggagemaster at the former station whether it was necessary to have the machine checked. He replied, "No; just put it on the baggage car." In attempting to do so the train baggageman refused to accept it, claiming his car was too much crowded, and telling me to put it in the car ahead, which happened to be the express car. At Greensburg the express company refused to give me the wheel unless I paid 50 cents. My explanation to the express agent and baggage man of the circumstances was unavailing, and I therefore paid the charge under protest, took a receipt and promised to report the affair to the railroad company. I did so immediately, and asked President Roberts to make an investigation and return to my home the 50 cents unjustly forced from me. As I received the money from the express company several days ago I infer the asked for investigation was made. I publish this as a matter of general interest and hope that wheelmen will submit to no imposition, whether attempted by road hogs or railroad employees.

A. M. SCHEFFEY, L. A. W. 6212.

MR. PENNELL TO CARPING CRITICS.

Editor Bicycling World: Sir—The fact that neither Mr. Elwell nor any member of his party has taken the slightest notice of the slurs and insinuations of a certain section of the English cycling press shows most plainly the importance to be attached to these attacks, but when an utterly false story like the enclosed appears it should be answered: "A funny story reaches us about the American tourists. Manager Elwell dieted them on coffee and two rolls for the journey from Dieppe to Rouen—about 50 mites—and would not allow them any more. Six of the hungry crowd deserted the party at Paris."

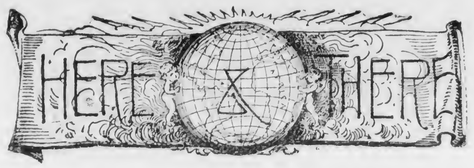
Manager Elwell gave the members of his party the usual and customary coffee and rolls as an early morning meal throughout France, got his men into Rouen in about four hours—the distance is not 50 but 37 miles—where they found an excellent breakfast awaiting them. None of the party save myself deserted him in Paris, and I wast mos unhappy at being compelled to do so. Three men broke down simply because they endeavored to make the tour without sufficient previous training, but so satisfied were they with Mr. E. and his arrangements that they accompanied him *by train* to Geneva. So much for such stories.

My opinion of the tour, and especially of the manager, is that a more capable man could not be found for the position and with the experience of this trip he could now arrange an almost ideal route, if he should bring another party next summer.

I am yours,

JOSEPH PENNELL, Foreign Marshal L. A. W.

N. B. The letters which you are receiving from "PEDALS" are most accurate and interesting.



"JACK'S" MEDITATIONS.

I HAD the pleasure of a visit from a gentleman by the name of Van Wagoner the other day. He it was who did something I had never dreamed of any man living being able to do—one of the most remarkable performances in the history of cycling—riding a full mile in 2 min. 45 sec., on a road safety, with *both his hands tied behind his back*. I never was more surprised in my life than when I learned that the feat was beyond a doubt an actually accomplished. I had probably a chance of 100 to 1 against him when I stood to lose $10 that he could not do it. I presume that 99 out of 100 wheelmen would have bet the same way, and glad of odds, even though ten to one in their disfavor.

BUT what does his performance prove? Does it prove that it is safe or easy to ride a safety at that pace without hands? Does it it prove (as he said when he made the statement) that he could ride a mile *under* three minutes, with hands tied behind him, by way of arguing that safeties and ordinaries should be allowed to compete on the track together, that *any other* rider can do this, or that *all* safety riders can steer and balance as nicely or ride as fast as Van Wagoner? Why no, it proves no more than does Steve Brodie, when he does his Brooklyn Bridge jumping, done as a rule during the absence of the fool-killer. Just this much it proves, and no more, that certain men, by reason of their peculiar conditions, their strong will and nerve, nicety of balance and touch, and strong muscular resources are able to do things which the average human body is utterly incapable of doing, and the average human being in no way desirous (and rightly so) of attempting.

HAD Mr. Van Wagoner slipped a pedal, had he fallen, and mangled his body and perhaps broken his bones, the wheeling public would have said, "I told you he could not do it. I told you just what would happen. 'Jack' was right." But "Jack" was wrong, and is sincerely glad that he *was*, rather than that any accident should have happened, and never again will he back either his opinion or his money that a man *can't* do a thing which might in the attempt, result in his being a cripple for life. The cigars which would have come from poor Van Wagoner if *he* had lost and hurt himself would have tasted ill, though they cost a quarter apiece. Had there been a first-class funeral following closely in the wake of Van Wagoner's attempt, there would at least have been one man who'd be saddened for life.

"HAWKSHAW," speaking in the last issue of the BICYCLING WORLD, on the trade and what it has done for cycling, prompts me to ask, who have we more reason to be thankful to for our present machines than the trade? Why man, while it is certainly to *their interest* to promote your interest, do you lose any dignity or anything else by permitting them to enjoy such office as will give them a chance to study both their own and your interests. Why, hang it all, the interests of the maker and the rider are closely allied, and the closer we stick by our manufacturers the closer they will be *able* to stick by *you*. You can always catch the ear of a certain class by yelling, "*your interests* depend on, etc., etc." You have their ear. They want to see their own bank account swell. That's why they listen so attentively to you. Human selfishness of a very near-sighted order, truly?

THE other day when I was a guest of my friend, who spells his name with an F and a good many letters, and pens "occasional" editorials for the BICYCLING WORLD, I came across the famous political refugee, John Boyle O'Reilly, who makes a fortune partly with his pen and partly by staying away from England. We had been canoeing at Hull, near Boston, and in the evening, as we sauntered near Telegraph Hill, we came upon him walking in the in the middle of the road, with two pretty children swinging his arms. There was a great look of "companionableness" in their faces as we passed the trio laughing and talking in the country road. Some time ago he asked permission to go to Canada. The letter he received was unique and non-committal: "You can go to Canada if you like." John Boyle has not gone yet, preferred the cool of Hull *super mare* to taking the almost inevitable chance of arrest. Poor John! How his blood must Boyle! Oh Reilly! I am afraid that I am running this letter into politics, so draw the terminal line at once.

"Oh, what a fool I was to mix
In such a thing as politics."
And wasn't I a simple ass
To "drown the miller" in the glass.

N. B. Some of you fellows may never have "drowned the miller." "Drowning the miller" is a term given to adding too much Killarney Lake water to Killarney whiskey. It gives an air of indecision to it that disagrees with and militates against the happiness of the Celtic palate.

NEW YORK.

"HAWKSHAW."

THE road hog and the sidewalk fiend are twin brothers, both bring discredit upon the style of vehicle they favor, and cause the creditable acts of the majority to be misjudged. Like weeds these twin disgraces flourish, and I verily believe that when the lone New Zealander witnesses the end of all these things from London Bridge, that his chance of seeing anything will be small indeed, since most of his time will be taken up with dodging a sidewalk fiend upon the foot-path, while at the same time endeavoring to keep from getting under the hoofs of the horse attached to some road hog's vehicle.

THE advice to cyclers to eschew the use of alcoholic stimulants has so often been seen in cycling publications that it has grown to be an old, old story with the readers thereof. While undoubtedly a moderate use of such forms of wet goods as both cheer and inebriate is often beneficial, yet as a general practice it is wiser to avoid them when the system is to be called upon for anything over the ordinary amount of action. There are, however, many people who are convinced that the biblical advice to "take a little wine for the stomach's sake" is wiser in the breach than in its observance, and they in consequence go to the other extreme of prohibition. Among this class may be found some wheelmen, not many it is true, but still enough, with the strength of their convictions, to make themselves felt. Finding themselves in the minority among wheelmen they have turned to their athletic brethren of the same belief, and have proposed joining hands with them in the organizing of a Prohibition Athletic Club. To this end they issued a call to a mass meeting of athletes, to take place at the National Prohibition, Athletic Park, Port Richmond, S. C., on Saturday last. Nature herself seemed to be a most devout prohibitionist on that day, for such a down-pour of cold water in the shape of a rain storm has rarely been seen. For once the advocates of *aqua pura* had too much of their favorite beverage, and only twenty-five responded to the call, and the meeting was adjourned *sine* (drier) *die*, so for the present we are left in ignorance as to how cycling and prohibition are in accord with each other.

When wheelmen cry out against the infringement of their rights do they ever stop to think how often they themselves violate the proprieties of life, and by doing so make themselves obnoxious to others who are equally with themselves entitled to consideration? I am afraid that in many cases they don't. The sidewalk fiend I have already attended to in another item, and while he first and foremost is guilty under this charge, I will not again refer to him. After this class, however, comes the dress reformer, or, more properly, the dress deformer. In reading a recent issue of a wheel publication I came across an article by "Jack" on Stage vs. Cycling ballet. His scoring of the tight bedad wheelman was as perfect an example of terse and vigorous English as one could well wish for, and after I had read it I found myself humming "My own boy Jack," so perfectly in accord with my ideas were his own. As an example of how this inconsiderateness of wheelmen becomes offensive, I might quote an example that I was the sufferer from. On a recent evening I sought to avoid the heat and secure a pleasant meal at one and the same time, by taking my dinner, at the Casino Central Park. The tiny building was crowded with its host of summer patrons who, like myself, had sought the pleasure of a meal within its cool and vine-clad walls. Tables were at a premium, and I thought myself lucky to secure a seat at one, half of which was already occupied by a charming girl and her escort. I had hardly finished ordering my meal, and was congratulating myself upon my luck in getting any seat at all, much less one in such pleasant company, when the chair alongside of me was roughly drawn away from the table and occupied by another seeker after a dinner. At once the delicious odor of the neighboring flowers vanished and was replaced by one undefinable, save that it seemed equally composed of extract of stable and Hunter's point. As may be imagined it was with no pleasant feeling I turned to see who was the individual who had thus at one blow shattered all the pleasant surroundings of the place and made it instead almost unbearable with an odor which certainly had no conection with Araby the Blest. My neighbor was a wheelman, clad in dingy flannels, whose acquaintance with water was evidently a thing of the very distant past. Coatless, and with his hands begrimed with oil, his face soiled with dust and perspiration, he was certainly not a pleasant object. Need I say that my dinner was a failure and that my neighbors suffered likewise. When I left this gentleman's company I was sorry to say that I was a wheelman, and if this was so with one who thinks as kindly of them as I do, what must have been the impression made upon my neighbors? Certainly it was not a flattering one to the cause of the wheel.

SYRACUSE.

"SALINA."

THERE is a difference in people. In pleasures, likes, dislikes, etc., we all differ and it is well so, perhaps, as variety is the spice of life. How we dislike a person who always agrees with us and falls in with every plan we make, never opposing even some of the schemes we lay out, which to us seem a little odd. Last week "Salina" met a man who had just sold his bicycle for eighty dollars. He bought it two weeks before for $125 cold cash, and after giving the thing only *two weeks* trial, let it go, putting up the $45 without a murmur. That same evening another fellow told me "if he couldn't get another wheel he wouldn't take $500 for his safety. And the funny part of this circumstance is that these two men are very chummy.

PETRIE, Wood, Cherry and Avery rode to Cicero on Wednesday last, covering the ten miles in fifty minutes. It was a race all the way, the finish finding Petrie first, Cherry second, Wood third and Avery last.

CAPT. CHAPIN, Yehle Fuller of Rome, Wood, Schell, Yale, McDougal, Lloyd and several others took a sixty mile run on Sunday last, stopping at Cazenovia for dinner. All report a bang-up time, but admit the roads were just a little rough. Sunday riding in our city is not general as yet, people claiming it as a sport and consequently frowning it down.

TED HOPKINS of the local club is now located in New York City. We recommend him most heartily to our New York brethren as a brick of the deepest dye.

A CLAM-BAKE, a corn roast and a race meet are among the plans now being agitated by some of our fertile minds.

PENNSYLVANIA.

"ARIEL."

JUNAH will probably have the opportunity of putting up his nimble sixpence on the New York men in the near future, as the Wilmington Club is arranging for a great handicap 25-mile road race, which is to made one of the affairs of the season. It will probably be run over the Wilmington-Middletown course, which Wilmingtonians call a good one. A number of the prominent racing men are booked for entry, and it is the intention to make the affair an inter-state race. The prizes will be extremely valuable, as assurances have been received from several of the manufacturers that they will donate bicycles as prizes.

SATURDAY, Aug. 10, is the day set for the visit of the Hudson County Wheelmen to this city as guests of the Pennsylvania Bicycle Club. These inter-club visits have come to be annual events, which are looked forward to with eagerness by all the participants. "Pensy" will endeavor to lay out a programme for the delectation of their visitors, which will send the Jerseymen home with the pleasantest recollection of their trip to the Quaker town. But, dear WORLD, we draw the line at Capt. Leisen riding a dinkie on an occasion of this sort. An ordinary must lead the club runs on all affairs of State. Private good must yield to the public weal.

A NUMBER of Philadelphia men are summering at Atlantic City and using their wheels to explore the highways and byways radiating from that town on the Jersey sea coast. Some of the Century men are among the number and several of the South End.

EX-CAPTAIN W. T. FLEMING of the Century Wheelmen, the long-distance tourist, has gone down to Island Heights. He expected to start West on a tour to Kansas directly after the League meet, but Mr. Gould, who was to have been his companion, backed out at the last moment, and he is not certain now as to whether he will start at all on such a lengthy trip.

RUMOR has it that a number of the long-distance fiends are at it hammer and tongs, rolling up mileage here, but so far the most diligent investigation has failed to give me any accurate figures. There are several who are going for the championship, and none of them care to let t'other know how they stand. McDaniel's mileage is the largest so far of any that have been published, he leading both the Pennsylvania and Wilmington Clubs.

A SERIES of good races were spoiled by the rains on Saturday. The Reading Bicycle Club had gotten up a race meet at the Yellow House, below Reading, which had attracted entries from all the flyers in this city, Wilmington and vicinity, and curses both loud and deep were vented upon the heads of the Signal Service Bureau for the output of wet weather. Cannot something be done looking toward a change in administration if this thing continues?

AT the last meeting of the Associated Cycling Clubs a scheme was discussed for the giving of a race meet next fall, but was finally abandoned as involving too much labor for the possible benefit to be obtained.

MACON, GA.

"THE RAMBLER."

MR. B. W. KINCAID of Griffin gives me some quite interesting points from that place. Robt. O. Brantley, whose career as an amateur, a profesh., a reformed wheelman, was quite rapidly run through. He landed in Griffin some time since, and represented himself as Gormully & Jeffery's special agent. Soon he had the town full of wheels and began borrowing money on them, so my informant says. Recently, as tradition runs a number of payments on the wheels became due, and he collected them, and with all other money he could borrow, left for the calmer climate of Texas. It is to be hoped that he will get broke and be compelled to stay there.

BUT the Griffin boys have twenty-one wheels in all and are making good use of them. As will be seen, one of them came down and carried off the gold and silver cup in the five mile race here last Friday. They have formed a club up there, too, and are now building a third-mile track. They are now having medals and other prizes made for a tournament in September, and the sport seems to be making great headway in and about the city of Griffin, Ga.

A RATHER queer accident happened here on last Thursday. Mr. J. B. Edings leaned his fifty-six Apollo against a large stock of brick in front of the club rooms. In a few moments the brick fell and covered the wheel. When dug out, *every spoke* was found to be broken and the rim looking like a piece of fractured gas-pipe. It was to have been ridden in the races next day, but is now on its way to Boston in an air tight coffin.

AND now South Carolina has followed the good example set by Georgia, and is to hold a Road Congress this fall. Macon's streets have shown decided improvement since spring and a large force is at work on them all the time. Let the good work go on.

CHICAGO.

"THE STROLLER."

I HAVE just finished a two weeks' tour in Wisconsin, going from town to town, riding sometimes sixty miles a day, and quite frequently only fifteen or twenty. My enthusiasm for long distances is not as great as it was several years ago, but I had a good time and enjoyed myself as did my friend who made the trip with me. We returned brown as Indians, and with appetites sufficient to cause a panic in any well-regulated boarding house, and (sh) the morning we struck Chicago we had just seven cents between us and even this we spent before we separated to go to our respective homes, by purchasing a glass of the foamy and a paper. I forget who bought the paper, but it matters not. The beer was good, I know that, and that ever since my return I have had hard work to identify myself on account of my change of complexion.

FRANK RIGGS, I am told, broke the record for time between Milwaukee and Chicago one day last week, riding the distance, some eighty-seven miles, in exactly ten hours, breaking the record by almost two hours.

CAPTAIN DAVIS and Roberts of the Illinois Club have just returned from a tour to St. Louis, and from their description of the same, our St. Louis brethren must have done their best in the entertaining line. They both seem to be sorry that they did not take in the famous De Soto run, but I doubt this last just the least bit.

CONK. was head over heels in a mass of maps and copy, that he says will shortly prove to be the finest road book ever issued, and will contain more information to the square inch than you can imagine. The Chicagos are getting the book out, Conklin being editor in chief, for Conk. is an encyclopedia on roads in this State.

FRED VAN SICKLEN is here doing some newspaper work on one of

the dailies at present, but Van is a good deal of a Bohemian, and so we are all liable to lose him at any moment.

WE have to carry a bell and lamp now, our city fathers having so decided at a recent council meeting. I can't object to the lamp part of the ordinance, but the bell part I think will be found to be a good deal of a nuisance by all concerned, as a bell will probably scare a horse as much, if not more so, than the silent wheel.

WINSHIP is training a little, just enough to keep in condition. He is some 20 pounds heavier this year than last, and next year will in all probability return to the racing path.

I AM still waiting to hear of Bob Ehlert's challenge to Lumsden for a series of races, but Bob is still quiescent.

A NEW club has been organized on the West side right near my Illinois neighbor called the Washington Cycling Club. I understand they have fitted up 653 West Adams street as a club house and propose to make the Illinois club hustle. G. D. Chisholm is president, Frank Barrow secretary and treasurer and B. F. White captain. The city is full of cycling clubs now, all apparently doing well, but I should like to see them all consolidated in one club. Then we would have a club here that could build a respectable club house and have a decent race track along with it. But why sigh for the unattainable—it is not to be.

THE challenge of the Chicagos for a team race has been accepted by the Illinois, and said team to consist of five men. But the race will not be run at Cheltenham Beach—the Chicago team live there during the summer time.

THERE is some talk among the Chicagos of sending Lumsden East this fall to represent them in whatever races may be held there.

BALTIMORE.

"NORVAL."

A MEETING of delegates to nominate officers for the Maryland Division of the L. A. W. was held Wednesday, July 24, at the Cresent Club house. Mr. C. Stansbury presided, with E. F. LeCato as Secretary. Representatives were present from all clubs in the city, and also from several clubs in other parts of the State. The following nominations were made: Albert Mott, of Maryland Club, Chief Consul; Geo. F. Updegraff, of the Hagerstown Club, Vice Consul; G. W. H. Carr, of the Baltimore Cycle Club, Secretary-Treasurer. The representatives nominated are: J. H. Covington, of Easton; C. E. Fink, Westminster; C. F. Mitchell and E. P. Hayden, of Baltimore. The election will be taben by mailed vote until August 15th. The Nominating Committee then adjourned and reassembled to voice their sentiments as to the report of the meet which appeared in the WORLD of July 12th. [These resolutions appear on our editorial page.—ED.]

THE races under the auspices of the Crescent Club on July 26, at Tolchester were somewhat interfered with by the rain. The track was heavy and no records were broken. The track, which measures nearly a third of a mile, is new, and it will require work to get it in order for fast time, and those present predict it will be very fast when finished. The results of these races will be found in our racing news column in this week's paper.

ON the recommendation of the wheelmen of Westminster, Md., the City Hotel, of that place, has been designated a League hotel.

THE Baltimore Cycle Club are having erected in the rear of the club premises, a frame structure, sixteen by thirty feet to be used for additional storage for wheels. The new structure will accommodate fifty wheels.

PORKOPOLIS NOTES.

"STAR."

A BRIGHT little five-year-old girl, who had frequently listened to a certain wheelman's account of the delights of a run to Miamitown, was heard to say: "Mama, when I get big won't you get me a bicycle so I can go to His-amitwon?"

THE experience of little Piper should be a warning to all those who fail to attend club runs. Instead of going with the club to Coney Island he took a ride on the new Mt. Auburn Electric Street Railroad and happened to be in the car that ran off the incline track. He had both of his hands mashed, both eyes put in mourning, his nose turned upside down, half of his mustache torn out by the roots, his clothing torn into shreds, and the skin of his back tatooed till it looks like a map of the Johnstown flood district.

A FEW days ago as I was riding along Ninth street I was surprised to find it nice and dry. I had gone but a few squares, however, when I saw a sprinkle cart with a broken axle. The driver, with arms akimbo, was looking at the wreck, and as I passed I looked down on him with one of my blandest smiles, but he scowled at me like a baffled tyrant in the last act of a play. Perhaps I should not have smiled, for it seemed to exasperate him, and he will no doubt from this time flood the streets and make them sloppier and nastier than ever.

A SHORT time ago it was my misfortune to dine at the summer hotel at Red Bank. Three long tables were set apart for the accommodation of the regular boarders, and at each table there were no less than seven small children, each of whom began to cry and scream because its wants were not immediately attended to. As I listened to the discordant chorus I suddenly recollected that I had heard that sailing vessels have what are called spanker booms, and then I wondered if they would not be a good thing for summer hotels.

THE Athletic Cycling Club will run their second club race on the half-mile track near Norwood on August 10.

THE following from the *American Athlete* is as true as the gospel: "Perhaps more of the success of a club run depends upon the individual exertions of the Captain than anyone else." The position of Captain of a bicycle club is a very trying one indeed, and one that requires a great deal of tact. A club should select for that office one who is qualified for the place, and who will consider the wishes of the majority, and they should then make up their minds to obey his orders implicitly, if not he will be a mere figure head. It is the Captain's duty to call runs, and in this he can not please every one. It is his duty to see that dinner is ordered beforehand, and if the members do not let him know whether they will attend the run he is either liable to order for too many and be obliged to listen to the grumble of the landlord, or to take the chances of getting dinner for the small number that he is certain will go and be blamed for the very poor quality of the hastily prepared meal. It is alse his duty to set the pace for the club and to prescribe rules for them when they are on the road, and if his efforts are not seconded by the club his task will be anything but delightful.

BUFFALO.

"ALI BABA."

OF all persons, truly the farmer is the most patient, and, according to his means, liberal and civil. He welcomes with open-heartedness the city cousins and even their friends to his plain and festive board through the heated season. What wheelman is there who has ever been refused a reasonable request, be it a drink of water or a glass of milk or a square meal? The spirit of liberality and open-heartedness is possessed by the farmer in a degree far more than he is credited with. As wheelmen, I think we owe him a rousing vote of thanks. In the hurry and bustle of business life we in a measure forget this. The farmer is a necessity to the wheelman. Our highest sport is touring, and without the farmer's kindness and generosity we should be robbed of half our pleasure.

TRULY Buffalo is a great wheeling centre. Mr. Bowen estimates that there are 2500 wheels in use in this city. Mr. Bowen, Mr. Isham and Doll & Co. sell over 500 wheels per annum, and other agents swell the number to over 600. This is a large business and shows that Buffalo is the Mecca for the wheel. We now have about 60 miles of asphalt and about 20 miles and park road. Our principal clubs number over 500 members. The Women's Wheel and Athletic Club have 48 members, and a new club has recently been organized at the Y. M. C. A. building, which bids fair to speedily become large and influential. It is called the Queen City Bicycle Club.

WHILE at Van Buren Point recently I ran across Mr. W. H. Warner of Erie, Pa., an excellent fellow, who was bemoaning the partial destruction of a new safety. He started forth on his new wheel just as happy as a boy wearing his first trousers. For he had on a beatiful red shirt and blue breeches. But, lo! he met a cow by the way, and that cow did not like the color of red, and Mr. Warner saw that mischief was brewing by the animal's behavior. In his fright he fell from the wheel, and the cow took possession of it between the horns, ran down the street, and threw it in the ditch. The wheel was picked up in several sections, while the atoresaid animal in its blind madness was trying to lift the corner of a rail fence. Moral: Never wear a Red Shirt!

MR. BRINKER of the Buffalo Bicycle Club has climbed the Silver Creek Hill, which is a scorcher, twice this summer on an ordinary. He is, I believe, the best hill rider in the city.

NEWS AND COMMENT.

THE new edition of the Massachusetts Road Book is in the printer's hands and will be delivered in August. New members must wait in patience, and when they get it it is hoped it will pay for waiting. Chief Consul Emery is pushing the matter along with his usual vim and drive.



A FEW REASONS WHY

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It is a practical safety.
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THE Massachusetts Division Meet August 8th, 9th and 10th.

ARE you going? Most everybody is.

SEE last week's WORLD AND BULLETIN for the programme, in the official department.

THE Rhode Islanders will be on hand in strong force.

PRESIDENT LUSCOMB will probably be there, as also will be Lawton, second Vice President.

MR. J. FRED ADAMS, of Haverhill, Mass., desires to state that he is not a candidate for re-election in his district, the third.

THAT was a queer report that started in Minneapolis, to the effect that "Jack" was dead. The telegram asking for information on the point is reproduced on another page.

WM. J. CORCORAN, trainer of Yale's successful bicycle team, has been engaged by the Hartford Wheel Club to prepare their team for the races to be held at Charter Oak Park, September 2d and 3d, after which he will resume his place at Yale.

THE committee in charge of games at Oak Island Grove, Revere, Mass., August 13th, under the auspices of the Irish National Society, have decided to give a three-mile ordinary handicap and a two-mile safety handicap, both events for amateurs only, and to be run under L. A. W. rules. Entries \$1, to close August 6th, to C. McCarthy, 172 Merrimack street, Boston. Prizes for ordinary race, valuable gold and silver medals; for safety race, some article valued at \$25, second prize article valued at \$15.

THE road race announced for the second day of the Hartford meet has been given up, on account of its conflict with laws regulating the speed of vehicles on public highways.

THE Hartford Wheel Club has closed a contract by cable with D. J. Canary to run an exhibition of fancy riding on each day of the Hartford tournament. For Mr. Canary's appearance, his first in this country for four years, the club is giving the largest price ever paid to a fancy rider for a similar exhibition. Mr. Canary sails for this country August 7th.

THE Cumberland Co. (Pa.) Agricultural Society will give a series of bicycle races on Oct. 8 and 9 at Carlisle.

HOW the celebrated concrete streets of London are built is told by a correspondent of the New York *Tribune*. "I saw a concrete pavement torn up for repairs a day or two ago and had an opportunity to discover how it was built. First a foundation of stone is laid in substantial blocks. That is covered with tar and gravel, and upon this are set blocks of wood on end tightly pressed together. Over these, cementing them together, and when rolled smooth forming the surface of the street, is put on the concrete. The entire pavement is over two feet thick and is as solid as natural rock. It is as smooth as a billiard table and over it the heavy vehicle of all kinds used in London roll smoothly and easily.

THE Lynn Cycle Club, once one of the most pushing of all live clubs is reported as passing through a "listless period," but we are assured that the blood is again quickening and that the club will jump once again into the van of the "go ahead clubs."

REMEMBER the date for closing the Hartford entries, August 26.

PROBABLY the finest of prizes ever awarded in a single race are the trophies for the one mile handicap at Hartford. Their combined value is over \$300.

ON July 20 Col. Joseph T. Potts of Nantmeal, Pa., took the initiatory step towards presenting that township with a tract of Telford road, something over two miles in length. The work is to be done in the best manner possible, and it is hoped that it may be the means of leading to some of the other roads being similarly improved on. The cost of the road will be over \$8,000. This is a most generous gift and we wish there were more Colonel Potts' in the country.

IRVING WOODS, J. Bart Johnson and Arthur H. Woods of Jacksonville, Ill., are now en route for Washington, D. C. Johnson rides a rear driver and the Woods brothers ordinaries. Daily rains and flooded roads made the Illinois section of the trip most disagreeable. The trio go through Indianapolis, Columbus and Wheeling, and expect to reach the Capital Aug. 3.

Mr. F. G. LENZ of Pittsburg, Pa., sends us an excellent photo of himself mounted on his bicycle with camera case strapped firmly on his back. Mr. Lenz will start on Aug. 4 from Pittsburg on a 1000 mile bicycle tour. The itinerary is as follows, starting from Pittsburg: To New York city and return, by way of Washington, Baltimore and Philadelphia, and back through Pennsylvania, going from here across the mountains to Cumberland, Md., towpath to Hagerstown, to Washington, to Baltimore, Philadelphia and New York city; back by way of Easton, Reading, Lancaster, Chambersburg, Johnstown, Greensburg, to Pittsburg. In this tour he will carry a 5x8 camera as shown in the photo which he sent us.

A WRITER on the League uniform question, who signs himself "Kicker," marvels because, as he affirms, the League "have not as yet introduced a standard regulation uniform." Our friend is not very well posted, or he would have known that Article IX. of by-laws, once published in this paper, very minutely describes the "regulation uniform." It gives color and kind of material, and then even down to the number of buttons, the number and kind of pockets, the cap and stockings. It gives every particular.

THE other evening a well-known Philadelphia cyclist, while riding a grade railroad crossing, was accosted in the most vigorous manner by the flagman in charge. The cause of his plaint is given below. The flagman, stepping out at the rider and waving his flag for him to stop, yelled out: "Do yez come past here wid a red loight? Oi don't want no more of it, now moind, fer ye stopped a thraio for me last noight, an' Oi got a good blowen' about it, an' if Oi catch yez comen' agin, Oi'll—!!!" but before he had finished the rider was out of hearing.

MESSRS. H. MERRILL, of Cambridge, and Eugene Darling, of Harvard, '90, are now taking a bicycle tour through the Adirondack district.

THE five-mile handicap road race at Philadelphia, August 3d, will have as entrants McDaniel, Merrihew and Dampman and all the other local State cracks.

THE fight for the office of Chief Consul of Connecticut promises to be a severe one, as between D. J. Post, of Hartford, and C. Latham of Bridgeport.

THE weather last Sunday spoiled quite a number of runs. The great Union run which was to have been taken to Nantasket Beach, and the projected run of the Nashua, N. H., wheelmen to Corey Hill, Boston, are among the "postponed on account of the weather" events.

THE Milbury, Mass., Bicycle Club has some pretty lively, go-ahead members. The club club recently purchased a carpet for their club parlor, and they sewed the carpet themselves and put it down. The suite consists of a parlor, a dressing room and a lavatory, all nicely and even luxuriously furnished.

THE members of the Cambridgeport Club feel much aggrieved that the report of trouble in the club should have been printed in the *Tribune*. The members are trying to place the blame of the origin of the report, and thind they have discovered who it is. All the resignations were voluntary and not because of dissentions. The irresponsible gossip has evidently been at work. We are glad to put the report down as being incorrect.

"SENATOR" MORGAN writes us that the combination left Denver, Colorado, July 29 for Colorado Springs two days, Pueblo two days, tae same time at Leadville, Aspen and Glenwood Springs. From there they may go to Salt Lake City. They will race at a circuit of fairs in California, and are already booked for the State fair to be held at Sacremento September 16 and 18. They will sail for Australia about October 1st and will tour the world. S. G. O. Griswold, late of the Omaha *Bee*, will be the advance and press agent, while W. J. Morgan will be general business and racing manager. W. F. Knapp goes with the party and has a chip on his shoulder for all comers to knock off if they see fit. Misses Jessie Oaks, Helen Baldwin and Kittie O'Brien will be the feminine portion of the aggregation. The backer and general manager is a man who it is said has \$100,000 cold cash and so the finances will not run short even if a cold streak is struck.

A SAD story reaches us from Rutland, Vt., that July 26th, F. W. Gould, aged 27, a very much respected citizen of Rutland, fell dead from his bicycle while riding from that city to W. Rutland. Death was caused by heart disease. He was married but had no children.

THE Chicago *Herald* states that the rights of cyclers to the use of the sidewalks and highways has not yet been well defined and cites the decision of Judge Snell of Washington County, Ill., classing them as ordinary vehicles, and then refers to the discussion of the Indiana Supreme Courts in permitting cyclers the use of sidewalks. It is a strange thing that all judges are not cognizant of the fact that the highest authority in the land has defined a cycle as a vehicle and subject to the laws which govern the use of same.

THIEVES seem to be operating round Lynn and Nahant, Mass. They do not steal the wheels, but they scoop in pedals, handles, saddles, tool bags and the accessories. A great number of complaints of this kind of theiving reaches us from that vicinity.

"JACK" is going to England in about six weeks. This time it will be a business trip, although he will find time to run down to some of his old haunts at Ripley and other cycling centres.

THE riders of Topeka, Kan., are justly exercised over the action of the city governmeet which compels riders of cycles to dismount at the Kansas avenue bridge, which spans the Kaw, and push their

wheels over this bridge which connects North and South Topeka. W. E. Smith, C. Kestler, W. Taylor and H. M. Phelps, of Topeka, were arrested and brought before Judge Guthrie of the District Court. The decision was against the wheelmen and the case carried to the Supreme Court. The bridge is city property and the action of the council in discriminating against wheels will, we believe, be shown to be unlawful.

While C. Leinhauts, of Milwaukee, Wis., was riding his bicycle in that city a few days ago he was carelessly run into by a man driving a horse attached to a buggy. Mr. Leinhauts sustained a fracture of the left collarbone and other less serious injuries.

The pin designed for the participants in the Orange-Philadelphia Century tourists is quite unique in design. It consists of an irregular-shaped piece of oxidized silver, on which is shaped a wheel. The figures "100" are in center of wheel, while wound round about the spokes are the words, "Great century run, Orange to Philadelphia, June 8, 1889." This pin goes to all who started. Those who finished have the word "Survivor" added.

We have received through the mail the hand-book of the New York Division, compiled by Chief Consul Bull. A comprehensive review of same appears on the Editorial page of the Official Department. Every New York State cycler should have one.

A Denver paper prints a cut of W. Rowe and under same the name of W. F. Knapp appears. This right on the heels of the enterprise of our esteemed contemporary, the *Gazette*, in reproducing several selected pictures from *Bi. News* and printing them as original pictures of events and men at the Hagerstown meet, would indicate that these questionable methods are being employed where we would least expect to see them.

The August run of the Press Cycling Club of Boston will be held on next Sunday, when its members will leave Court Square and ride to Great Head. Mr. N. C. Fowler, Jr., will entertain the members at dinner.

A wheelman from Lansing, Mich., writes to a local paper anent the disputed right of cyclers to the use of the highways equally with other vehicles, he says: "One of the Lansing Bicycle Club's most stringent rules is the prohibition of sidewalk riding, as the sidewalk is no place for a bicycle, but we do think that we should have half the road, and, backed by the League of American Wheelmen, we shall maintain such, even though it be through the courts.

Nine members of the New Bedford, Mass., club went down to Portland via boat, a week ago. They were the recipients of the kindest attention at the hands of the members of the Portland Wheel Club who took the visitors down to Prouts Neck and entertained them handsomely.

The Taunton, Mass., Club men have accepted the challenge of the Belmont Club to a five miles road race.

We did not know that W. Windle shone as a fancy rider, but it seems that he will appear in that role at Cottage City, Aug. 8.

ALEXANDRIA BAY AS A MEETING PLACE.

Editor Bicycling World: The Alexandria Bay of "Phœnix" is exactly as he has described it. I know that, for I've floated through several moonlight evenings with my best girl, from Clayton to the bay, and have lounged, fished and horse-played with ten of the jolliest boys that ever camped on the islands. For three successive years I spent my outings near Alexandria Bay, and I have placed these summers in my book of life as "red letter" seasons. The American Canoe Association has had several meet at the islands, and no more appropriate place could be found *for a canoe meet*, but for a man in love with his wheel it's no place at all; for who among the wheelmen in planning for its summer outing has not counted in his mind the miles he expects to cover on his *tired* yet *tireless* steed? Put such a man down at Alexandria Bay, to find only water, and islands that never knew a road, and his vacation would be spoiled. St. Lawrence County as far as my observation goes is not a wheelman's paradise. Some of the Canadian roads about Kingston are fine, but why invade an alien land with a purely American institution at such a time?

And say, people, why not give the West a shy at that meet? She has never been so honored that I know of, for St. Louis is really of the South. The East has always monopolized the meets, and mayhaps she has the right, on account of her strength in numbers and concentration of members.

Iowa has but one hundred and ten League wheelmen, and the surrounding States are much better off, but give us a chance by bringing the incentive to interest in matters pertaining to the wheel within our reach, and see if the Western boys won't roll the members in.

I saw Sioux City mentioned in the World some time ago as a possible candidate for the meet, and while we don't expect to get it for 1890 I trust that some one will take up our cause for the year following. It would strengthen the League, and most of you Eastern fellows would have a chance to see a city that grows substantially each month—the true type of the coming Western town.

I only wish now to impress it on the minds of the Board of Managers and Committee on Location that Sioux City is on the map, and will be ready at the proper time to welcome the knights and ladies of the flying wheels.

Of the natural and artificial advantages of Sioux City, I may have occasion to speak later on, but you all, no doubt, will hear of *the place* when King Corn takes possession of his palace in September.

B. B. B. B.

THE TOURISTS IN SWITZERLAND.

FROM ABOVE THE CLOUDS.

Murren (Alps), July 14, 1889.

Wednesday, July 10, the party left Geneva at noon per lake boat for Villeneuve. Our afternoon's sail was replete with all that goes to render one's heart happy. From noon till after five we floated over the smooth waters of Lake Leman (Geneva) amid scenery such as we had read of but had hardly ever expected to see.

Zigzaging across the lake from one picturesque old town to another, seemingly more picturesque, every turning revealing new beauties of mountain, woodland and shore, our party revelling in the magnificence of the scene, and all agreed that up to now none of us had ever seen the equal of Lake Geneva amid its mountain walls.

After touching at Nyon, Evian-les-Bains, Lausanne, Vevey and Montreux, we finally disembarked at Chillon. Here a most enjoyable hour was spent seeing the Castle, rendered enchanting almost by the genius of Byron. Bonivard's dungeon, the Hall of Justice (where as the hon. member from Ann Arbor remarked, "Justice was dispensed with"), the old tower (date 900 A. D.), and all the castle were visited. After that two boat loads of us rowed around the castle and took photos and picked wild flowers off the base of the grey walls where they descend into the lake, at this point 300 feet in depth.

After those who wished had purchased souvenirs of the spot, all remounted wheels, and on through quaint old Villeneuve we rode eight miles up the Valley of the Rhone between towering mountain walls to Aigle, where at the Hotel Beau-Site we spent the night.

That evening we took a stroll by moonlight to see the snow-capped peaks gleam out as the round moon rose above them. The solemn grandeur of the scene to us who had been journeying across the plain of Central France was most impressive.

Next morning came the rub! Our route lay over the high pass between Aigle and Chateau d'Oex, only twenty miles! To Camballaz, ten miles, where we were to lunch, the road is one continuous hill—up! up! up! always up!

A team was hired at Aigle and all luggage transferred thereto. Seven or eight of the boys also loaded their wheels on the team, the other preferring to push their wheels up. Under a broiling sun (thermometer above 80 deg.), we started at 8 A. M. One brave spirit alone rode, this was Bob White of Quincy, Ill., who rode the entire ten miles of continuous hill. He arrived some hours before the others and received the plaudits of all for his plucky achievement. It was a feat to be proud of. We pedestrians, especially one or two who were almost overcome by the heat, will never forget that climb.

It took us from 8 or 8.30 A. M. until nearly 1 P. M. to make the ten miles, and had it not been for the numerous roadside fountains in which we plunged our heads and wet our handkerchiefs, we should still be on the way I think. Arrived at Camballoz, we were 5,500 feet above sea level, the highest point we shall take our wheels during the tour. After a good dinner and a recuperating rest, about 4 o'clock we mounted for Chateu d'Oex, our resting place for the night. If our road of the forenoon had been a hard one to travel that of the afternoon more than compensated us for it.

After a mile or so additional climbing we began to descend, and from thence enjoyed a coast of over nine miles. Down the precipitous gorge the splendid roadway wound along, now being a mere shelf with a projecting wall upon the mountain side and then running through a little hamlet, at whose log chalets, with stone-covered roofs, we had scarcely time to glance as we sped by.

At many places the irrestible grandeur of the scenery compelled us to stop and drink it in. At more than one turn in the road we could look down over 1000 feet perpendicularly into the valley far below.

Crossing roaring mountain torrents by substantial stone viaducts and by frail wooden bridges, we sped along without mishap and

were at Chateau d'Oex almost ere we realized we had started. Here we spent the night in the first wooden hotel we have been at on the tour. Not only were the floors wood, but also the walls and ceilings, so that the rooms gave the effect of huge packing boxes with windows in them.

After dinner, the treasurer having discovered an imitation tennis court we played imitation tennis until the balls save one were lost in the long grass. The game then degenerated in knocking "flies" for the crowd to catch until finally darkness drove us to our last resource, that of singing college songs in unlimited minor keys until requested to desist.

Next morning all were up at five o'clock and on the road before six, as we had nearly fifty miles to go, via Thun to Interlaken. Although so much longer, that fifty miles was not nearly so hard work as the ten miles of the previous morning had been. After climbing a hill about two or three miles long, just after passing through Gesseny, we had a continuous down grade for over *thirty miles* to Thun, where we lunched at the "Falken Hotel."

Thun is a very quaint old town at the head of Lake Thun. The principal street (with its sidewalks like Chester in the second story, and its quaint old houses) is the principal attraction. There is also a very picturesque schloss, or castle, reached by climbing unlimited steps on the side of a mountain. The Aar river rushes through the town like a mill race as does the Rhone at Geneva.

After lunch those who were not lazy rode on the fifteen miles by the lake shore to Interlaken, some of them stopping on the way to ascend a mountain by an almost perpendicular switchback railroad, whence a grand view of the Alps is had.

These fifteen miles by Lake Thun are counted the finest road in Switzerland, and such we found them to be.

Those ten or twelve lazy individuals (of whom yours truly was one) who had got a sufficiency of sun and heat during the forenoon, took the steamer down the lake. By doing so the heat and sun were avoided and a better chance was given to see the beauties of the scenery. Lake Thun, though much smaller than Lake Geneva is equally, if not more, picturesque, as it is entirely hemmed in by mountains seven to ten thousand feet high. The shores are a constant succession of chalets, villas, curious old towns and beautiful hillsides, vine clad and wooded to the summits.

We on the boat were pitying those who rode, while they were pitying us for losing the finest riding in the country, so that in the end all were equally satisfied. We left the boat at Spiese, and then had some three miles to ride over perfect and well-shaded roads to our hotel, the Jungfrau, in Interlaken. While on the boat we had a good view of a thunderstorm among the mountains, and could hear the thunder and see the lightning and the black rain clouds pouring down on Interlaken, while all around us the sun shone brightly. On reaching the town we found the streets drenched and very muddy, the first mud we have had on our wheels since that amphibious day from Oxford to Hampton Court.

Interlaken, "the Paris of Switzerland," is a summer city of English and American tourists. The hotels, built on almost as mammoth a scale as at Saratoga, are filled almost entirely with English-speaking people. Although the language of all the towns we have been through since Chateau d' Oex is German, the shopkeeper or hotel man who cannot speak English would be hard to find. It is on the English and American tourist that they all build their dreams of future wealth, and in fact seem to imagine that an English-speaking person must necessarily be a millionaire. The (to put it mildly) avariciousness of the Swiss is proverbial, and we were prepared for it, but the management was hardly prepared to see an item of ten cents per man on the bill, for water to wash hands in, more particularly in one instance, when no water was furnished or obtainable. Needless to say that item was crossed off every time. From the Jungfrau Hotel, a magnificent view of the mountain of the same name is obtainable. Twelve thousand feet high and snow clad, it towers above the neighboring mountains, a giant among pigmies.

In the evening a band of wandering Italian minstrels beguiled us with soft Neapolitan melodies, as we sat on the piazza in front of the hotel, watching the moon (in partial eclipse) rise over the snowy peak of the Jungfrau. It was a poem in itself—that evening! The music, the lights among the tropical palms and plants in the garden; the ladies in light summer dresses, passing to and fro, and above all the ghostly snow-clad peak, bathed in the silvery moonlight.

It was beyond question worth all our time and riding, only to have seen that one beautiful summer evening spectacle, and to have enjoyed such a restful scene after days of toiling up mountain passes in the mid-day sun.

Saturday morning after a late breakfast, we rode up the valley towards the Jungfrau, some eight miles, to Lauterbrunnen where we lunched. After eight miles of forest-shaded road we arrived, and there could see the famous Staubbach Fall, floating like a fairy mist down the precipitous wall of the valley, to its rocky bed 1,986 feet below.

Our wheels were soon housed, and the party proceeded to a nearer point to the fall, whence a superb view of its beauties was had.

After viewing the Staubbach, many of the boys continued up the valley to the still more beautiful Trümmelbach, where the torrent of raging water, fresh from the glaciers of the adjacent Jungfrau, has eaten its way through the solid cliff and rushes through a round aperture on one side of the narrow gorge with such terrific force that it strikes the opposite side, some fifty feet distant, almost horizontally, it then dashes up such mist and spray as remind one of Niagara. It was an awe-inspiring spectacle to stand on the frail bridge which spans the gorge and look up at this volume of icy water coming with the velocity of a more than Gargantuan steam-pump from out its self-worn circular aperture in the living rock and dashing into atoms on the opposing cliff, thence raging and foaming into a huge circular basin seventy-five feet below, having been turned at right angles in its course of fifty feet.

Those of us who did not go with the first party went after lunch so that none, or very few, missed seeing the most wonderful and beautiful thing we have come to, thus far on our tour.

After lunch had been disposed of, the falls visited and the wood carving shops bought out, we started in squads up the mountain-side on our two hours' tramp to Murren, where this letter is written, above the clouds. Wheels were left at the Lauterbrunnen hotel (the "Steinbok") until we descend Monday morning. Whatever luggage we imperatively needed was strapped knapsack fashion on our backs and armed with alpenstocks we started. The road or rather path is about six miles long and is merely a track as of a mountain stream, up the side of the mountain, down which the Staubbach (or "dust-fall" leaps. It rises at about an angle of forty-five degrees and is sometimes steeper. Murren is accessable only for pack-horses and by foot. Ladies ride up on horses and mules, having saddles built with back rests and arms like a chair. They are also carried up by porters in sedan-chair, four men being necessary, two as relays.

As we started there were many other tourists, nearly all English, going up and coming down. Several ladies walked up at the time we did, and seemed to get on easily though slowly. Others were also *en route* in chairs and on horseback.

One old lady in particular had a grand retinue, a chair in which was herself, a mule laden with a miscellaneos lot of truck (among which was a Saratoga trunk) and a man who carried an assortment of umbrellas, tennis-racquets and shawls.

Once on the path the valley is soon left far below, and as one gets higher, the panorama of snow peaks widens. At the two stopping places, we halted to devour wild strawberries and drink milk, never more welcome than then. Some of the boys got caught in a thunder storm on the way and had a rare old ducking, and pelting with hailstones.

When nearly at the summit one can look across the valley and see the stream of the Trummelbach fall, emerging from the glacier on the Jungfrau, and the same view shows a score of other waterfalls, besides peaks and glaciers.

After about two hours steady climbing we reached our hotel, the "Kurhaus" by six o'clock, well prepared for the bountiful dinner which followed. From the dining-room windows one could see plainly the snow-covered slopes across the chasm only three miles away. Last evening we spent huddled about the billard-room stove trying to keep warm. During the evening and night the rain came down, and on awakening we were in the midst of a cloud which wrapped, as if a fog, all things from sight. While at breakfast the sun came out, gilding the snow peaks and promising a fine day. But alas! ere long, back came the clouds like a ghostly mantle and the rain in torrents. No going out of doors for the day, so all settled down to write and read. Judge, oh ye friends in far off America, of our faithfulness in letter writing when I tell you that to-day our party has mailed over *ninety* letters and post cards home! After lunch it cleared off for a while, allowing a stroll about the little Alpine village of log chalets with stones on the roofs and huge carved over-hanging eaves. A few adventurous ones *did* climb up to snow-line, played at snowballing and brought back edelweiss from the edge of the snow banks.

This evening, and in fact all day it has been as cool as October, and we have been obliged to keep near the fire for comfort.

To-morrow (Monday, July 15th,) we start down via Lauterbrunen to Interlaken at seven A. M. Some of us are to go down on sledges which run down over the rocks and earth, so steep is the incline. At Lauterbrunen we shall find our wheels and then ride to the Hotel Jungfrau for dinner. After noon we ride (and walk) to the top of the Bruning Pass where we spend to-morrow night.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

Tuesday we ride to Lucerne in the morning and ascend the Rigi in the afternoon. We have now only about two weeks more together and all feel drawn closer than ever together by the fact. This letter goes down the mountain at 4 A. M. to-morrow by carrier, to catch the mail at Interlaken so to connect with the mail. PEDALS.

TIGHT BELTING.

Editor Bicycling World: Excuse me for intruding on your space and time, but I have read with a great deal of interest the articles of L. A. W. 18,951 in regard to wearing tight belts and clothing while riding a wheel. I have been a wheelman for about five years, and for the first season or so wore a belt, but I soon discarded it, because I found it a nuisance. It interfered with my breathing to such an extent that I soon found myself winded on a long hill pull, and on several occasions I strained myself, which I placed at the door of a tight belt.

A stricture of any kind around the waist, whether tight belt or clothing, is dangerous, for the very reasons given by L. A. W. 18,951 in his very ably written article in the Bulletin of April 26th.

I weigh 185 pounds the year round, and ride nearly every day, and I wear my trousers as loose as possible, and even then I find in climbing long hills I must loosen the top button, so as to have lots of breathing room.

I would caution all wheelmen against the pernicious habit of wearing tight belts or clothing. It is not only dangerous to health, but but extremely uncomfortable. Fraternally yours. S. E. A.

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

The writer of the following need have no fear that ladies will be asked to race. She has come upon a paragraph made from whole cloth by the writer. The managers of the Cottage City meet would never entertain the idea for a moment.

The inclosed clipping referring to the proposed programme of the meet at Cottage City as follows: "A new feature in the races will be a race for ladies on safeties, and we hope that at the finish the ladies from Rhode Island will not be slow" appeared in one of our daily papers of July 25th, and I should like to ask if the new feature in the races herein mentioned "a race for ladies on safeties" is really contemplated. If true I think it is very much to be regretted. As I am one of the Rhode Island lady riders whom the writer of the notice hopes to find at the finish of the race and have already enjoyed many pleasant rides on my little safety I should feel very sorry to have such a stigma placed upon our riding as such a race would bring with it. We are yet in the infancy of bicycle riding and we must be careful lest it die an ignoble death; rather let us enjoy this sport which is twin-sister to horse-back riding in our own way.

We will be delighted to ride with you, dear boys, and keep pace with you mile after mile along the country lanes, up hill or coasting down and where we come to a good bit of road will send the blood tingling to the tips of our fingers and bring roses to our cheeks by a spurt to see who gets there first, but please do not ask us to go upon the race-track. SINGER.

No. 4219 has this to say about the "Mount": DEAR MADAM: I notice and read your column in the WORLD with much interest as the ladies here are taking to the sport bicycluar very rapidly and we expect to have a large club soon. Your different instructions as to the mount so far as I can judge are all different from the one our ladies use which for ease of learning, is we think, ahead of anything yet tried. We have space between our saddles and front upright over forks at least ten inches, sufficient to allow the lady to place herself immediately between the saddle and upright standing with left foot on ground and right foot on right pedal a little forward of upper centre; she then springs up with left foot letting weight fall on right on the pedal, this starts machine and raises her sufficiently to allow her to slide back on saddle with drapery even on both sides. There is no necessity of leaning the machine either way, in fact it must be perpendicular as near as possible. Our ladies have tried the side-mounts, but pronounce above far better and much more easily learned. Should you try this I think you would like the method. Respectfully, ——.

There is no doubt but that a beginner who had never seen a wheel ridden would take to this way of mounting and it is no doubt an easy and graceful way to get upon the machine; and yet I cannot but think that those who employ this method will get their saddles too far back with a resultant stooping position to reach the handles while in the saddle. I believe in the erect position. The bar-steering tricycle came in and the ladies no longer sat erect as they were wont to on the side-steerer but rode with bended backs and stooping shoulders. I hope to see the new mount so constructed that we can straighten up and ride with heads erect. To do this we must keep the saddle well forward. It is impossible for me to mount as our correspondent suggests while I have my saddle in its present position, and I believe it to be not too far forward.

HELEN GREY

THE HARTFORD TOURNAMENT SEPT. 2 AND 3.

THE name of the Hartford Wheel Club is synonymous with success. The tournaments this club have given yearly have been the leading racing event of the season. In every thing that goes to make a race meet a success, the Hartford Wheel Club tournaments are proverbial.

This year's meet promises to eclipse all other and former efforts. The professional will, for once, be conspicuous by his absence.

Special rules will be enforced and good racing (not loafing) will be the aim of the club to accomplish, and when the club "gains" the bull-eye is in danger. The following special conditions will govern the handicap races

If, in any handicap race, the scratch man fails to start, the men with handicaps will be placed back a corresponding distance, so that a scratch man will appear in all races.

The 1 mile ordinary and safety handicap races will be run in heats according to the number of entries, as will be announced on the official programme of the day. All starters in final heats will be rehandicapped by the official handicapper. The new handicaps to be announced by the referee before the race.

Special attention is called to the following racing rules which will be strictly enforced:

No. 24. The referee may place a time limit on any race. The time limit shall not be announced to the contestants until their arrival at the tape preparatory to the start of the race. If the competitors finish within the limit, they shall receive the prizes. If they fail to so finish, and the referee is convinced by their riding and the time made, that they endeavored to reach the limit, he may award the prizes. It shall be his privilege to withhold any prize if, in his opinion, the competitor did not try to win the race.

No. 28. A class race is open only to those who up to date of the closing of entries have not won one of the first three positions in a public event in the same or better time than the class under consideration.

Entrance fee, $2 for one event and $1 for each additional event.

Entries close August 26 L. A. W. rules to govern. The right to reject any or all entries is reserved. W. M. Francis, P. O. Box 745, Hartford, Conn., will furnish all necessary information, entry blanks, etc., on application.

FIRST DAY—MONDAY, SEPT. 2, 1889.

One-mile novice—First prize, gold medal; second prize, silver medal. One-mile novice, Rover type R. D. safety (no wheel under 35 pounds)—First prize, gold medal; second prize, silver medal. One-mile State L. A. W. championship—First prize, gold medal; second prize, silver medal. Two-mile tandem safety, national L. A. W. championship—First prize, two gold medals. One-mile Columbia Cycle Club safety handicap—First prize, Pope cup; second prize, pair gold sleeve buttons; third prize, rug; one-mile open—First prize, gold watch; second prize, Kodak camera; third prize, pearl opera glasses. Special prizes added for fast time, as follows: To man leading at first quarter in 40 seconds or better; half mile in 1.20 or better; three quarters in 2.00 or better; mile in 2.40 or better. Three-mile national L. A. W. championship, Rover type R. D. safety—First prize, gold medal; second prize, silver medal. Two-mile handicap—First prize, Colt's Rifle; second prize, fishing set; third prize, engraving. One-mile open, Rover type R. D. safety—First prize, diamond scarf pin; second prize, Smith & Wesson revolver; third prize, toilet set. Special prizes added for fast time as follows: To man leading at first quarter in 42 seconds or better; half mile in 1.22 or better; three quarters in 2.03 or better; mile in 2.45 or better. One-mile 3.00 class—First prize, smoking set; second prize, plaque clock; One-mile team race (three men) for Connecticut clubs only—First prize, French clock; second prize, engraving.

Fac Simile.

THE WESTERN UNION TELEGRAPH COMPANY.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after sending the message.

This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THOS. T. ECKERT, General Manager. NORVIN GREEN, President.

NUMBER	SENT BY	RECD BY	CHECK
97	Way	Mar	10 Paid

Received at 15 28 July 29 1889

Dated Minneapolis Minn 29

To White Cycle Co

Purvis-Bruces deaths reported here. Is this true. Answer immediately

P. R. Stockdale

The above unaccountable message was received by us on Monday evening. We are glad to say that he is busy in his accustomed place, and laughing in his sleeve at his narrow escape, whatever it might have been.

He will send you a catalogue of the White Flyer Safety Bicycle if you will but write for it. Additional Agents wanted in every town and city in America.

THE WHITE CYCLE CO., Westboro, Mass.

SECOND DAY—TUESDAY, SEPT. 3, 1889.

One mile handicap (heats) Rover type R. D. safety—1st price, silver watch: second prize, field glasses: 3d prize, brass umbrella stand. One mile handicap (heats)—1st prize, Columbia Light Roadster, presented by Weed Sewing Machine Co.: 2d prize, piano lamp: 3d prize, etching: 4th prize, Smyrna rug: 5th prize, shaving set. One mile state L. A. W. championship, Rover type R. D. safety—1st prize, gold medal: 2d prize, silver medal. One mile Hartford Wheel Club handicap—1st prize, brass table: 2d prize, seal ring: 3d Prize, silk umbrella. One mile 3.20 class, Rover type R. D. safety, (no wheel under 35 pounds)—1st prize, Pope cup: 2d prize, sofa pillow. Five mile lap—1st prize, water set: 2d prize, diamond and sapphire serpent ring: 3d prize, sconce. One mile tandem safety handicap—1st prize, 2 gold-headed canes: 2d prize, two silk umbrellas. One mile 2.50 class—1st prize, alligator traveling bag (furnished): 2d prize, pair Arab musicians (bisque ware): 3d prize, wall cabinet. One mile consolation—1st prize, oak card table: 2d prize, walking stick: 3d prize, brass mirror.

ALBANY, (N.Y.) TOURNAMENT.

On Saturday, Sept. 31 being a half-holiday the Albany, (N.Y.) wheelmen will hold their 3d Outdoor Tournament and Race Meet. The attention of the readers of this paper is therefore called to the wheelmen's ad. particularly the racing men. The Albany wheelmen are noted not only for their hospitality extended visiting cyclists, but for the facilities afforded and the prizes and medals awarded at their race meets.

With a track equal to any of the very best tracks in America, and, in many respects their superior, no rider has the advantage of any of his competitors by reason of any fault of the track whatsoever. The track at Ridgefield where the races are to take place is indeed a famous one. It was on this path that Burdick, Crist, Stenken, Hall, Edmans and such men particularly distinguished themselves in that a majority of them beat their former records.

One of the events especially worthy of mention is the New York State Division two-mile L. A. W. championship, the winner of which secures a valuable diamond medal. There are several open events, as a glance at the ad. will show, backed by costly prizes and valuable and elegant medals.

Taking place as it does, on Aug. 31, half-holiday, just four days previous to the day appointed for the Hartford, (Conn.,) meet, it will give those en route for Hartford an opportunity of stopping over at the capital city of the Empire State, and not only enable them to visit its many beautiful edifices, but will also afford them a chance of competing for some of the costliest prizes and medals ever offered at a race meet, and on a cinder path that has few, if any equals. Thus, the Albany wheelmen will by this, their first meet, attempt to eclipse all former race meets held in that vicinity.

TASTES DO DIFFER.

Editor Bicycling World: It is amusing sometimss to read the communications sent to the World by persons, the fertility of whose imaginations is only equalled by their absurdity. For example, *vide* the letter of No. 16,131, in the edition of last week concerning the League uniform. Starting with an imaginary grievance, he "protests against the action of the committee on uniform" in compelling the League members to wear something which *he* and "a large majority of League members in this vicinity"—wherever that may be—does not like, and then advocates the adoption of a black uniform and *compelling* its use, without giving a thought to the likes and dislikes of members who do no like it in "this section." Consistency, thy number is 16,131. Furthermore, this gentleman says—"Any cyclist knows how uncomfortable the League suits are." Well, now, that is just what lots of wheelmen, myself included, do not know. I find my suit not only comfortable but also durable and neat, and can be worn on any occasion, which is more than can be said of tights, which he advocates. Fraternally,

No. 21,934.

ST. LOUIS FALL TOURNAMENT.

The Fall tournament of the St. Louis Bicycle Track Association will be held on Saturday, Aug, 31, at 2.30 P. M., at the Association track. The stockholders held a meeting July 25 and the following programme was provisionally adopted:

One mile (novice), one mile (open), one half-mile dash, two-mile handicap, one mile safety handicap, one mile Missouri Division championship, three mile Missouri Division championship (both events open only to L. A. W. members), two mile lap race, one half mile for boys under 14 years, one mile consolation.

Track Superintendent C. H. Stone has had the track raked, levelled and rolled, and it is now in excellent condition for training. The association has gained a great deal of experience since holding their last meeting, having improved the track, and this one will be first class in every particular. Valuable prizes will be given to first and second in each event, among which a high grade bicycle is already assured. In addition to the events named above it is possible that the W. A. A. A.'s one and three mile championship, for which medals to the actual cash value of $70 will be given, will be decided at this meeting as there are no facilities for bicycle racing at Sportsmen's Park.

St. Louis has the reputation of doing everything that she does well, and the above races will well prove to be no exception to this rule. Visitors to the tournament are requested to make their arrangements so as to so as to stay over Sunday, Sept. 1, on which day special runs will be called for their benefit, and other arrangements for their entertainment made. The list of prizes will be published next week and will also appear on programme, which will be mailed to all who desire it this week. Entry blanks and full information can be obtained by addressing Secretary J. H. Child, care D. Snitzler, 1021 Olive street. Entries close Wednesday, Aug. 28.

Linnius.

MR SHRIVER ON THE CLUB REPRESENTATIVES.

Editor Bicycling World: Considerable discussion having arisen apropos the candidacy of Mr. Prial for representative in the first New York District, over the assertion that he was rejected as a regular nominee because he was "engaged in the trade," it may be well to give members of the League in this district the exact facts:

When the Nominating Committee met, it was decided to select one representative from each of the five clubs in the district, the Manhattan, Riverside and New York clubs being represented on the committee, the opinion of each committeeman was taken as to the best candidate from his club, and Messrs. Gulick for the Citizens and DeGraaf for the Harlem Wheelmen were settled upon by general consent of the whole committee. In submitting a name on behalf of the New York Club, I stated that Mr. Prial's name had been mentioned to me, but that as I had no instructions from the club and could act only on my individual judgement, I felt bound to respect the known objections of many wheelmen to placing in League office anyone making a business of cycling. I therefore proposed the name of Mr. G. B. Watts, whom I was able to recommend as in every way suitable to the office and a new man whom it was desirable to interest in League work. This selection still left the New York Club free to choose Mr. Prial as a club representative, and did not commit the club in advance to any opinion on the moot question of the "trade" holding League office.

The independent ticket, proposing Mr. Prial in place of Mr. Watts, was primarily gotten up by members of the Harlem Wheelmen and Manhattan Bicycle Club. These clubs, or any of their individuals members, have the undoubted right to nominate anyone for office on the general ticket, but it might have been in better taste, considering the mutual understanding, if they had left the New York Club to propose names from its own membership, or in case their zeal was so great for Mr. Prial, they might have named him in place of their own candidate. This haste in taking this action is, morever, a reflection on Mr. Prial himself, as involving the entirely gratuitous assumption that it would not be possible for him to go before his own club for election as one of its three representatives, chosen by the New York Club alone.

Very truly yours, E. J. Shriver.

234 Pearl street, New York, July 29, 1889.

LOAFING RACES.

During the last few years nearly all important races have been more or less of the loafing variety. This evil, for it is an evil, is growing. Its worst result, apart from its demoralizing effect on racing men, is its depressing influence on spectators. The crowd wants to see the men go. Time counts more than anything else in making race meetings popular with the public, and it is on public support that the promoters of meetings must depend. With the public at large, a slow race is virtually no race, and if public interest in cycling is to be maintained, a rigid time limit must be placed on all important races and thoroughly enforced.

At the East Hartford meeting the other day the management set an example worthy the imitation of all who handle tournaments, large or small. A fair time limit was placed on all races of admitting of its application. The one-mile open race, which called out the fastest men present, was limited to 3.15, the allowance having been made large in view of the small size of the track. Forster crossed the line first in 3.47. Referee Joseph Goodman promptly called the men to the judges' stand, reminded them of the fact that the novice's race had been won in a quarter of a minute less by an inexperienced boy, and gave them the object of running the race over again or forfeiting the prizes. The men refused to start and Mr. Goodman declared the race off.

ROAD MAP

Middlesex County, Mass.

The most perfect Road Map of a Massachusetts County ever issued. Shows all the Roads. Printed in Colors, mounted on canvas and varnished. Scale about 5-8 in. to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

Bicycling World Co.,
12 PEARL ST., - - BOSTON.

N. B. If this venture meets with encouragement we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

MAGIC CEMENT for repairing Bicycle Tires.
Just what every Wheelman needs. Sent postpaid on receipt of **50 cents.**
MACIC CEMENT COMPANY,
NEWTON, MASS.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27

ABBOT BASSETT, Secretary.

CHIEF CONSUL BULL of New York has compiled and printed a very valuable hand book of the Division of which he proposes to distribute 7000 copies. The book has seventy-six pages and contains Constitution, By-laws and Officers of the L. A. W., and of the N. Y. Division, complete lists of consuls and hotels, hints on touring and repairs and also emergency hints. An article on "The Law of Cycling" has been prepared by I. B. Potter Esq. of New York, and there is a chapter devoted to "Roads and Road Improvement." Mr. Bull gives a good deal of space to his new Record Book scheme by which he proposes to enlist the membership at large in the work of collecting information regarding routes etc., and giving this information only to L. A. W. members, and, as well, securing privileges and discounts at hotels to members and to no others. If the Chief Consul succeeds in carrying out his plan as he has shaped it he will have done a good work for his division. Wheelmen should co-operate with the Chief Consul to make this a success. The hand book is the best one yet and other Divisions would do well to follow the example set by New York.

Iowa.

To the Iowa Division:

I would announce the fall meet of this Division for Des Moines on Tuesday, Wednesday and Thursday, September 3rd, 4th and 5th.

This is during the Great Iowa State Fair and includes the days of the bicycle races given by the Fair Association. The programme is not yet completed but will consist of races, runs and a good time generally for all.

The Des Moines Club will have charge of affairs and this alone is sufficient guarantee of a good time. It is especially desirable to have every one who attends bring their wheel as you will find some time riding in and about the city.

The Railroads have given a rate of one fare for the round trip to the State Fair and we will get the advantage of it.

As soon as programme can be arranged notice will be given in the Bulletin.

Yours fraternally, Robt. L. Thompson, C. C.

Michigan Wheelmen, Attention!

Whereas; Nominations for State Officers are now in order: The Grand Rapids Bicycle Club, recognizing the merits of the officers for the past year, and the success of their administration, do hereby nominate the following ticket for the respective offices named, and commend for them the votes of Michigan Division L. A. W.

Chief Consul—A. B. Richmond, Grand Rapids.
Vice Consul—Wm. Seyffardt, East Saginaw.
Secretary-Treasurer—C. A. Conover, Coldwater.
Representatives—J. E. Beal, Ann Arbor; H. M. Snow, Detroit; W. H. Hayden, Tecumseh.

Reinstated.

Mr. Arnold Heilborn of Providence, having been reinstated by the A. A. U. is now recognized as an amateur by this Board.

Chas. S. Davol,
Chairman L. A. W. Racing Board.

Pennsylvania.

To members of the Pennsylvania Division L. A. W.:

The following additional report of G. N. Osborne should be added to that made in last week's *Bulletin*: Philadelphia nominations—W. R. Tucker, Philadelphia Bi. Club; H. Crowther, Pennsylvania Bi. Club; Kirk Brown, Century Bi. Club; Samuel Jackson, Jr., South End Wheelmen. Mr. Osborn concurs with the other nominations, so the ticket is now complete. Mail your vote to J. G. Carpenter, Secretary-Treasurer, Wilkes-Barre, Pa., marking it "Mail Vote."

Fraternally, John J. Van Nort, C. C.

West Virginia.

To the Members of the West Virginia Division:

In assuming the office of Chief Consul of this Division, I would earnestly request the League members to render assistance in advancing the interests of the L. A. W. First, by suggestions as to the appointment of local Consuls, wide awake, earnest comrades, who will "push things;" second, by sending such information in regard to the roads in their vicinity to the editor and compiler of the Division Road Book as would enable him to make up a satisfactory book; third, to form League clubs in every town throughout our Division, for the purpose of more thoroughly uniting the comrades, and for the establishment of an organization, through which an effort may be made looking toward an improvement of our roads.

It is very likely an arrangement will be made to have a Division meet this fall at Wheeling, W. Va., and the members of the L. A. W. are expected to turn out in force. The time and other particulars will be announced later.

John Lee Fout is appointed Local Consul at Martinsburg, W. Va., and the St. Clair Hotel has been commissioned as a League Hotel.

R. M. Archer of Huntington, W. Va., is appointed Local Consul at that place. He is also commissioned as editor and compiler of the State Road Book, all members having knowledg on the subject will address him.

The Wheeling Wheelmen will hereafter be known as a League club having passed a resolution to that effect July 23, 1889.

It is earnestly desired to advance the interests of the L. A. W. in this Division, and all wheelmen who have not already joined the League are invited to do so. Any correspondence in regard to information as to joining will be promptly answered.

C. E. Bewis, C. C., W. Va. Div. L. A. W.

Louisiana Election.

At the annual summer meeting of the Louisiana Sub-Division L. A. W., Mr. H. H. Hodgson was unanimously re-elected Chief Consul, and Mr. J. W. Dodge elected Sec.-Treas. Fraternally,

J. W. Dodge, Sec.-Treas.

New Racing Rule.

The Racing Board has amended Rule 30 to read as follows:

Rule 30. Any club, or race promoters, desiring to place upon their lists of events, a race of different nomenclature than those given above, must first explain the nature of the event to the Racing Board member in charge of the district in which races are to be held, and obtain his consent. The consent having been obtained they shall print upon their entry blank and the programme of the day, a rule to define the race, that the officials and contestants may clearly understand the conditions of the contest.

This amendment will not be published again. Ignorance of this change in the rules will not be considered a valid excuse for violation.

Chas. S. Davol,
Chairman L. A. W. Racing Board.

Massachusetts.

Circular No. 30.

To members of the Massachusetts Division:

Your attention is called to the fact that your ballots must be in the hands of Sanford Lawton, Secretary-Treasurer by August 10. Districts are entitled to Representatives as follows. District No. 1, 4; No. 2, 2; No. 3, 1; No. 4, 1; No. 5, 2; No. 6, 1:

In some districts, no nominations have been made, members are urged to unite on earnest loyal members and elect them as Representatives.

Let every member vote and there can then be no disappointment resulting from a default. *Vote at once*, there is no time for delay. Fraternally,

Wm. H. Emery, Chief Consul.

Millison and Everest.

Messrs. B. R. Millison and H. H. Everest of Wichita, Kansas, are hereby declared to have forfeited their amateur status. Amateurs are warned against competing with them.

Chas. S. Davol,
Chairman L. A. W. Racing Board.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 200—Total 131—16,665.

Boston, Aug. 2, 1889.

California Division—2—375.

Oak Leaf Bi. Club.

21295	Vicbrock, Frank J., Box 43.		Stockton

Unattached.

21318	Wright, Olaves F., 26 Carr st.,		Los Angeles

Connecticut Division—30—521.

Columbia Cycle Club.

21355	Authes, Walter S., 177 Lawrence st.,		Hartford
21356	Barton, George A., 130 Martin st.,		"
21357	Birmingham, J. M., 99 Jefferson st.,		"
21358	Bovee, James E., 10 Wolcott,		"
21359	Collins, James M., 80 Jefferson st.,		"
21360	Connell, Chas., 05 Flower st.,		"
21361	Copeland, J. S., Weed S. M. Co.,		"
21362	Covel, F. B., 175 Francis ave.,		"
21363	Dunbar, Wm. J., 127 Sigourney st.,		"
21365	Elwood, Thomas F., 31 Flower st.,		"
21366	Fahy, Thomas W., 26 Ward st.,		"
21367	French, Eldon Lewis, 115 Washington st.,		"
21368	Galvin, James J., 1445 Broad st.,		"
21369	Hollister, Roswell, 193 Babcock st.,		"
21370	Kennedy, Thomas J., 1 Squire st.,		"

21371 Lawrence, Clark, 357 Capitol ave., "
21372 Loomis, Charles W., 215 Putnam st., "
21373 Loomis, George A., 215 Putnam st., "
21374 McCune, Richard Jr., 171 Zion st., "
21375 McIntosh, Wm. C., 37 Amity st., "
21376 Pope, Harry M., Ashley st., "
21377 Ransom, Lawrence B., 314 Putnam st., "
21378 Scott, George R., 41 Capitol ave., "
21379 Shesinger, Henry, 80 Jefferson st., "
21380 Smart, George, 1 Flower st., "
21381 Stone, Edward C., 61 Hudson st., "
21382 Starr, J. H., 730 Asylum ave., "
21383 Tucker, Chas. F., 165 Huntington st. "
21385 Wilson, Thomas F., 24 Grand st., "
21393 Damery, E. L., Box 98, Wethersfield
21390 Starr, F. W., Box 31, Newington Junction
21391 Wallace, John W., Parkville

Unattached.

21387 Mordt, L., 16 Morris st., Hartford
21388 Peck, Leonard D., 30 Elm st., "
21389 Galpin, Robert L., Ansonia
21404 Hubbell, Harry A., 109 West ave., Bridgeport

DISTRICT OF COLUMBIA DIVISION—5—179.

Washington Cycle Club.

21298 Wells, Geo. B., 2028 25th st., Washington

Unattached.

21273 Robertson, Wm. T., 805 7th st., Washington
21274 Hubbard, O. P., Dept. Justice, "
21275 Tibbott, E. F., Executive Mansion, "
21351 Platt, Chas. F., 6 and 2 sts. N. W., "

DELAWARE DIVISION—2—37.

Wilmington Wheel Club.

21320 Frederick, William, Trump Bros. Mach. Co., Wilmington
21310 Frederick, Christian, Trump Bros. Mach. Co., Wilmington

ILLINOIS DIVISION—8—701.

Lincoln Cycling Club.

21277 Harris, A. W., 115 Monroe st., Chicago

Peoria Bi. Club.

21260 Mowat, G. T., Peoria
21267 Sherman, H. E., 293 So. Madison ave., "

Chenoa Bi. Club.

21269 Fales, W. Dexter, Box 577, Chenoa

Unattached.

21350 Datz, M., Peoria
21322 Patterson, Geo. W., La Salle
21323 Kuss, Joseph, "
21404 Wilson, T. V., L. Box 240, Austin

INDIANA DIVISION—1—128

Unattached.

21390 Graham, A, M., 514 Jefferson st., Madison

IOWA DIVISION—1—114.

Unattached.

21391 Sproull, Ira, Washington

KANSAS DIVISION—1—123.

Wichita Wheelmen.

21270 Reed, F. A., L. Box 68, Wichita

MARYLAND DIVISION—1—402.

Unattached.

21278 McCurdy, Robt. D., 166 Penn st., Baltimore

MASSACHUSETTS DIVISION—14—1430.

Unattached.

21338 Shaw, Geo. A., Box 73, Wareham
21339 Daggett, Walter C., The Woodbridge, West Somerville
21341 Johnson, Harris E., 136 Pearl, Newton
21340 Parmenter, F. W., 78 Adams st., Waltham
21301 Guild, Warren, Norwood
21330 Moulton, Edward, 356 Main, Worcester
21288 Midgley, Eli, 12 Jackson st., "
21289 Robinson, C. H., 218 Pleasant, "
21298 Woodward, H. A., care of H. C. Perry, Taunton
21269 Burgess, Andrew H., 10 Vine, Lynn
21270 Robinson, J. Albert, 33 Childs st., Hyde Park
21270 Mason, Wm. P., No. Swansey
21342 Howland, Henry, 225 Pleasant st., New Bedford
21345 Davis, Charles L., 4 Glen st., E. Somerville

MISSOURI DIVISION—1—123.

Unattached.

21321 Thorpe, A. C., Box 11, Morris

NEW JERSEY DIVISION—3—535.

Hudson Co. Wheelmen.

21342 Emmons, Edward F., 65 Crescent ave., Jersey City

Unattached.

21343 *Rhoads, Anna N.*, Box 30, Haddonfield
21250 Tatem, Edward P., Roselle

NEW YORK DIVISION—32—1883.

K. C. W.

21311 Winter, Emil J., 471 Grand st., Brooklyn
21315 Winter, Edward C., 471 Grand st., "

Queens County Wheelmen.

21327 Kimber, Robert B., Box 20, Richmond Hill, L.I.
21328 Roberts, Wm. W. W., "
21329 Pettit, Wm. C., Box 13, "
21330 Pettit, Wm. L., Box 13, "
21331 Magee, John, Box 11, "

Citizens' Bi. Club.

21283 Nicholson, John E., 640 Hudson st., New York
21282 Blackhurst, Frank, 1477 Broadway, "

Rome Cyclers.

21318 Eckhert, Burt M., 747 W. Dominick st., Rome
21340 Noonan, Albert S., 1023 E. Dominick st., "
21317 Alger, Birt W., 169 W. Dom. st., "

Albany Bicycle Club.

21312 Palmer, W. E., 270 No. Pearl st., Albany
21303 Schumacher, Peter, 310 So. Pearl st. "
21304 Smith, J. Dunlop Jr., 161 Montgomery st., "
21305 Cross, James, Ins. Dept. New Capitol, "
21306 Fuhrmann, C. M., 203 Clinton ave., "

Troy Bicycle Club.

21309 Mitchell, Dr. H. E., 84 Fourth st., Troy

New York Bicycle Club.

21303 Pitman, Will R., 115 Worth st., New York

Albany Wheelmen.

21304 McClure, Wm. S., 63 Lancaster st., Albany
21305 Bullock, Harrison W., 76 Philip st., "
21309 Schwartz, George, 168 Madison ave., "
21367 Gorham, Hiram, Quaker st., "

Unattached.

21325 Constantine, Albert, 225 Lewis st., New York
21320 Pappa, Frank A., 418 West 35th st., "
21283 Cochran, Wm. H., 127 Seventh ave., Brooklyn
21284 Hancock, R. A., 184 Madison st., "
21294 Hall, Henry, Highland Mills
21295 Hall, Henry, Jr., "
21271 Thurston, Richard H., C. C. Bank Bldg., Elmira
21332 Bricker, C. W., 373 W. Water, "
21317 West, Gerard M., Garrisonville
21340 West, William E., "
21291 Demarest, Edgar W., Box 254, Nyack
21292 Kline, S. Clarence, Box 117, "
21287 Kessler, J. Harold, Box 124, Tonawanda
21293 Dillout, J. Frank, Flatbush, L. I.
21357 Backus, Harry E., 38 So. Ave., Rochester

OHIO DIVISION—2—781.

Unattached.

21308 Beattie, Wm. H., Lafayette Bank, Cincinnati
21360 Powers, Ed., Marion

PENNSYLVANIA DIVISION—6—1288.

Unattached.

21333 Keyser, A. S., 3207 Germantown ave., Philadelphia
21295 Murphy, F. H. Jr., Box 115, Barnhart Mills
21272 Buser, Frank V., 32 So. Newberry, York
21269 Nevin, Theo. W., Leader Office, Pittsburg
21358 McCune, C. T., Dover
21350 Fowler, Frank C., 20 Chestnut, Meadville

RHODE ISLAND DIVISION—2—261.

Unattached.

21267 Crowell, A. E., Box 923, Providence
21351 Bailey, George W., 76 Weybosset st., "

TENNESSEE DIVISION—1—80.

Unattached.

21401 Rundles, Walter, Nashville

VIRGINIA DIVISION—2—75.

Unattached.

21352 Brown, E. H., 1113 Main st., Richmond
21353 Scigle, Chas. L., Jr., 713 E. Marshall st., "

WEST VIRGINIA DIVISON—3—49.

Wheeling Wheelmen.

21289 Loftus, John B., 31 Kentucky st., Wheeling
21402 Goetze, Chas. R., 117 16 st., "

Unattached.

21331 Baumer, F. W., "

WISCONSIN DIVISION—2—78.

Milwaukee Wheelmen.

21335 Paine, Harry L., 327 Juneau ave., Milwaukee

Racine Bi. Club.

21330 Eddy, George, Racine

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 15 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*.....

Club..... *St. and Number, or Box*.....

References:..... *City*.....

State.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

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THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots { W. W. STALL, 609 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street. New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.
THOS. H. B. VARNEY, 42 and 44 Fremont St., San Francisco, Cal., for Pacific Slope.

Or to the makers at Springfield, Mass.

If you want a second-hand wheel of any kind, drop us a line; it will cost you but 2c., and may save you many dollars. Just tell us what you want and how much you are willing to pay. The safety has made all high wheels such a drug on the market here that we are compelled to unload them for what we can get. Should we not have what you want we will mail you one of our beautifully illustrated Art Calendars for 1889, worth fifty times your two cents. *Capital Cycle Co., Washington, D. C.*

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

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THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

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Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

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Ladies' and gents; the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

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1888, Premier Tandem Bicycle, only	$150
1889 Singer Safety, nearly new	110
1889 "Dandy," boy's Safety	35
54-inch Star, Special	75
48-inch Star, Special	70
54-inch Standard Columbia	20
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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

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Psycho or Singer Safety	$100
Tandem Bicycle, $200	150
Ladies' Psycho	145
Gents' Psycho	145
Royal Singer	140
Singer Safety	135
Ladies' Singer	135
Ladies' Safety	135
Apollo Safety	125
Counter Safety	75
Gypsy Safety	60
Wanderer Safety	75
Little Jewel, $12 to	35

Send for catalogue. We are sure we will be the price will buy

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New York Bicycle Co.

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Sole Agents,
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The trade supplied.

VICTOR

52-inch Light Roadster: half-nickel: cost $137.50: '86 pattern: good as new: run less than 200 miles. Rare Bargain.

F. W. AYMAR,

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Postage stamps not received in payment.

"TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their setting out, their dangerous journey and safe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.00, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston, Mass.

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Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines, in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

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A Marlboro Tandem Tricycle, fitted with Victor and Cricket Saddles, Lakin Cyclometer. A good reward will be paid for return of said trike.

CAMPBELL & CO.,
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GET THE BEST!

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Standard Cyclometer.

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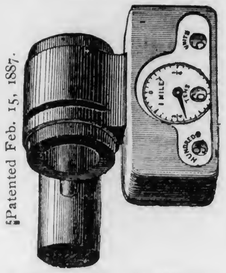
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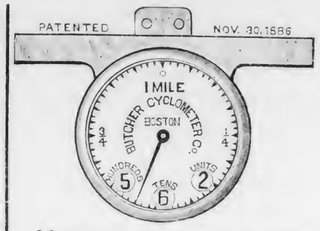
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Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

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Cycles and Accessories.

Best makes of Wheels to rent.

HIGH GRADE REPAIRING A SPECIALTY.

2 MILE L. A. W.
STATE CHAMPIONSHIP

WILL BE RUN AT

Third Out-Door Tournament

—OF THE—

ALBANY WHEELMEN,

—TO BE HELD AT—

RIDGEFIELD ATHLETIC CLUB'S GROUND,

SATURDAY, August 31, 1889.

1. One Mile Novice.
2. One Mile Ordinary, (open).
3. One Mile Star, (club).
4. Two Mile L. A. W. State Championship.
5. One Mile Team Race, (open).
6. One-third Mile Safety, (open).
7. One Mile Club Championship.
8. One Mile Tandem, (open).
9. Two Mile Handicap, (open).
10. One-third Mile Consolation.

Elegant Gold Medals and Costly Prizes.

Entrance Fees 50 cents each to open Events

State Championship, $100.

Entries close on Saturday, August 24th, 1889.

ADDRESS TO

WM. B. PHIPPS, SEC. COMMITTEE,
51 Howard Street,
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Improved Automatic Telephones.
Pat. Nov. 30, 1886, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

Price Per Set, $7.50.

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

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Dealers in Telephone and Electric Supplies of Every Description.
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The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,
27 Kingston St., Boston

Something New for Wheelmen!



WILGUS'

Combined Wrench with Oil Can, Spoke Tightener & Screw Driver.

Will exchange for Billings & Spencer Four-inch Wrench, in good condition, as we are using the jaws of their Wrench. Send old Wrench, with $1.25, and we will return our Combination Wrench, Full Nickel Plated. Will send Wrench, Postpaid, for **$1.90.** Address

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One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,
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Made to Order.

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MY CYCLING LOG BOOK. By "Papa" Weston. The train-story pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

A CORRESPONDENT FROM PERKINS JUNCTION, BURKE CO., GA., WRITES AS FOLLOWS:

"Are you really selling any of the hickory bicycles which you advertise? I have never seen one of them on the street here." On making enquiry of our book-keeper (who is also the packer, shipping clerk and teamster, and therefore ought to know), we are much mortified to discover no record of a shipment to that town. But although they may be still other unfavored places, we have actually got the ***Hickory Bicycle*** in practical use. The man who uses it objects to seeing his name in print else we would publish his letter in which he states that he has tried the machine several times without the slightest unpleasant effect on his perinaenum.

If every person who has never seen our hickory wheels would send us a dollar, we could pay the national debt, but let that pass and please remember this *prophecy*: Ten years hence, cycle wheels, (the best ones) will be made of some material, the use of which, for that purpose, will have become general. *You* may think you know what it is.

We are willing to go on record as saying that it will *not* be *any kind* of metal. Cycle building will be an important industry in 1900, and as the above prophesy calls for a radical and complete revolution, it might be well to paste it up along side of "Mother Shipton's" prediction, and when the revolution has taken place read it to those makers and dealers, the more polite of whom ask "permission to snicker" when Hickory Wheels are mentioned

STERLING CYCLE CO.,
NEWTON, - - - - - - - - MASS.



WEIGHT, 42 LBS. PRICE, $90.



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FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

STAFFORD, KAN., MAY 8, 1889.

ERIE KNITTING MILL, ERIE, PA.

Gentlemen—I have given the tights and shirts you made for me a thorough test, and I pronounce them the strongest and most durable knit goods I have ever worn. They make the best sweaters that I know of in use, and at the same time comfortable. Several members of our club have expressed themselves about the goods in a very complimentary manner. Yours truly, H. D. MCQUADE,
Pres. Stafford Gymnasium Club.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

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Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
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Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

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Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

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Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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Slightly spiritous and containing an abundance of natural fruit acid.

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Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

Holmes & Co.

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Jersey Fitting Garments

FOR

Bicycle Riders. Lawn Tennis Players. Yachting and Rowing. Base Ball and Foot Ball. Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

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3—1. Black, navy, grey mixed, stocking, $1.25

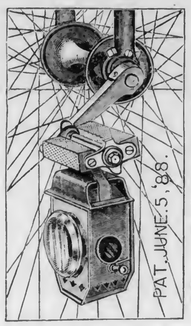
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Send for Illustrated Catalogue and Price List.

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Pedal LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents wanted.

Enamel, $5.50.

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If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe,

without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.



NO. 1 SHOE BEARS OUR LABEL.

High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Wholesale Agents.

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Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched, $5.00
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No. 1 Ladies' Tricycle Shoe, - - $4.50
Ideal Racing Shoe, - - - - - - $6.00

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Sporting Goods of Every Description.



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Broome Street,

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PRICE LIST L. A. W. UNIFORMS.

COAT, $8.25. BREECHES, $5.50.

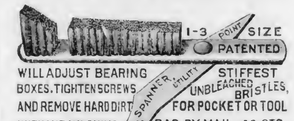
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Great value for 50 cents.

The Cycle Brush Tool.



FOR SALE BY THE TRADE.



There is no animal in the world which will show the good attention and care bestowed upon it more quickly than a horse. It is now acknowledged by every one in charge of horses that PHENOL SODIQUE will keep a horse's back, body and limbs in better trim, and more quickly heal any bruise, abrasion or wound without leaving a scar, than any other preparation known. Price, 50 cents.

For descriptive circulars and testimonials address the Proprietors, HANCE BROS. & WHITE, Philadelphia *For sale by Druggists and general Merchandise Dealers.*

$75.00 to $250.00 A MONTH can be made working for us. Agents preferred who can furnish a horse and give their whole time to the business. Spare moments may be profitably employed also. A few vacancies in towns and cities. B. F. JOHNSON & CO., 1009 Main St., Richmond, Va. *N. B.—Please state age and business experience. Never mind about sending stamp for reply. B. F. J. & Co.*

GREATEST DEVICE INVENTED: **LYNCH LOCK BUCKLE**

Used with strap or chain.



SECURES Satchels to Seats in Cars or Waiting Rooms. FASTENS Bicycles, Grips, Packages, Robes in Buggies, Dog Collars, Horses, Trunk, Telescope and Valise Straps. Complete lock to Yale Lock. Neatly made and Nickled. NO TRAVELLER CAN AFFORD TO BE WITHOUT IT.

LYNCH MFG. CO.

75 Cents. Madison, Wis

Not so Bad for the Star.

Can any Machine beat this Record for 1889?

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles, Cal
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The Star holds the Records, on the Pacific Coast, from one mile to five miles.

Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
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One-mile Novice, July 4th, at Hagerstown, Won by VICTOR EMERSON.
Half-mile Dash, at Hagerstown, Won by W. I. WILHELM.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel

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Best Hill Climbing Machine

EVER PRODUCED.

WE CHALLENGE HONEST CRITICISM.

In this machine we have combined ALL the advantages of a low wheel and the speed of the high one.

Send for Catalogue of

Star - Bicycles.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

EASILY FIRST AMONG THE SAFETIES.



THE COLUMBIA LIGHT ROADSTER SAFETY.

For the first time since putting it on the market, we feel justified in regularly advertising this splendid machine, whose superior design and qualities have proved such a practical advertisement that its sale has already reached a point far ahead of that reached by any other bicycle in its first season. Its unparalleled success has been made in the face of delays of several months in filling our contracts for supplies, and while our factory has been working to the best possible advantage under the circumstances, we have unavoidably been behind our orders from the first — a costly and vexatious experience.

Our out-put is now at its highest point, and while we are still behind, and the orders are coming in more heavily than ever before at this season of the year, we can see our way clear to fill urgent orders promptly.

We are under obligations to many hundreds of customers who have waited patiently for the delivery of their machines — but they were worth waiting for. We have never seen one better worth waiting for, and we shall give later on, some facts going to sustain our belief and claim that it is by all odds the easiest running and best Safety for all round use ever offered. Ask any man who rides one, what he thinks of it.

Respectfully submitted,

POPE MANUF'G COMPANY.

BOSTON. NEW YORK. CHICAGO.

RACES AND RECORDS ON ROAD AND TRACK.

AT READING, PA., July 27.—The full programme was postponed to Aug. 3, but they ran two special races last Saturday for the benefit of the competitors present. Heavy track. One mile (open): W. I. Wilhelm 1, M. T. Killmer 2, both of Reading; time 3.45 1-4. W. W. Taxis, Philadelphia, broke a pedal on the home stretch. Two mile (handicap): W. W. Taxis, Phila., 1, at 50 yard mark; M. T. Killmer, Reading, 2, 195 yards; Wm Reifsnyder, Pottstown, 3, 265 yards; time, 6.38 1-2. Wilhelm, scratch, dropped out on the third lap, half mile track. The list of entries assure an excellent meet Saturday, weather permitting.

AT LEWISTON, ME.—Road.—Last week Thursday the road race between Lewiston and Sabatus and return was run successfully. The distance for the round trip was about 12 miles. Ed Stetson got the best of the start, which was made "from the ground," that is each man did his own mounting and starting, instead of by the usual push off. The turning point at Sabatus was in front of Woodside's drug store, and at that point was stationed Wm. R. Stevens, the well-known Lewiston cyclist. Stetson's time to Sabatus was 26 min. Putnam was close up at the turning point, but he fell back to fifth place soon after. The result is as follows: E. Stetson (1), 54m.; F. Groves (2), 56m.; A. Cushman, Jr. (3); 56m. 35s.; W. Sawyer (4), 57m. 45s.; Jno. Putnam (5), 59m. 58s.; Geo. Turgeon (6), 60m. 37s.

AT TOLCHESTER, MD., July 26.—Track.—One mile handicap: The starters were Walter Ash, W. P. Hall and H. E. Dayhoff; they finished after a good race in the order named; time 4.30. Gold medal to winner and silk badge to second. The half-mile handicap was won by V. R. Emerson, his only competitor was Walter Ash; time 1.48. Prize, a watch. The third race was for the championship of the Crescent Club, open to Crescent Club members only. R. J. Aiken 1, W. G. Ostendorff 2, J. M. Beurrier 3; time 1.53. The 50 yard slow race was won, of course, by H. E. Dayhoff of Hagerstown, Md., his competitor being J. M. Beurrier; prize, gold medal. The last race, a half-mile handicap, prize, nickel lamp. The starters were R. J. Aiken, on a safety, and V. R. Emerson, on an ordinary, the latter from the scratch, while Aiken had 60 yards' start. Aiken won. Time, 1.45.

IN ENGLAND.—R. H. Davis of Harvard College made his *début* on the English track July 13 and was beaten. The occasion was the race meeting of the Polytechnics at Paddington and the event. As the fastest loser in the safety handicap he got into the final heat. The *Cyclist* thus describes the race: One mile safety handicap (open): G. Morden, Argosy B. C., 170 yards, 1; W. Foreman, Southwark C. C., 150 yds. 2; W. Walker, Polytechnic C. C., 170 yds. 3; R. H. Davis, Harvard University B. C., 50, fastest loser, 0; W. Price, Polytechnic B. C., 50; F. H. Mason, Polytechnic B. C., 50; S. Waddington, Magpie, 170; W. J. Welch, Kildare B. and T. C., 150. The three 170 and the two 150 men were quickly bunched and spurting against each other gave few chances to the trio of equi-backmarkers, of whom Mason retired in the last lap. Morden got home first by a yard from the Railway Clearing House winner, who was six yards in front of Walker. Price beat Davis after a good race the whole way. Time, 2m. 32 2-5s.

AT CHICAGO.—Road.—The Illinois Club are giving a series of fine road races. Some 30 started in the first race the other day: distance 10 miles. The following is the result of the first race (handicap): Henneger, 4m., 1, 43.16 2-5; Tuttle, scratch, 2, 39 27 2-5; Hageman, 3.30, 3; Riggs, 2.45, 4; O'Connell, 3.16, 5; Crowe, 4.30, 6. The next race in the series takes place July 30. The Illinois members propose to celebrate their third anniversary Aug. 10 in great style, a lantern parade and smoker being part of the festivities. Hosford rode a mile on his safety in 3.01 the other Sunday, while Greenleaf made a mile on the safety in 3m. and on an ordinary did a mile in 2.47.

AT MACON, GA., July 19.—The last time "the Rambler" wrote, his report was that of late, he had been mostly rambling. This time his occupation again begins with an "r," but is for racing. The races here on July 4th, did not satisfy all the riders as to their respective abilities, and as a result four races were called for July 19 last. In the one mile handicap C. A. Persons won from scratch in 3.18, with J. B. Edings second and C. F. Stubbs third. In the two mile, Joe Wilburn won, having 1-4 mile handicap with C. A. Persons from scratch, one length behind, and Phil McCall third; time, 7.20. In the three mile, C. A. Persons won from scratch with Phil McCall 2d and J. B. Edings 3rd, over eight entries, some with 3-8 mile handicaps. In the five mile, B. W. Kincoid of Griffin was given 3-8 mile handicap and came in first. C. A. Persons from scratch, second, and J. B. Edings, 1-4th mile, 3rd. The races were under the auspices of the Central City Wheelmen; a small gate fee was charged and all expenses made.

AT ST. LOUIS.—Medals and glory, and more of the latter than the former, seem to be too much for racing men to stand. In spite of the fact that the Fair Grounds management still enforces the embargo against cyclists, the following took part in the bicycle races there to-day, which were sandwiched in between an athletic meeting of the Pastime A. C. One mile bicycle handicap: Richard Hurck, 150 yards (1); Geo. E. Tivy, 170 yards (2); F. H. Mahby, 100 yards (3); time, 3 min., 14 2-5 sec. Two mile bicycle handicap: W. H. Harding, 125 yards (1), Richard Hurck, scratch (2); time, 7 min., 50 3-5 sec.

LINNEUS.

MR. MURPHY TO MR VAN WAGONER.

MR. WM. VAN WAGONER: Dear Sir—Replying to your challenge to me published in the WORLD of July 26, I desire to state that individually I never remember having made the remarks which you credit me with in your challenge. I am not in the habit of doing my racing either by word of mouth or upon paper, and therefore accept your challenge without hesitation. I will race you 25 miles over the Irvington-Milburn course at any time you see fit; as to the prize, I am not in the gun business nor have I any particular use for one; however, if you prefer to race for a gun I will race you for one, or for a $50 medal, or I will race you just for the fun of it. I desire to make the following change in the terms of your challenge. I will not restrict myself or you to any particular weight of wheel, either man may ride a machine of any weight he pleases; as to the date, I would prefer to race on Sept 7, or later, as my time is occupied until then.

Very truly yours,

Wm. F. Murphy, K. C. W.

BICYCLE THIEF CAPTURED.

Editor Bicycling World: The Stark County (Ohio) Wheelmen, and I am sure all others, will rejoice in the fate which awaits *our* first bicycle thief. At 8 P. M. on the evening of July 25 the writer, riding home, placed his wheel in the stable, and while engaged in hitching up a horse in the yard, a stranger came boldly in, asking the privilege of getting a drink and some apples which were close to the barn. All being ready, the horse was driven away and it was not noticed what became of the man. However, the following morning my bicycle, almost new and worth nearly $130, was missing, as were also its tracks, and by 8 A. M. the following day the case had been left in the hands of the Canton Wheel Co., with orders for very suspicious changes and repairs, which were to be completed on the 29th inst. I at once prepared a complete description of the machine and had gotten but few into circulation until the Canton Company were heard from, and as the trap seemed to be set, we concluded to allow the thief, who proved to be the stranger, walk in, which he did today. He was of course immediately arrested, and is in the hands of the sheriff charged with grand larceny, an offence punished from one to seven years in the penitentiary. The reward was willingly given to the Canton Wheel Co., and I am much indebted to Mr. Frank C. Myers, our division secretary and member of the company, for his assistance in bringing the thief to justice, as also to others who furnished information.

It was my determination to find and prosecute this thief, hoping that it would prove a lesson. In the future some of us will not be quite so careless as to where and how we leave our wheels.

Yours truly, ARTHUR WRIGHT, L. A. W. 5660.

A CORRECTION.

Editor Bicycling World: In the BICYCLING WORLD of the 12th of July a part of our advertisement read as follows:

SEDALIA LETTER.

"SEDALIA, MO., July 4.

"Barnard, on a Columbia, beat Stone. Riders of Columbias win four first and five second prizes."

The above was an exact copy of a telegram sent from Sedalia, Missouri, on the 4th of July, signed by a well-known and responsible party.

Subsequently we were informed that the substance of the dispatch was incorrect. We immediately telegraphed the party sending the dispatch, and on the 30th of July received in reply from him the following:

"Exact wording July 4th telegram: 'Barnard beat Sanders, Sanders beat Stone. Columbia wins four firsts, five seconds.' By mistake Sanders' name omitted. Barnard far superior to Sanders."

Whether the mistake was with the telegraph company in transmitting the message or a mistake of the party sending it, we do not know, but it looks to us as though it was due to both parties. But of this we are assured, that the dispatch as printed was not correct, and we take the earliest opportunity to make this explanation.

Yours very truly, POPE MFG. CO.

THE new early closing card of the Pope Mfg. Co. is a most beautiful specimen of the lithographic art. We hope every business house in the country will secure one of these pretty cards and use it to the benefit and recreation of the employes.

THE mounted police officer Kelly, who ran down L. W. Beasley who was cycling in Prospect Park, Brooklyn, lately, has been suspended by the Brooklyn Board of Police Commissioners pending his trial in September.

JOHN HERON, an expressman of Bridgeport, Ct., was lately fined for running down H. Elliot who was riding a bicycle. The case has been appealed.

DR. W. G. KENDALL has been asked to officiate as a judge at Hartford next September.

THE BICYCLING WORLD wrongly accredits A. C. Banker with breaking the American half-mile record for safeties at Hagerstown. It should be W. D. Banker of Pittsburg, the time being 2 min. 22 sec.—*Bulletin.*

WE are in receipt of a splendid photograph showing Mr. W. F. Robertson of Washington, D. C., riding down the steps of the Capitol on an Eagle bicycle. It is a wonderfully clear picture and we deem it a great addition to our picture gallery.

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

WE have received a copy of the second edition of L. H. Johnson's catalogue of the famous Premier Safeties, which contains, in addition to the original matter, full particulars of the new Catford Premier Light Roadster Safety, which is now winning honors in America on path, road and hill.

SAM'L B. STERLING, the gentleman who made such an excellent showing on Corey Hill will again attempt the hill and try and outdo his former effort. He will tackle Corey about the last of Sept.

FIXTURES.

AUGUST.

2 to 7 inclusive—Harrowgate Camp Meet at Harrowgate, Yorkshire, Eng.
3—Five-mile handicap road race, Lancaster Pike, Philadelphia, Pa., under auspices of the Philadelphia Bi. Club.
5-10—Carnival at Halifax, N. S.
8, 9, 10—Massachusetts Div. Meet at Cottage City, Mass.
13—Races under auspices of Irish National Association at Oak Grove Island, Revere, Mass. Entries close Aug. 6, to C. McCarthy, 172 Merrimac st., Boston, Mass.
14—Races of the Waiontha Bi. Club at Richfield Springs, N. Y.
15—Lockport (N. Y.) Wheelmen's Tournament.
24—Montreal Bicycle Club Tournament at Montreal, Que.
26, 27—Virginia State Division L. A. W. Meet at Norfolk, Va.
31—St. Louis Bicycle Track Association Tournament.

SEPTEMBER.

2—Albany, N. Y., Wheelmen's Tournament.
2, 3—Hartford Tournament.
5—20-mile Road Race at Hartford, under auspices Hartford Wheel Club.
20—Michigan State Div. L. A. W. Meet at Ypsilanti, Mich.

OCTOBER.

4, 5—Peoria (Ill.) Bi. Club Tournament.
8, 10—Cumberland County (Pa.) Agricultural Society, Carlisle, Pa.
23-29—Macon, Ga., Race Meet.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

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DEVOTED TO THE INTERESTS OF CYCLING.

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BOSTON, 9 AUGUST, 1889.

Volume XIX. Number 15.

VICTOR

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599	46	Victor Junior,	50.00	45	4	3	1
597	48	Otto Special,	60.00	35	5	4	2
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604	52	Columbia Expert,	132.50	80	7	1	2
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
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620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
632	40	Otto,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
639	48	Apollo Lt. Roadster,	135.00	75	3	1	1
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sanspareil,	135.00	40	4	2	3
651	51	Special Star,	130.00	68	3	Plain	2
653	56	Columbia Expert,	127.50	78	4	1	2
654	—	Victor Safety, ('89)	135.00	128	4	1	1
657	48	Columbia Standard,	85.00	25	4	4	6
661	50	Special Club,	130.00	60	1	2	2
664	—	Columbia Veloce Safety,	135.00	110	4	1	1
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668	53	Columbia Lt. Roadster,	137.50	70	3	1	2
669	51	Columbia Lt. Roadster,	135.00	80	3	1	1
670	50	New Rapid,	140.00	80	3	1	1
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672	—	Columbia L. R. Trike,	160.00	125	4	1	2
673	51	Rudge Lt. Roadster,	136.25	95	4	1	1
677	45	Special Pony Star,	120.00	75	3	Ball	4
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680	50	Columbia Volunteer,	115.00	85	4	1	1
681	—	Victor Safety, ('89)	135.00	128	4	1	1
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Additional Second-Hand Wheels on Page 421.



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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old ddress and 1888 number.

MESSRS. NEUMANN BROS., of 115 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 9 AUGUST, 1889.

DEATH OF J. PURVIS-BRUCE.

Taking up the daily paper on Monday morning last, we were completely overcome by the announcement which appeared therein that J. Purvis-Bruce, familiarly known to our readers as "Jack," had been drowned on Sunday whilst bathing in Chauncey Pond, Westboro. We could not believe it true; we hoped against reason that it would prove false. We could not bring ourselves to realize that the man we saw full of life and ambition only three days ago, was dead. But our hopes were rudely dispelled on receiving the following private telegram, dated Westboro, August 4:

"Jack drowned while bathing alone this afternoon [Sunday]. Body not yet recovered. Diver will search on Monday.

W. A. REED."

All evidence points to the theory that the cause of drowning was undoubtedly cramps. Jack had been putting in some training for a week past, and on Sunday he had been exercising hard all day; he had walked and run nearly twenty miles. He then ate a very hearty dinner and soon after started to run to Chauncey Pond (1 1-2 miles distant.) Here he took a boat and rowing out into the pond took off his clothes and was in and out of the water for 20 minutes. A Mr. Dean was watching Jack from the bank, when suddenly a cry of agony went up and Jack disappeared from sight. He came to the surface three times, but long before aid could reach him he had sunk for the last time. The time of the accident was about 3.30 P. M. The alarm was at once given, but the most persistent efforts failed to secure the body, and so Mr. Reed wired the Boston Chief of Police for a diver. Two of these experts arrived on Monday at 6 A. M. from Boston and at 10.30 A. M. the body was recovered.

Beneath a thin crust of eccentricity glowed a heart as true and pure as gold, and that heart is now forever stilled and a life of bright promise has been brought to an untimely end. We have only personally known Mr. Bruce for about four months, but during that time we have had opportunities to know him as he was. We had grown to regard him for his real worth; we had been permitted to see below the surface, and we saw revealed a character which was an honor to mankind. His enemies admired him and his friends loved him; some of his acquaintances laughed at him. True, original, eccentric and frank. None can accuse Jack of insincerity. He was outspoken to all alike—he kept nothing back; perhaps too outspoken sometimes "for policy's sake," but he hated duplicity, he despised "Uriah-Heepishness." His greatest fault was his loyalty to his own ideas and principles, which were honorable, to a degree eccentric.

Personally we shall miss him as though he were a brother, the press will miss him as a fearless writer who was full of vigor and wrote in vigorous language. He was not afraid to write or talk, as he analyzed or saw matters; he was a CHARACTER, not a colorless specimen of humanity.

There were some who failed to delve below the outer crust and find the real man; they simply saw his oddities, but it was our privilege to discern beneath the cloak a germ of value, the thoughts and character of a TRUE MAN.

A most curious and painful incident is that of the telegram in last week's WORLD from Minneapolis in which it is stated "Jack's" death was rumored. The fact of Jack's death will reach Mr. Stockdale before the fac-simile which appears in the WORLD reaches him.

THE FUNERAL.

Sitting here at "Jack's" desk, on "Jack's" chair, and looking out of the window in full view of his final resting place, we pen the last sad facts of this painful catastrophe.

Mr. W. A Reed, on Monday, cabled Jack's father for instructions, saying that the body would be preserved in such a way as to be capable of transporting across the water if wished, but on the other hand, if Mr. Bruce preferred that Jack's body be buried in America, the use of Mr. Reed's family lot in the cemetery at Westboro being generously tendered.

Mr. Bruce chose the latter course, and so at 4.30, August 6th, surrounded by nearly a hundred sympathizing friends, Jack's body was laid at rest forever.

All services were conducted at the graveside by the Rev. D. Augustine Newton, who used the church of England burial service, read from a book of common prayer owned by Jack. A quartette, composed of the following men in the employ of the White Cycle Co., rendered a couple of beautiful selections: Geo W. Toney, first tenor; H. W. Butler, second tenor; H. G. Barr, first baso; R. T. Vinal, second baso. The bearers were Allen W. Acorn, A. L. Whitney, J. S. Bradly and Harry Morgan.

All the men in the employ of the White Cycle Co. were present at the services, as also were President White, Secretary Peck and all the directors except Dr. Corey, who was confined to his house by sickness.

The casket was enclosed in a heavy pine box lined with zinc and hermetically sealed, in anticipation that the body would be sent abroad. The box itself was covered with flowers and ferns, which he loved so well.

The services were simple and impressive and there was scarcely a dry eye to be seen. It was an ideal summer day, just such a day as dear old Jack loved, and so amid the tears of those who had learned to love him, even though friends of recent date, the coffin was lowered and the solemn words, "ashes to ashes," closed

the services. After securing a rose from a wreath and a pebble from the grave side we sadly and silently turned away.

During the services the Rev. Mr. Newton read the following beautiful poem, written by Dr. Corey, one of the directors of the company:

Far from his native land—the mighty deep
A thousand leagues, its restless billows sweep,
Betwixt his kindred, who in vain must wait
His form appearing at the homestead gate.
Loving to roam his daring spirit found
All men his kindred and with friendship bound,
The recent stranger by that chain unseen,
Which made all feel the friendship long had been.
He came among us as the opening flowers,
Broke from the bondage of grim winters powers,
And like a vine with many tendrils set,
Made fast some clinger to each man he met.
Now cold he lies, each generous impulse hushed;
Each springing hope by death's dread pressure crushed;
Life hence has fled, this bruised and shattered bowl,
Has lost its tenant, an IMMORTAL SOUL.
Upon this grave will fall no parents tear,
The earth must close without a loved one near,
No brothers fondness, nor a sisters care,
To the sad spot at evening shall repair;
He sleeps alone,—yes so we all must sleep,
Though scores of mourners at our grave side weep.
To-day is ours, we mingle with our kind,
And pressing duties in our pathway find;
Defer them not, for ere to-morrows sun
His circuit makes, our journey may be done.
It matters not to us when comes that time,
Be it in foreign lands or in our native clime!
Each for himself the gloomy path must tread
All men are *strangers* 'mong the silent dead.

CHIEF CONSUL BULL is not the kind of a man to close his eyes to evils if they do exist, and his manner of handling the evil of hoodlumism shows him equal to the occasion. We commend his circular in the official department of this paper to the careful perusal of all our readers.

A GERMAN, on a machine manufactured in the Fatherland, has lowered England's colors on the racing path. Lehr, the German, will figure as mile champion of England for 1889. We are pleased at this victory because it is the result of upsetting the plans of riders who have hitherto resorted to the pernicious and sport killing habit of "loafing." It is not sport to dawdle through three quarters of a mile and then sprint in at the finish. This is the first time, we believe, in the history of cycling, that a foreigner on a foreign made wheel has invaded Albion and plucked the prize at the Cycling Derby.

THE Boston *Herald* is doing good work in calling attention to the disgraceful condition of the Hub's highways. There was a time when Boston's streets were a source of pride to its residents, but alas! that day is now past. The license given private corporations to tear up the streets is poor municipal policy and should be regulated. We think some good may come from the *Herald's* bill of particulars.

CHALLENGE ACCEPTED

To Mr. Murphy.

The date you set for the race between us is satisfactory, unless from some cause the Hartford races are postponed so as to interfere. If this happens we will race the next Saturday, Sept. 14. As to the weight of the wheel, after reconsidering the matter, it don't make any difference to me so long as either rider can change wheels when he pleases. Neither wind or rain to postpone our race. I would prefer to race for a rifle as I have medals enough already, and what are tney good for anyway? I am not in the gun business either, but I do use a rifle some when I get time.

Yours very truly,

WILLIAM VAN WAGONER, Newport Co. Wheelmen, 17,291.

HERE & THERE

NEW YORK.

"HAWKSHAW."

THE street improvement craze has struck New York hard. and it is no longer a question as to whether they shall be improved but as to what is the best surface to lay upon them. To discover what constituted the best pavement, the city sent Mr. Stevenson Towle abroad to look into the practical workings of modern road surfaces throughout Europe. Mr. Towle has just returned from a six months' study of the question, both from a practical and scientific standpoint, and as a result of his observations, declares himself to be a firm adherent of asphalt, claiming that it offers fewer weak points and more strong ones than any other form of surface he has investigated. It stands the hardest traffic of London, meets every condition in Paris, and is accepted as the perfect pavement in Berlin, where the climate is as hard on streets as it is here. Certain then it is, that if the opinion of the cities' expert go for anything, that we are now in for an extended asphalt boom. Finding no other loop-hole for objections to this form of street paving, the supporters of the granite-block system of wheel destroyer have advanced a new and entirely original form of objection. They point to the fact that while Paris, London, Berlin and Washington are almost unbearable from the heat in summer, that New York has always been noted for incomparative coolness even in midsummer. This atmospheric condition of affairs they attribute to the absence of any amount of asphalt pavement here, and to its almost universal use in the other cities named. They arrive at this conclusion by claiming that the asphalt absorbs and retains heat in a much greater degree than any other form of paving, and claim that if it is extensively introduced here, that we may expect to see ourselves suffer from its heat producing qualities. There is an atom of truth in these statements, as against a ton of exageration, and if its opponents can show no better arguments against asphalt than this one, I am afraid that they are on the losing side of the question. It occurs to me that this is an example of the eleven fool jurors and the one wise one. It can't be possible that all the magnificent cities that have been named are wrong in introducing asphalt pavements, and that New York alone has discovered the fact, while they themselves are ignorant of it. With any extended introduction of improved roadways here such an increase in cycling will result, the like of which I am sure has never before been witnessed.

WE have a cycling mystery here, and it is none the less a tantalizing one, because the chief personage in it is a lady, presumably handsome, and certainly young. This mystery lays in the failure to discover the identity of a lady rider whose only personality up to date is her title of "the-lady-with-green-veil." Lady riders are as yet somewhat of a novelty, and as such, always receive more or less attention and the number of them who ride in good form is but a small proportion of their not numerous body, so that when one sees a wheelwoman correct in dress. and perfect in every detail of propulsion and control of her wheel, it is needless to say that as a thing of beauty she at once rivets attention and admiration. Now this lady "with-the-green-vail" is certainly the most perfect example of the beauties of cycling that this village has yet seen, but who she is or where she comes from or goes to, is one of those things no fellow can find out, though the number of those who would like to do so is not small. This fair mystery is mounted on a light woman's bicycle and when ever met upon the road is bowling along at a good eight-mile-an-hour gait, which seems to be the easiest thing in the world for her to maintain, but at all times and under all circumstances her face is concealed by a thick dark green veil of such density that I am at a loss to understand how she can see her way through its folds, certainly she does though, for a more skillful avoider of road obstructions could scarce be found than she is. I have made numerous enquiries as to who the lady was, but though my wheeling acquaintance is not small, I have yet to find anyone who knows more of her identity than I do, and that is nothing at all. The man with the iron mask remains to this day a mystery, and I verily believe that this "lady-with-the-green-veil" is going to take the same place in cycling history that the masked gentleman occupies in that of France.

BOSTON NOTES.

"TONEY."

THE local racers are preparing for the Hartford tournament and the old training grounds of many brilliant lights. Chestnut Hill Reservoir, is always on an evening crowded with aspirants for fame and honor on the cinder path. The new path at Franklin Park has already become a favorite training place for *embryo* track heroes. If every candidate for track honors should meet with the same fate as did G. M. Worden, the noted hill climber, many of them would decide at once that they are not good and fit subjects for the race track. That individual was recently training with a 60-inch racing wheel at Franklin Park when he came across Charlie Daniels. Of course the usual salutations of the day were exchanged, and then Worden requested Charley to hold the watch while he spurted around the track. The ever-accommodating gentleman from the Y. M. C. A. A. took the watch, and consequently the man of muscle started on the trip around the track. He pushed the old machine for all he was worth, and when coming up to the finishing post a small boy yelled, "The other fellow went away." A few days ago Mr. Daniels came in contact with the writer and told him the story of how he got tired of waiting for Worden, and rather than lose his supper he postponed the pleasure of telling Worden in what extremely fast time he made the mile. It is stated that the honorable member of the Manhattan and Press Cycling Clubs is now looking for a person who desires to purchase a racing wheel.

MANY persons with whom I have spoken seem strongly in favor of having the office of the secretary-treasurer of the division located in Boston. They argue that if such was the case the business of the division could be carried on more efficiently and quickly, as instead of having to send all his orders and papers to the secretary in the western portion of the State the Chief Consul would only have to come down town to converse with the secretary-treasurer. Then, again, that individual can attend the meetings of the board. League members have no fault whatever to find with the present incumbent, and I think they have already shown such to be the case by nominating him for and securing his election as one of the vice-presidents of the national organization. I see that the *Herald* is booming Charles H. Howard for the position, and that Charley is booming "Kerosene" for something or other. Charles Howard is certainly a good man for the position, and deserves the support of the wheelmen, but I certainly dislike he and Kerrison exchanging compliments through their respective papers.

THERE seems to be a little jealousy existing between Dave Drummond and Peter Berlo, and there is no doubt but that when these gladiators meet once more there will be a hard tussle for the supremacy. It is the outcome of the Fourth of July races, and was all brought about by Berlo refusing to allow Drummond (who was at that time a fresh man) to race in the final heat of the quarter-mile safety race.

COTTAGE CITY will this week miss more than one congenial spirit, and the wheelmen who took such great care of Vice Consul Robinson, and "Jamaica Ginger" Mossman will weep great big tears of sorrow when they discover that their friends are not among the meetites this year. They are travelling over the European Continent by means of steam locomotion instead of foot propulsion, and are a deal more lively than the members of the Elwell party. Nor are they the only persons who are vacationing in other climes, as ex-Capt. Roope and Albert McLean, of the Cambridgeport Club, are in Nova Scotia, and J. B. McCune will sail for Europe later on.

LATELY while talking with the bicycle editor of one of Boston's great newspapers I learned that Tom Eck was to start for Australia with his female attractions, and that in a letter to the editor he hinted that a full page article giving the cuts and histories of his different women would be very acceptable.

SYRACUSE.

"SALINA."

WESLEY YALE and Ed. McDougall leave on the 20th for a week's touring in Canada. A delegation of Syracuse riders will be at Richfield Springs on the 14th August to witness the races to be held there. Irving Fuller of Rome —a Syracuse favorite—will be there and will be backed by the Syracuseans to the extent of their pile. By the by, will some Roman kindly ask Irving how he likes the Syracuse ice cream?

ED. S. PETRIE has placed a cigar stand in the club rooms, a great convenience to the smoking contingent. but we don't all smoke; some never did for fear they would be sick; others have sworn off and are bound to keep their vows.

HARRY SCHELL left on Sunday, the 4th August, for Buffalo by wheel. He was accompanied as far as Seneca Falls by Messrs Avery and Hatt.

"SALINA" regrets very much the action of the authorities in giving New York and Brooklyn the State meet. Neither are centrally located, and for recreation and solid comfort neither city can give it in hot September. How much better would Alexandria Bay have been, with its elegant hotels, and splendid facilities for sport. But the decree has gone forth and to it we humbly bow.

GENIAL Charlie Wood has just returned from a trip by rail east. Mr. Wood had the misfortune to strain his knee a few week since, and it has bothered his riding to a considerable extent.

A FEW personalities: Pres. Wilson returned the past week from Boston; Treas. McChesney has returned from Block Island; Ed. Leighton has been South for the past few weeks; Sec. Cherry spent Monday last with the Buffalo wheelmen; Messrs. Gere, Petrie, Wood and Cherry leave early next week for Richfield Springs.

MEMPHIS.

"ANCHOR."

THE hopeless collapse of the long distance race is but another instance of how utterly inert things bicycular are in the city of Bluffs. Mr. Seelig had obtained a big lead over the others the hind fellows just flunked clean out. Mr A. Alberts was the only man who seemed to care about going on, but the majority ruled, and so the old race went to smash.

WHY Memphis, with the second largest League membership in the State, should be so slow in all matters furthering the interest in cycling I cannot understand. For the past few weeks several of our energetic young fellows have tried hard to work up enthusiasm on the club question, and as they thought they had awakened sufficient interest among wheelmen, a meeting was called at Mr. Seelig's, but to the chagrin of the promoters only five men showed up, and so that scheme had a cold water bath and collapsed. Verily Memphis is a dead city so far as the wheelmen are concerned.

DR. SCHERER took a spin the other day on his safety, and feeling pretty good, he undertook to run down a couple of dogs that were playing in the middle of the road. The dogs were hurt, and the doctor was sent flying. On assuming the perpendicular he took stock of damages, and found that one leg of his breeches was split from the knee up to the waistband, but a few pins repaired damages, and the doctor remounted and started again on his way, but alas. another dog ran in front of the doctor's wheel; this time, however, the dog got the worst of it, both wheels passing over his body, while the doctor kept his seat.

MR. P. GLUCK, now in the *effete* East, is expected home soon. He wnnt away a single man, and rumor hath it that he will come home with a Mrs. Gluck on his arm.

MR. WM. WOOD, who for the past five weeks has been very sick, is once more on his feet.

MR. WHITEMORE again took the honors in the 10-mile dash on the poplar Boulevard, making the run in 41.30 against a strong wind last Tuesday. Once more Whit., and the medal is yours sure.

MESSRS SEELIG and Scherer will make a tour through Arkansas in a few weeks.

NEW ORLEANS.

"NOKOMIS"

R. G. BETTS, the sturdy and pushing little Captain of the Louisiana's has resigned that office on account of his change of residence. His new home will be New York City, for which place he will leave on the 15th inst. To say that his fellow members regret this is putting it mildly. It was Betts who started and organized the Club, and it was he, also, who started the Club House project, and the knowledge that they will lose him, and that he will no longer be with them on their club runs and the immortal "Sugar Cane and Watermellon eats" puts a kind of quietus on the whole club. He will indeed be missed, for there is no one that can ever take his place or fill his office as he did.

L. FREDERICK, has been elected Captain. Frederick held the office of Lieutenant, and his promotion is but a just tribute to an earnest and faithful worker in the interest of the club. W. C. Grivot, ("Potts") the clubs schemer succeeded to the office of Lieutenant.

THE Club House of the Louisiana's is now an assured fact. The plans are made, specifications drawn up, lots selected, and in ten days they hope to have the ground broken. The members are very enthusiastic over the prospect of the house, and when the house warming takes place—don't mention it.

HARRY H. HODGSON, whom all members at the last meet no doubt know, has been re-elected to Chief Consul of the Louisiana Division L. A. W. This is Harry's third term. Harry is a jolly good

fellow and a hustler. J. W. Dodge, has been elected Secretary-Treasurer.

Our League Races will take place on or about the 13th of September next and bids fair to eclipse all former efforts made in that direction. The racing board are to meet shortly and perfect all arrangements and races, when I will give the result to the World.

On the 4th there is to be a great (?) race between Shute and Harris of the Louisiana. A feud has been brewing between these two for a long time over the question of which is the faster of the two. They can each do a mile in about 4 minutes. Each is in training and is going in for blood, and to say that the race is going to be exciting is putting it mildly, and in my next I will give the result of it. Every wheelman in town is going to witness it, and the number of bets made on the result is a "legion."

PORKOPOLIS NOTES.

"STAR."

The C. B. C. are sadly in need of a new set of tunes to use when on a club run, as the present assortment has been in such constant use that they have become somewhat threadbare. The steamboat has gone "around de bend" so often that it has actually worn a crease in the river. Everybody within twenty-five miles of Porkopolis has "heard dem bells," as also Marqua's declaration that "He believes it, for his Mother told him so" and that he is going "down to old Virginny to see his darling Chloe," and that his "Mother may never! never! press him to her heart again."

It is indeed encouraging, in looking over the list of July 26, to see that twelve of the applicants for membership in the L. A. W. belong to that sex of whom it is said:

"Oh Woman in thy hours of ease,
Uncertain, coy and hard to please;
Thou'rt but a vain and fleeting show
For Man's delusion giv'n
When seen too oft, familiar with thy face,
We first endure, then pity, then embrace."

The next national meet should by all means be held at Niagara Falls, for if there is anything in which a wheelman delights it is an abundance of fresh water.

In "The pavement question in New York City" in the World of July 26, two statements are made that are not exactly true: first that the asphalt pavement in Cincinnati satisfactorily withstands the heavy traffic, and second that Cincinnati did not have very heavy traffic When the "four million" bill passed the legislature and before it was decided what kind of pavements should be laid, the opponents of asphalt claimed that in no city in the Union was there as heavy loads hauled over the streets as here, and for that reason asphalt would be useless. Those in favor of it, however, claimed that all an asphalt pavement needed to make it durable was a good foundation. A compromise was made and some of the streets were paved with asphalt and some with granite, particular attention being paid to the foundation in both cases. Our traffic may not be very heavy, but it strikes me that a load of ten tons is heavy enough, and a great many vehicles haul that much at one load At any rate it was soon found necessary to keep loaded wagons drawn by more than two horses off of the asphalt pavements, but even this did not save them, for they soon wore into ruts and holes and a gang of men are almost constantly employed in patching them. None of our vehicles have tires wider than five inches. Now if we could require wagons with a capacity for one ton to have a three inch tire and add an inch for each increase of a ton in the load, so that a ten ton load would run on twelve inch tires, our asphalt pavements might not only last longer, but our bowldered and macadamized streets would be kept smooth and even instead of abounding in ruts and holes as at present. A combination pavement might be made that would be smooth, durable and afford a good foothold for horses, by laying smooth iron rails about eighteen inches wide, parallel with the curb and about as far apart from centre to centre as the tread of an ordinary vehicle, and paving the intervening spaces with granite. This would be as smooth and not any noisier than asphalt and as durable as granite.

On the last Sunday in July the C. B. C. were entertained by Mr. and Mrs. Julius Benckenstein at their residence near Wyoming. The run was well attended. Little Hilda Kempton was there on her safety. The boys amused themselves by kicking foot ball, boxing and base ball. They also had a sham fight, one side being commanded by the captain who prudently remained out of range. An amusing episode of the fight was the capture of the bewitching Nash. In attempting to execute a flank movement, he had just obtained a good position behind a tree when he was pounced on by the wily Miller before he had time to fire an apple and had his cap full of ammunition confiscated. On the return the boys met a combination of spirited horse and excitable female and when about half of the procession had passed, a scream from the woman frightened the horse so that he whirled about, knocked Hinkler trom his wheel and trampled both him and his machine. The wheel was a wreck and it is a miracle that the rider escaped serious injury.

CHICAGO.

"THE STROLLER."

The Chicago's Indianapolis - Cincinnati run has been postponed until Aug. 31 and Sept. 1. Taking train Friday evening the club will go to Indianapolis, starting from there Saturday morning. A run of only 70 miles will be made. when the remaining distance to Cincinnati will be ridden Sunday, arriving there about 4 P. M., returning to Chicago by rail Sunday night. If any one will guarantee that this will not be a Thorne family scorch I should like to go with the boys—that is, by rail.

The Lincoln Club boys have returned from their camping party and all report having had a first-class time. Some 20 of the members, with their "better half's" and "bests," made up the party, and the camp was near one of those picturesque lakes with which Wisconsin abounds, near Genoa Junction, Wis. Frank Spooner and George Jenny were the originators of the scheme and did much to make it a success.

A long-felt want has at last been supplied by an enterprising firm on East Jackson street, who have established what they are pleased to call a "Bicycle Reservatory," that is, those of us who ride down town in the morning to business can leave our wheels there during the day, and more than this, the firm promises to inspect, clean, and oil all machines daily. They can count on me as a regular patron from the start.

It is astonishing, in spite of all that had been said and written, how many wheelmen insist on riding on the sidewalk at every opportunity, and it is not the boys who are alone in this, but you will find old club members and bearded men of 40 years' growth who are the offending parties, and then they all rise up and kick about the "rights of wheelmen" if our city fathers even talk of passing a few ordinances in regard to cycling in the city limits. Well, in everything of late years we wheelmen have been very leniently dealt with, but how long can we expect a continuation of this if we insist on making nuisances of ourselves, as some of our riders insist on doing.

BALTIMORE.

"NORVAL."

After travelling nearly a thousand miles J. B. Johnson, Arthur H. Woods and Irving Woods of Jacksonville, Ill., passed through Cumberland, Md., Friday the 2d, en route for Washington, D. C. They left Jacksonville July 15. They were delayed four days on account of broken wheels.

In reply to his letter concerning the Pimlico road, published in this column recently, Chief Consul Mott has received following from the Mayor under date of July 24:

"My Dear Sir: I have received your letter of July 19. I have referred this matter to the City Commissioners. It will, however, require some action on the part of the City Council to make the appropriation required to do the work. The Council does not seem much disposed to spend money in the lately annexed district at present. When the council meets I shall call its attention to this matter. The road is one of the most popular in the neighborhood and should certainly be kept in most excellent condition.

Ferdinand C. Latrobe, Mayor."

The Crescent Club elected George Dubrenil a representative to the Division Board of Officers, with Dr. J. J. Bowersox as alternate.

It is understood that Isaac Hinds of the Baltimore Club and Walter Ash, of the Centaurs, have arranged for a race to be run the week before the team race for the Citizens' Cup. The races will be one, three and six laps around Druid Lake, and the first and second will be run on Wednesday and Saturday of week named.

A local League of the American Wheelmen was formed at Wheeling, W. Va., July 30, with about sixty members. C. B. Hart, editor of the *Intelligencer* is President, C. E. Irwin, Secretary and Treasurer, and F. E. McCoy, captain. Like organizations have been formed at Martinsburg and Huntington and other places throughout the State will follow. A State League will be formed in a week or two.

At a meeting of the District of Columbia Division of the L. A. W. held recently the following officers were elected: Chief Consul, Geo. S. Atwater (re-elected); Vice Consul, Norris Mac Daniels:



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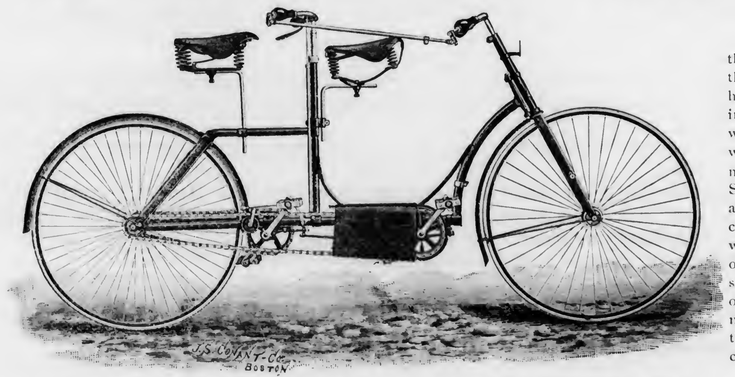
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Representative to the National Body, Chas. Neale; Secretary-Treasurer, W. H. Stearns. Chief Consul Atwater's annual report contained much that was interesting and was received with applause. It was voted to hold a series of moonlight runs, commencing Aug. 7, and it is hoped that all the members will participate.

NEWS AND COMMENT.

THE town of Danvers, Mass., at the last annual meeting, adopted a by-law prohibiting the riding of bicycles and tricycles on the sidewalks; and last week notices were posted by the selectmen. The first two offenders are Dr. W. W. Eaton and Lawyer J. W. Porter, against whom warrants have been issued for riding tricycles on the sidewalks.

A LARGE delegation of Buffalo's fair bicyclists will probably attend the Toronto bicycle meet to be held August 12. The Toronto wheelmen are anxious to show how gracefully ladies can manipu- the single tracker.

C. G. CORNELL, while training on the Hartford track the other day, took a violent header and was unconscious for four hours. At last accounts, however, he seems to be all right again.

THE Newport Wheel Club of Covington, Ky., propose to spend two weeks in camp on Kinnikinnie Lake. They will go by boat to Vanceburg, Ky., and from there over land to the lake. They will carry with them two large row-boats, fishing tackle, tents and all other paraphenalia necessary to making life in the woods pleasant.

WEARERS of cork legs can perk up and have courage, as we learn that Huntington, Pa., boasts of a gentleman with a cork limb, who is an expert bicycler.

A WORLD'S bicycle tournament is among the projects spoken of in connection with the proposed international exhibition to be held in New York during 1892. The Manhattan Club have been agitating the scheme.

THE Wilmington, Del., Club will probably give a series of inter-club races this fall. The scheme embraces a series to be run at Orauge, Wilmington and Springfield. We hope to have particulars.

EAST HARTFORD, Conn., looks to William James as the racing man who will carry the colors of his native city to victory at the coming Hartford tournament. Mr. James is a new star to u-, but we hope he will meet "all the requirements."

THE cycle thief is abroad in Bridgeport, Ct. He broke into Wilkinson's store and got away with a safety.

IT is pretty tough to come into collision with a cantankarous dog and take a cropper in consequence, but it is rubbing it in when the owner of the pup, sitting under his own vine and fig tree evinces every appearance of delight at the discomfiture of the poor cyclist. To the injured we would say, remember the laws of the State permit the killing of unlicensed dogs anywhere, and also the killing of *any* dog that attacks you on the public road.

CAPT. W. NEWMAN of Cambridge, Mass., expects to go abroad August 24.

THE term of E. A. Bailey's suspension is up and now Mr. B. can return to the amateur path, we hope a wiser man.

THE Philadelphia clubs nearly all seem to have gone daft on the question of mileage. A majority of them offer mileage medals to be competed for by members.

THE Jersey tourists who are doing the State of Maine have had a very wet time of it. They are convinced that Maine is a cold water State of the most satisfying character.

A BRIDGEPORT, Ct., wheelman is credited with saying that "the League of American Wheelmen would back up any member of the League whose wheel had been stolen, nnd would prosecute the offenders." Our friend has overstated the fact. The mission of the League is not to stand the expense of recovering stolen wheels.

IT seems strange that certain repairs on wheels cannot be made in San Faancisco. We hrve before us an item stating that a certain wheelman had to send his wheel East to have it properly repaired.

THE action of the L. A. W. in suspending R. H. Davis does not seem to have affected the N. C. U. to sustain and recognize that action and forbid Mr. Davis to start in amateur events. There should be a better understanding between the two great national bodies than this state of affairs would indicate.

THE Belmont—Taunton road race was declared off "because the L. A. W. rules do not allow of the mixing of safeties and ordinaries in races." The Belmon—Taunton men are wrong: the L. A. W. does not recognize road racing and so the mixing of the classes of machines in *road races* can be indulged in by all without fear of incurring the wrath and action of Chairman Davol and his fellow committee men.

A PHILADELPHIA paper wants to know if the timing of Van Wagoner's feat of riding the mile in 2 48 3-8 on a safety "hands off," was correct? and also as to the measurement of track. Both were correct, gentlemen.

IT does us proud to have our items of news copied but when we see a paper like the *Item* of Philadelphia cut *seven* items *whole* from our paper without so much as "thank you" we feel as though we wish it were otherwise. We expect to steal news, but not to crib the identical language without a credit. The *Item* is not the only one that does us the honor.

THE English papers are thoroughly aroused over the report that appeared in a Providence paper to the effect that a ladies' race would be held at Cottage City this week. Our English contempoaaries can still their fears. There will be no ladies' race. The statement to the effect there would be, was bold, bad *canard*.

THE meeting at Cottage City promises to be one of the most pleasant of the year.

EUROPE just now is over-run by touring cyclists from the U. S. There is scarcely a city of any prominence but what has a representation "doing" the old world a-wheel.

As to the practical use of aluminum in cycle structure it can be judged, by the fact that the *raw* material alone needed to construct a 12 pound machine would cost nearly $100. This together with the cost of manufacturing and the difficulty in manunpulation, places the fact of machines being made out of this material a matter of *much* doubt.

IN the District of Quincy, Mass., August 3rd. A. Gilchrist, Arthur C. Heald of South Weymouth, for riding a bicycle on the sidewalk in that town was fined $3 and costs.

THE annual outing of the New York Bicycle Clubs will be held to-morrow Aug. 10. Base ball and general shorts will be a feature.

W. VAN WAGONER, is after scalps this year, he is issuing and accepting challenges right and left and now he is after E. C. Anthony of Taunton, Mass.

L. H. WISE, of the Long Island (N. Y.) wheelmen leads his club in mileage with a record of 3,123 miles. W. Schmid comes next with 2,459 miles. The "leather medal record" of this club is 342 miles

THERE is some talk of a new bicycle factory being started either in Toledo or Cleveland Ohio. The gentleman's name connected with the rumored enterprize is N. A. Lozier.

THE Boynton Bicycle R. R. Co. have taken steps to build a road on Coney Island, but alas an injunction was prayed for by property owners on the ground the Bicycle R. R. was an experiment and one that tended to injure their property. Injunction granted. The ways of the inventor are not laid in happy lines.

THE Dominion *Churchman* comes out with an article against the habit of cycle riding on Sunday. We cannot reproduce the whole article but we clip one paragraph therefrom. We do not endorse the idea that Sunday riding is "ostentatious defiance of public opinion" that is going to far:

"We sympathize warmly with young men in cities who have a longing for fresh air on Sundays. But we are unable to see why in order to obtain a breathing of pure air, they should ride their wheels many miles over dusty roads during all hours of Sunday. The utter disregard for the Sabbatical rest shown by cyclists their apparently ostentations defiance of public opinion, shown by riding so much when others are on their way to Church, by no means do credit to the judgment or feelings of these young travellers, who display a degree of moral obtuseness, or indifference, which bodes ill for their future."

CERTAIN wheelmen of East Hartford, Ct., are piscatorially inclined, and they have organized a party to sail away to Montauk and lure the festive cod to destruction and the frying pan.

EVERY pleasant Sunday on the sands of Nantasket can be seen hundreds of wheelmen who have cycled from nearly every point within 40 miles of that popular beach.

PRESIDENT Leescomb has been showing courtesies to President Perkins, of the Cambridge Club, while the latter sojourned in Gotham lately.

THE stingiest man in America lives near North Attleboro, Mass. He chains his pump handle so that the water cannot be "extracted" without permission or pay!

COLIE BELL, ex-captain of the Minneapolis Bicycle Club, leaves next Wednesday for Olympia, W. T., where he intends to engage in business for himself. Minneapolis will lose in him one of her mos t enthusiastic wheelmen as well as fastest riders, and as fine a fel low, in the 'Parson's" opinion, as ever walked the footstool.

C. R. CULVER wheeled from Springfield to Boston, a distance by road of a little over 100 miles, in 11 hours time.

THE tour of the Scranton Bicycle Club promises to be one of the great tours of the season. The start will be made from the club house, to-morrow, Aug. 10, and will not be limited to the members of the club. The party will tour through to New York, taking in New Jersey, Deleware Water Gap, Trenton Falls, Richfield Springs, Cooperstown and Berkshire Hills. All bad roads will be trained, but most of the tour will be done on wheels. All stoppage will be at league headquarters. It will be one of the tours of 1889.

MESSRS. MCCURE AND DAY, of Wheeling, W. Va., are now touring through Ohio, and in the neighborhood of Concord, stopped at a farm house for water. A man was coming out the gate and without noticing the bread in his hands, they asked him if they could get some water there? He replied that he "did not know, but that he was a *tramp himself*."

MR. C. E. PEAKES, of Roslindale, Mass., writes: "Will you kindly ask through the columns of your excellent paper for the best route to North Berwick, Me. Should like as for as possible the streets from town to town, if this would not be asking too much. Also if there is good riding in the vicinity of York, Berwick, &c."

WILL some one who knows please write H. Gallion, of Albany, the best route from Albany to Hartford. The bad spot is from Great Barrington to Springfield. Any information on the subject will be very thankfully received.

ERRATA.—In our article on the Albany tournament our types gave the date of same as "Sept. 31." It should have been Aug. 31. Also we spoke of the Albany tournament as being "four days" before the Hartford event. We should have said two days. Please note corrections.

ROUTES WANTED.—Please inquire through the WORLD for the best route from Shamokin to Sunbury, Pa., and whether it is a good road. Fraternally, GEO. W. CLIFF, 36 W. Johnson street, Germantown, Pa.——Will anyone give me some points in regard to roads, hotels and route from Toledo, O., to Cincinnati, O. On the way I wish to visit Columbus, Dayton, and Springfield, O. Where can I purchase an Ohio road-book? FRED A. BECKER, 831 Broadway, Toledo, O.

NEUHAUSEN, SUISSE HOTEL SWEITZERHOF.

FROM MURREN TO FREIBURG.

RHINEFALL, July 20, 1889.

After our wet Sunday at Murren, all were glad when the time came Monday morning to climb down the mountain side to Lauterbrunnen, ride to Interlaken en route for Brunig Pass.

After an early breakfast, the sun shining bright and warm in sarcastic glee at our departure, we strapped on our knapsacks, took up our dainty chamois horn (?) tipped alpenstocks, and started. As we tramped down the view of the silvery Jungfrau and the grand range of the Bernese Alps was better than we had before seen. In the bright rays of the morning sun the snow-clad peaks loomed up in all their awful grandeur, and our last view of them will always be remembered as one of the finest sights we have enjoyed in this land of mountains and lakes.

But of our climb down! If our ascent had been difficult, our descent was infinitely more so. With "seven-league" strides we jumped adown the stony path, emulating the frisky chamois or the agile goat. To those of us whose averdupois exceeded two hundred odd pounds the misery was extreme. At the first station, one-third way down, four of us were glad to capture the only two available sledges, and by a series of bumps, bangs and skirting of precipices on one runner, we four lucky ones reached Lauterbrunnen quickly. We also escaped the tired muscles and sore limbs, of which all the others complained for the next few days.

Arrived at Lauterbrunnen our wheels were found, luggage strapped on and the eight miles of down grade to Hotel Jungfrau in Interlaken, accomplished in forty minutes or less.

After lunching at Interlaken and spending a few hours seeing the town, buying photos, etc., we mounted for Brunig.

Along the beautiful Lake Brieuz over a perfect road skirting the shore, we rode for ten or twelve miles. Across the green waters, on whose mirror-like surface every mountain, chalet, waterfall were pictured, we could see the Geisebach Fall tearing down from the glaciers to the lake below.

After riding thus an hour or more we came to the pass, the road unmistakably ascending. A long wearisome walk of about four miles on a winding road, each turn of which disclosed new pictures of mountain, valley and lake, we arrived at the Kurhaus Hotel at the summit, and there spent the night.

Next morning, Tuesday, all made an early start as we had a large day's work cut out. From Brunig for several miles, over a road not too good, we coasted past little lakes nestling amid high mountains. The road often ran hundreds of feet up on the side of the cliffs, a three-foot wall guarding a thousand-foot precipice on one side, while on the other rose the mountain, towering into the clouds.

After thus travelling along over what we found to be the worst road in Switzerland, nearly all were glad when Lake Lucerne was reached. Here, twelve miles from Lucerne, at the foot of Mount Pilatus railway most of us took the boat up to Lucerne. The few who stuck it out, however, reported the road to Lucerne as the best of the day. After dining at the Hotel du Lac and looking about the charming little city a bit, all took boat for the Rigi. At Vitznau we debarked, left our wheels and took the cog-railway up the Rigi. An hour spent in the most horrible bumpetty, jerketty, thumpetty torture we arrived at the summit. A short stay sufficed as the thermometer registered about 40 degrees, a most uncomfortable change from 85 degrees in the valley.

All therefore, save three or four, took the first train down and then per wheel by a lovely road by the lake shore to Gersau for the night. Messrs. Beal and Bob White remained at the summit over night in order to see the sun rise. In this they proved very lucky, having had a splendid view of the rising sun and the range of snow peaks tinged rose-color with its slanting rays. They rejoined us next day at Zug.

At Gersau we enjoyed a pleasant evening at one of the cosiest little hotels we have been at in Switzerland. In the morning by general consent we started for Zurich (two days' run), forty odd miles. Along the cliff, winding by the beautiful lake of Zurich, through Brunnen and on under the shadow of the cloud-capped Rigi, we rode to Arth on Lake Zug, and thence along the lake shore to the town of Zug, where we lunched. The ten mile ride under forest trees along Lake Zug was one to be long remembered as of unsurpassed beauty. In the limpid green waters by the roadside one could see the fish plainly at a depth of more than ten feet. Across the lake lay a panorama of mountains, vine-clad slopes and picturesque villages. By easy riding we were at Zug before noon. The Hotel Boeuf, at which we stopped, is a most enchantingly quaint old affair, dating from 1480, and has been a hotel the entire time. In the dining hall (by the way, on the fourth story), is a gallery of paintings, the ancestors of the present proprietor, the ancient landlords and landladies of the house.

In the next room Goethe once slept during a visit to Zug. After lunch all visited the museum which contains relics of Swiss history away back to the Dark Ages. There also we saw a painting of the hotel made in the 16th century, showing the same facade as at present. After the arsenal and museum we visited the spot where 200 years ago two whole streets fell into the lake, as did also several other houses two years since. Quicksands account for these catastrophies, which cost many lives.

After our sight-seeing all started for Zurich, where, after a charming ride of twenty miles, all arrived safely. The road, after climbing a three mile hill, gives one a three-mile coast in view of the Lake of Zurich, and then runs by the shore some miles to the city. At the Hotel Bellevue, the finest in Zurich, we found comfortable quarters, the genial proprietor doing everything possible to make things pleasant.

At Zurich the next day was spent in sight-seeing, getting wheels repaired, etc. In the evenings the theatres and concerts were attended by most of the boys.

Zurich we found to be one of the finest cities we had visited; its streets clean as a new pin, its business buildings built to combine beauty with utility, and its people most hospitable and obliging. At the hotel were many American tourists, among whom some of the boys found old friends or townsmen.

Yesterday, Friday, we rode to Neuhausen, the falls of the Rhine.

On our way, by invitation of Hon. Mr. Catlin, United States Consul for Zurich, the proprietor of the Bellevue, and the Zurich Society for the Promotion of Traffic, we were escorted by local wheelmen, and a deputation of the above in carriage, to "The Waid," a suburban pleasure resort, where we were tendered a most pleasant little luncheon.

When the eatables and drinkables had been accounted for, the President of the Zurich Society, made in German, a very cordial speech of welcome, and hoped in years to come we would all return on (ahem!) our bridal tours to Zurich. This sentiment we cheered to the echo. After this Hon. Mr. Catlin replied for America in general, and our eloquent member, Mr. Beal of Ann Arbor, for our company in particular. After more speeches by Mr. Pohl of the Bellevue and others, we massed ranks out in the yard and saluted the Stars and Stripes which were flying aloft with three rousing cheers, after which "to horse" and away for Neuhausen and the Rhinefall.

Three of the Zurich Bicycle Club on a Rudge triplet, and Mr. J. Schmidt, Singer agent for Zurich, were among the wheelmen who accompanied us to the Waid, and they afterwards very kindly piloted us to Neuhausen and the Rhinefall.

The thirty miles ride to Neuhausen proved rather uninteresting, and as the road was rutty and rough and it rained all the afternoon, we were only too glad when we arrived at the Hotel Sweitzerhof.

We came upon the glorious Rhine at Schloss Laufen across the river from the Sweitzerhof, and there had our first view of the historic river, down whose banks we ride for the remainder of the tour now not far distant from the end—alas! After parting from our Zurich companions we crossed the river by a foot bridge just above the falls, and, winding our way up hill through the village of Nuehausen, were soon at our hotel.

The Sweitzerhof is the finest hotel in Switzerland, comparing favorably with our good American hotels. Among several hundred guests were many Americans with whom the boys were soon fraternizing and exchanging views. Among the guests were several American young ladies, which fact overjoyed the hearts of our susceptible companions.

In the evening the Falls were illuminated in our honor by electric and calcium lights. The sight was a glorious one when under the rays of colored light—red, green and blue as well as white—we sat and watched the mighty Rhine, thundering and foaming like a quarter-size Niagara down its rocky bed 300 feet below us. Although not to be compared to Niagara either in size or grandeur, still the falls of the Rhine are not to be sneered at even by an American. The river, about a quarter of a mile wide and very deep, rushes with tremendous force down a series of rapids, and then makes a plunge of about fifty feet over jagged rocks which shatter it into a seething mass of milk-white foam and spray.

Some of the boys took boats to a small rocky islet which stands in the centre of the falls, and from which a closer and better view is obtainable.

Saturday morning, the rain continuing, it was decided to remain over a day at Neuhausen and ride to Frieburg Sunday. A few of the boys preferred to ride it in the rain and so rest over Sunday in Frieburg, but the others are content to remain in snug quarters and keep their powder dry while waiting for the clouds to roll by.

PEDALS.

ATTENTION VIRGINIA DIVISION L. A. W.

THE Virginia Division meet will be held at Norfolk, August 26th and 27th, under the auspices of the Norfolk Cycle Club. We propose to make this one of the most successful meets ever held in this state: and with that end in view, earnestly request our brother wheelmen to co-operate with us, by visiting our "City by the sea" on that occasion. Arrangements have been made with the leading hotels, Atlantic, St. James and Purcell House and they have agreed to allow a very liberal reduction, $2.00 per day being the highest. First class boarding-house accommodations can be obtained for $1.00 per day.

Bring your wives, sisters or sweethearts, as the case may be, with you as special accomodations will be made for their comfort.

We have no hesitation in assuring you a good time, as we can offer inducements such as we believe cannot be obtained in other cities of the same size in the country. Let us enumerate a few: First and most important to the cycler is in regard to the roads.

When we state that our roads for a radius of nearly 10 miles, consist of fine, level, shell turnpikes, then we think we have "said it all," as nearly every rider knows what they are. Those that *dont* know, should come anyhow, as it is worth a trip of many miles to ride on a shell road.

The places of interest in and around Norfolk are too numerous to mention, so we will only dwell on those more particularly in season, viz., the seaside resorts. Virginia Beach, 18 miles distant and reached by rail in 45 min., has two very fine hotels, the Princess Anne and Ocean Shore Park. Here you can indulge in a dip in the old Atlantic, from the safest beach on the whole coast, from Maine to Florida. Ocean View, on the Chesapeake (but in sight of the ocean) is 8 miles from Norfolk and also connected by rail. Both of these places are easily reached a-wheel, the shell road extending for about one half the distance, the balance on a nice sidepath.

Daily excursions by steamer are made to Old Point, where is situated the famous Hygeia hotel. Be sure and take your wheel there, as a ride through the grounds of Fortress Monroe, Soldiers Home, and Normal School will amply repay you. Dancing every night at all of the above hotels.

Dont fail to visit our sister city, Portsmouth, which enjoys the distinction of having its finely laid-off streets transformed into shell-pikes. Then again the Navy Yard, just outside of Portsmouth, is well worth visiting.

As a special, last inducement we beg to remind you that this is the home of the hog-fish, soft-crab and oyster, so bear this in mind, dispel all doubts and come with a rush to help us "make merry and have a splendid time." For any further information apply to any of the committee:

A. A. O'NEILL, Chairman.
J. HUGH HENRY, 64 Bank street
W. J. STANWORTH.

F. CUNNINGHAM PURVIS-BRUCE.

"BORN ON THE WATER, DIED IN THE WATER."



THE subject of this brief sketch, and whose sad death we announce editorially, familiarly known by readers of the cycling press as "Gentleman John," and later as "Jack," was born at sea off Cape Horn about twenty-five years ago on board the British ship Great Victoria *en route* from New Zealand to England. Of Scotch parentage, it was held that he was a British subject, and his loyalty to his mother country is well known to his friends. At the age of 16 he was taken by an uncle to Calcutta, where he staid for a short time; then back to Scotland, and from there he was sent by his Scotch guardian to his father, who was at that time a planter in Mississippi. From this point he wandered West for a few months, and then back to Edinburgh, where he staid a short time, and then off to Egypt; back to the United States from Egypt, and out to Montana and Dakota, then to Japan and back to Minnesota. At this time Mr. Bruce was about 21 years of age. The past four years have been spent in Minneapolis, Scotland, and lately in Westboro, Mass., in which place he was in the employ of the White Cycle Co. at the time of his untimely death.

In appearance "Jack" was about the medium height. His head was a mass of dark brown curls, the complexion dark. His eyes were wonderfully expressive, steel gray in color, full and piercing; eyes that looked *into* you, not *at* you. His hobby was "Nature," and he was never so happy as when, with rod or gun, he was sauntering along the bank of a stream suggestive of trout, or walking over moor and through woods with eye and ear alert for game. He had no love for the crowded city streets and he disliked show and glitter with an honest dislike.

THE CONNECTICUT ELECTION.

THINGS are waxing hot in Meriden, Connecticut. The Hartford and the Bridgeport members of the L. A. W. are at swords points and the very old Harry is to pay. It seems that the Hartford members put up the name of Mr. D. G. Post as candidate for Chief Consul. The Hartford men say that before the nomination was officially announced a consultation was held with Local Consul Moore of Bridgeport and that he consented to go on the ticket as Vice Consul with Post as Chief Consul, but when the time came Mr. Moore veered round and nominated Mr. Calhoun Latham of Bridgeport as Chief Consul. The Hartford men claim that the time for Moore and Bridgeport to object was when Moore was asked to allow his name to be used as Vice Consul but to do as they have done is

not in good faith. Mr. Latham, it is claimed, has only been a member since June 27 last.

On the other hand the Bridgeport members scout the idea of bad faith. According to the Meriden *Republican* the Bridgeporters have been doing some lively hustling and electioneering to get their man elected, and have thereby stirred up the antagonism of the Hartford men who have gone in to defeat Moore of Bridgeport, who was nominated for Vice Consul.

This is all denied in a letter from the Bridgeport wheelmen published in the Bridgeport *News* of yesterday. They say they have done no electioneering for Latham, but that they will themselves vote for him as in good faith they are bound to do. At the same time the letter accuses Hartford of hoggishness, in wanting everything the League has to give, and concludes with a request to L. A. W. men to vote for Latham. They say that up to this time they have left the entire matter to the individual members of the division but are unwilling to remain silent under an imputation of bad faith. It is apparently a case of unnecessary unpleasantness stirred up by an injudicious use of type. The Hartford men deny the charge of hoggishness, but as things have turned they will try to elect Post and score Moore.

It is not the mission of this paper to espouse either side, our mission is simply to give facts as near as we can get them.

MR. PRIAL TO MR. SHRIVER.

Editor Bicycling World: Dear sir: I can see no reason why Mr. E. J. Shriver was permitted to drag into your columns a discussion of my nomination as a representative on my State Division Board of Officers. I read his letter with deep regret, and I trust you will allow me a brief comment upon it, as it is not just to me to leave a one-sided story presented to your readers.

At the meeting of the District Nominating Committee my name was presented, not by my solicitation, but each member of the committee having agreed that whatever name be presented from his club must be accepted. Mr Shriver nominated Mr. G. B. Watts, although the majority of the committee favored my nomination. Mr. Watts is a most excellent gentlemen and nothing has been advanced against him, but a number of my friends who thought I should be on the Board of Officers substituted my name for that of Mr. Watts. I enclose you the type-written letter which accompanied the ballot sent out, and will submit whether it is not gentlemanly and eminently fair to Mr. Watts. You will also note that the five gentlemen who nominated me represent the five clubs of New York City, and all are prominent in their organizations. It is unnecessary for me to say that I felt honored by their support.

I was in dread to allow my name to be used, because I knew that Mr. Shriver had objected to my nomination because I was a member of the "trade." It is unnecessary to point out that Mr. Shriver had slightly confused my business, which is among the learned profession, but I accepted Mr. Shriver's classification and I determined to indicate that "trade." It is scarcely necessary for me to consider the technical question as to whether I am or am not of the trade. It would be still more absurd to seriously consider Mr. Shriver's objection. Your correspondent "Hawkshaw" wrote an excellent paragraph in your issue of July 26, on the same subject. He held, as I do, that the trade made the sport possible and that they still continue to support it. It would further slim the emptiness of Mr. Shriver's arguments to recall the fact that Pratt, Fourdrinier, Dean, Weston, Jenkins, Aaron, Bassett and other press men have been prominent members of the League.

From the letters which I enclosed and which are personal and direct communications, you will note that my club, the New York Bicycle Club, was ready to give me its nomination as representative, which at once destroys Mr. Shriver's assinuation against my standing in my club. I will state frankly that I have the confidence and friendship of such members of the New York Club as I care to know intimately, and that advancement in the club has in the past been simply a question of subordinating ones' opinions to those of Mr. Shriver, and as I have not been very adjustable and never spent a moment's time in that manipulation which Mr. Shriver so much delights in, I have never even become much of a club figure, except that I was of material help in setting aside the New York Club's Board of Trustees' decision against Mr. Pitman, and that I presented the resolutions which induced Mr. Shriver to reconsider his resignation as president of the club. I will add, in conclusion, that I am proud of my position in the cycling world, humble though some may think it, and that the friendship and esteem of many of cycling's fairest and worthiest representatives prevents me from the acute itch for office in either club or League, which I have noted in some men I have met. Very respectfully,

F. P. PRIAL.

TWO-MILE NEW YORK STATE CHAMPIONSHIP.

ALBANY N. Y. AUG. 31.

The date of the third tournament and race meet of the Albany Wheelmen has been changed from Sept. 2 to Saturday Aug. 31, in order to make it convenient for those intending to take in the Hartford meet, on the following Monday, to stop off and compete for the valuable medals and prizes offered by this well known organization.

The 2 mile State Division Championship will be run at this meet for which a beautiful diamond medal will be the prize; also a 1 mile team race, 3 men each, for which a beautiful silk banner will be given, painted by Mr. F. J. Lawrence of Albany who has made many banners for the National Association of Oarsmen and other Athletic and Civic Associations.

It is proposed to tour from Albany to the Hartford meet starting early Sunday morning and arriving in time for the races on Monday and all visiting cyclers are cordially invited to join in this run through the Berkshires and beautiful Housatonic Valley.

The hospitality of the Albany Wheelmen has been tested by many tourists and visitors attending their meets, and this occasion will eclipse all former attempts if the everlasting out pour of liquid dampness will let up for a time and a few days of sunshine meted out to the prayerful wheeler.

THE RECORD BROKEN.

FROM TARRYTOWN TO YONKERS IN 38 MINUTES.

It was my good fortune one day last week, when taking a morning ride on my safety, to pass the club house of the Harlem Wheelmen, one hundred and fourth street and Lenox avenue.

I noticed several bicycles on the sidewalk, and the club house door being open, I alighted and placing my safety against the rail, entered. Here I found several of the club members preparing for a run. Major Lock, who answered my morning greeting, informed me that the party was about to start for Tarrytown where they would be joined by Pop DeGraaf and would dine at the Franklin House. The Major, seconded by Judge Newcome, insisted that I should ride with them. I was only too pleased to accept their invitation as the Harlem Wheelmen are the people and those who accept of their hospitality cannot praise them too highly; and before I returned from this day's trip I was willing to acknowledge that I had enjoyed myself immensely.

We left the club house about 9 A. M. and proceeding over McComb's Dam Bridge, a halt was called and the order given to remove coats. Here Judge Newcome, having no luggage carrier, Parson Schaffer offered to carry the coat on his wheel but some string being produced from the deep and endless pocket of Delaware Thomas, the Judge was soon mounted with his coat tied on the rear of his saddle. And off we went. A ride of an hour and twenty minutes brings us to Yonkers. Here we stopped at the Gedney House, a little lunch was partaken of, and while we were thus engaged we were joined by Pop DeGraaf, accompanied by two gentlemen from the Citizens' Club. We were agreeably surprised to meet Pop here as now we could continue on together. After partaking of a little more lunch we were off again, the pace being set by Pop followed by the Judge and the rest in turn until the end of the line was reached and there the smiling face of Delaware Thomas could be seen, ready with a pleasant word for every one and also for a header, if occasion offered.

Up Warburton Avenue and along the river the road is very good. At times though, the weeds were so high on the side path that Pop and the Judge were obscured from view with the exception of their heads. After continuing on this road for some distance we climbed a steep hill and struck the main road. And now we were off once more and this time the Parson, with his mouth full of tutti-frutti, took the lead and with Pop and the Judge a fearful pace is set that leaves the others far behind. The roads are good here and it is the best of sport to drive the wheel as fast as you like.

We all congregate at the Franklin House, Tarrytown, where, after a wash and a good dinner, we are as good as new.

After resting on the lawn for an hour or more we start on our return trip. It is not to be a fast ride," says the Judge. "Oh, no," replied Pop, and at this we left the hotel. In a few minutes Pop started in on a fifteen mile gait followed closely by the Judge, the rest falling behind to keep pace with Delaware. When we got within three miles of Yonkers a sorrowful object was observed ahead. As we drew near we noticed it was the Judge walking beside his wheel. The pace had been too much for him. We all continued on, leaving the Parson to help the Judge in. On our arrival at the Gedney House what was our surprise to learn that Pop DeGraaf had made the distance from Tarrytown, eleven miles, in 48 minutes, leaving at 2.50 and arriving in Yonkers at 3.38. This time by an amateur has never been made before.

After doctoring the Judge we all again resumed our journey arriving at the club house about 6.10 o'clock. We stopped at Bernhard's Kingsbridge Hotel on our way, which delayed us some fifteen minutes. And now Major Lock, with generosity beaming all over his handsome face, invited us to dine with him and a jolly little dinner was served at a neighboring restaurant where Pop was duly congratulated for the fast time he had made.

RACES AND RECORDS ON ROAD AND TRACK.

AT QUEENS ATHLETIC GROUNDS, L. I., August 3.—Track.—One mile handicap. First heat: C. M. Murphy, K. C. W., 30 yds., first, time 3.07 1-2. A. A. Zimmerman, F. C., 45 yards, 2; time 3.07 4-5. R. A. Kissam, Queens B. C., 90 yds., 3. G. W. Downer, Q. C. W., 100 yds., 4.

Second Heat. L. L. Clarke, B A. C., 40 yds., 1; time 3.07. N. F. Waters, B. B. C., 60 yards, 2; time 3.07 2-5. George Boyce, Q. B. C., 100 yards, 3. T. J. Hall, K. C. W., 60 yds., 4. Len. R. Doughty, Jr., Q. B. C., 125 yds., 5.

Final Heat. C. M. Murphy, K. C. W., 30 yds., 1; time 3.11. L. L. Clark, B. A. C., 40 yds., 2; time 3.11 3-5. N. F. Waters, B. B. C., 60 yds., 3. A. A. Zimmerman, F. C., 45 yds., 4.

Track little sticky, fair breeze of wind. Final heat won by 4 feet; twenty-two entered.

AT CHICAGO.—Road.—There were only fifteen starters in the Illinois Club 10-mile road race Tuesday last. The first six men in were as follows: Foster, 6 minutes' start, first; Henninger, 3 minutes 45 seconds start, second; Simons, 4 minutes 15 seconds, third; Schafer, 3 minutes 45 seconds, fourth; Arthur, 3 minutes 45 seconds, fifth; Arnold, 3 minutes 30 seconds, sixth. Foster's time was 46 minutes 48 seconds. Hanninger's time 44 minutes 15 seconds. Tuttle, the scratch man, was not able to start on account of a broken pedal.

AT MINNEAPOLIS, MINN.—Road.—On Wednesday, July 21, occurred the annual 25 mile road race of the Minneapolis Bicycle Club for its championship of the State and club. The Lake Harriet Boulevard was the battle ground chosen. Nine times around the lake, if one takes the lower road all the way, is 25 miles, but the lower road was so bad on the west side that the riders were compelled to take the upper road, making the nine laps about 25 1-2 miles. When E. A. Savage fired the pistol 13 men started. They all got away well with the exception of Alec Graham, who collided with a fence and broke his wheel before going a quarter of a mile. He pluckily mounted another machine, and although six minutes behind and on a strange wheel, managed to take fourth place. The riders presented a pretty sight as they lined out around the first curve, Bird of St. Paul, Hale, Bell and Stockdale of Minneapolis being in a bunch and leading. Bird, the St. Paul man, took the lead at the start and set a terrific pace, with Hale following close. These two, with Stockdale and Bell, soon drew away from the rest, and then Bird and Hale began to draw away from Bell and Stockdale until the had a good half mile lead on these two, who in turn led the rest by a quarter of a mile. These positions remained the same until Bell and Stockdale,, who were evidently working together, began making pace by turns and steadily closed the gap between themselves and the leaders, passing Hale in the seventh lap. They seemed content to trail Bird's little wheel until only two miles more remained to be covered, when Bell took the lead an won the race as he pleased. Stockdale pulled level with Bird, when, unluckily, he slipped a pedal, pulling his shoe off, thereby giving Bird quite a lead. He pluckily kept after him, however, and drew level again about a quarter of a mile from the finish, and then was seen the prettiest race for second place ever witnessed in this city. It looked as if Bird must win, as Stockdale seemed to be weakening, but when within 100 yards of the scratch Stockdale's trainer threw a pail of water over him and lhe bath seemed to instil new life into him, as he shot ahead and won by a clear 20 feet. Bell's time for the 25 1-2 miles in 1h. 38m. 55s.; Stockdale's, 1h. 38m. 40s, and Bird's 1-2 second behind Stockdale.

AT QUEEN'S, L. I.—Track.—Aug. 3.—Twenty-two wheelmen entered the one-mile handicap race on the grounds of the Queen's Athletic Club, Queen's, L. I., yesterday afternoon. There were two trials. Despite the rains the track was in fair condition. Thomas Lloyd was handicapper and starter. C. M. Murphy, King's County wheelmen, won the first heat, with a handicap of 30 yards, in 3 minutes 7 1-2 seconds, A. A. Zimmerman, F. C., 45 yards handicap second. The second heat was won by L. L. Clark, Brooklyn Athletic Club, with 40 yards handicap, in 3 minutes 9 seconds, N. F. Waters, Brooklyn Bicycle Club, with a handicap of 60 yards, second. C. M. Murphy and L. L. Clark entered for the final heat, which was won by Murphy in 3 minutes 11 seconds. His opponent was about 2 seconds behind.—New York *Sun*.

AT LEICESTER, ENG.—Track.—Last Saturday, Aug. 3, R. Temple made his re-entry on the professional path at Leicester in the 10-mile championship race. His competitors were the cream of the English pros., Howell, Robb, F. Wood, Hawker, Allard, English, James and Lee. The weather was fine, though a strong wind was blowing too hard to admit of record time. Until the 7th mile Temple was content with fourth and fifth place, but from here he moved on to second place. Here the pace grew hot and Temple in company with Robb and English went clean away from the rest. The New York *Herald* thus describes the finish: English went away with a good lead in the last lap, but Temple quickly deprived him of the command and looked like coming in alone. At this point, however, Robb put on a great spurt, and amid breathless excitement collared his opponent. Temple, however, was not to be beaten, and amid a perfect huiricane of cheering the Chicago man won after a desperate finish by six inches. English was second and Howell nowhere. Time 32m. 14s. English lodged an objection against Temple on the ground that the latter had run him wide, but the judge refused to entertain it.

AT PHILADEPHIA, PA, Aug. 3.—Road.—The five-mile race for the Philadelphia Challenge Cup, took place over the Bryn Mawr avenue, last Saturday. The change of course from Lancaster Pike caused some few of the entries to refuse to start. The limit man, B. Clark, with a start of 2 minutes, was sent at 5 14 and as soon as the 2 minutes was up the scratch men, B. F. McDaniel, on a high gear safety, and S. W. Merrihew, on an ordinary, started. For a while these two men stayed together, but on the hills, the high gear of the safety told against McD., and so Merrihew drew away "for good" from McD., and passed Clark a short distance from the finish, thus winning the race with Clark 2d and McDaniel 3d. Merrihew's time was 16.30; Clark's 18.15; McDaniel 18.40. Immediately on the close of the race, McDaniel challenged Merrihew to a race on the track for the same trophy.

THE HARTFORD TOURNAMENT AND MEET OF THE CONNECTICUT L. A. W. DIVISION.

Hartford Wheelmen are actively preparing for the combined club and State events of September 1 and 2. The wheel club races have been arranged with great elaborations and the attractive prize list together with the reputation of the Hartford boys for entertaining racing men will call out a great field of starters. The entry list is already well filled, and brilliant contests are assured.

The Division meet has been called for the same dates as the race meeting in order that it may be included among the attractions offered to attending members. A special feature of the Division programme will be the competitive parade of visiting clubs to whom valuable trophies will be awarded for various excellencies—numbers, drill, appearance, etc. During the meet a number of runs will be made to points of interest in the vicinity of Hartford. On the evening of the first day a grand banquet will be given in one of the largest halls in town, which will be flavored with speaking, boxing, wrestling and other entertaining stage business. The hall will be open to all members of the L. A. W. and admission will be by League ticket only.

RACING NOTES.

Mr. Wm. J. Corcoran, the Yale trainer, is in Hartford looking after the form of several members of the wheel club who will take part in the races September 2 and 3.

Fast racing on a fast track at Hartford, September 2 and 3. Entries close Aug. 26.

G. A. Pickett of New Haven is training on the Berkley oval for the Hartford races.

F. F. Ives of Meriden has begun training for the fall tournaments.

ST. LOUIS BICYCLE RACE MEETING.

The chief topic of conversation between wheelmen the past week has been the coming tournament of the St. Louis Bicycle Track Association, which promises to leave all heretofore given in this city far in the shade. The executive committee held a meeting last Tuesday night, and agreed upon the following events: 1 mile open, 1 mile novice, 1 mile Missouri Division Championship, 2 mile lap race, 1 mile handicap, 1 mile safety handicap, 1-2 mile dash, 1-2 mile for boys under 14 years, 1 mile consolation and a special match race between T. P. Ring, of the Missouris, and A. G. Harding, of the Cycling Club. Considerable rivalry has existed between these riders for some time, and the result will be watched with interest. The full list of prizes is not yet to hand, but will consist of a high grade bicycle, gold medals, gold watches and others equally as useful and valuable. A. H. Lumsden will pro-

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

bably be down from Chicago, and if so the event in which both he and Barnard enter cannot help but prove to be highly interesting. Five hundred big posters have been ordered from Buffalo and other arrangements made to fully advertise the affair, which will insure a large attendance. Entries close Wednesday, Aug. 28, and should be addressed to J. Harold Child, 1012 Olive street, who will also furnish blanks, etc. Entry fee 25 cents for each event. See advertisement on page 422.

PROGRAMME OF THE RACES AT RICHFIELD SPRINGS.

We have before us the programme of the race meeting to be held by the Waiontha Bicycle Club at Richfield Springs, N. Y., Aug. 14, and the lover of sport must be difficult to satisfy if the 15 events down, will not prove a satisfactory days sport. The fifty mile road race will be started at 10 30. The 5 mile L. A. W. State championship will be run in the afternoon as well as the other 13 events.

The prizes to be awarded are even more elegant than those of last year, which were the admiration of all. The race course will be put in the best possible shape. Competent men have been instructed to spare no pains in the work thereon. The Reception Committee will labor earnestly to impress pleasant memories upon their guests. The fifty-mile road-race is an especial event for which prizes are given that should call forth good men and speed. Chief-Consul Bull has honored the club with the assignment of the five-mile state championship, the event occurring at the coming meet. The L. A. W. hotel is the Darrow House. Wheelmen can find excellent accommodations at all hotels. We have no favorites to mention, happily. First and second prizes are offered in each event. The D., L. & W. R. R gives excursion rates to wheelmen. Music is to be furnished during the races by the "Waiontha" orchestra, a local amateur organization of enviable reputation. A hearty invitation is extended to visit our new club rooms, next door to the National Bank, Main street. The prizes will soon be on exhibition in Greenman's display window at Richfield Springs.

Entries close with Fred. Brönner, Secretary, on Monday, August 12th, at 8 P. M. Entrance fee, fifty cents for each event. Send on for entry blank.

ANOTHER WORD FROM MR. LEWIS OF JOHNSTOWN.

[The following assertion taken from the Pittsburgh *Bulletin* receives a quicker answer than our Pittsburgh friend thought likely. —Ed.]

"The Bicycling World invites Mr. Lewis, of Johnstown, to reply to the article which appeared in this paper denying the sensational yarn about the bicycler found drowned. The World will hardly hear from Mr. Lewis again.—*Bulletin.*

Editor Bicycling World: I notice in your issue of the 26th that the Pittsburg *Bulletin* discredits my article published in your issue of July 5 in regard to the drowning of a strange man in the saddle of a wheel in our late flood.

Now, I am not an infamous liar, nor am I seeking to obtain such a reputation for myself. My time at present will not permit of making up a story of so little importance, occupying so much of your valuable space and which would be of no earthly interest to your readers whatever more that the curiosity of seeing which one would be first to be sat down upon by the editor.

I only wish to state for the benefit of your readers that I can, if necessary, substantiate any statement made by me in the article published in your issue of July 5

Most respectfully yours,

Will F. Lewis.

[No need of any substantiations as Mr. Lewis' word *alone* is sufficient.—Ed.]

ANOTHER CYCLE THIEF CAUGHT.

Editor Bicycling World: We have, together with the Long Island Cycle Co., succeeded, with the aid of several Brooklyn detectives, in lodging a bicycle thief in Raymond Street Jail. His name is Howard D. Elliot. We believe he has stolen other wheels in Brooklyn. However, the particular offence he has been seized for is the stealing of a Warwick Perfection Safety from the Long Island Cycle Co., in Brooklyn, and selling machine to us. By the merest accident we discovered we had bought the above machine and as soon as we could we informed the rightful owner of the property, and together we worked upon the trail of the thief. We succeeded in stopping payment of our check at the bank just about one hour before it was presented for payment. We have had considerable trouble in this matter, but believe we have the fellow where the Grand Jury, which meets in September, will be glad to send him to the penetentiary for a few years. Elliot's age is about 18 and he is fairly well connected. But he is a rascal and we shall take pleasure in ridding the trade and the wheelmen in general of a bicycling pest. Yours, New York Bicycle Co.

MARYLAND CHAMPIONSHIP.

Harry Kingsland and Victor L. Emerson have been having a very interesting controversy in the papers as to who is entitled to the championship of Maryland. We have before us a voluminous lot of correspondence out of which we will try to dig out the salient points and important facts.

On July 25 Mr. Harry Kingsland, who was at that time state champion, issued an open challenge to any Maryland amateur to try conclusions with him as to his ability to retain the title, etc. He, however, stipulated that the race should be run in the fall.

Mr. Victor L. Emerson responded at once to the challenge, but asked that a ten mile race be run at Druid park, August 1st, at 9 A. M. This acceptance did not promptly appear in the paper, and Mr. Kingland, in the *Herald* of July 31, accuses Emerson of unsportsmanlike conduct and further says that the championship races should be run on a "track" and not on a "road" as proposed. He further claims shortness of notice as an excuse, and winds up by saying: "If Mr. Emerson desires to claim the state championship by purposely naming a date on which he knows I cannot be in condition to race, he is welcome to it."

Mr. Emerson "comes again" and asks if it is "sportsmanlike" for a present champion to issue a challenge to run for the title of which he is already the owner? He also states that Kingsland won his title to champion in riding over the course proposed, and that the League officials who visited Baltimore in 1888 decided that the Druid Hill lake road was a track and not a road.

Finally as to "condition" Mr. E. claims to be in no better preparation than Kingsland, and he claims the right to dictate terms as the challenged.

The upshot of this was that at 9 A. M., August 1st., Emerson was at the park ready for a start. Kingsland did not show up and so Victor L. Emerson claims the championship of Maryland and states he is ready to defend the claim. Mr. Kingsland is now a member of the Manhattan Athletic Club of New York.

On Sunday, Aug. 11, Wm. Van Wagoner will attempt to make 200 miles in 15 hours with an Eagle bicycle on a straightaway road. He will very likely go through Providence, Pawtucket, N. Attleboro, on the way to Boston, and then go to Manchester, N. H., and return to Boston. From there he will go to Fall River and go back to Newport on the boat.

WHEELING BEYOND THE ATLANTIC.

From all accounts the members of the European cycling party are having a most enjoyable time on the other side of the "herring pond" and a letter recently received from one of the members of the party gives an interesting account of the tour. He says: "From Liverpool we wheeled to Chester, visited St John's Cathedral and other places of interest, and a nice old town it is. From Chester we proceeded to Stafford, through a country charming indeed, and over good roads. From Stafford to Litchfield, and then to Birmingham, from where a few miles out at Sutton-Coalfield, we were met by a great many wheelmen and escorted in the city.

At the Colonnade Hotel we were the guests at dinner of the Birchfield Club, and then, after the custom of the English, we were presented with an address from the club, tendering us a hearty welcome, offering us the hand of friendship, wishing us godspeed on our travels, and expressing the hope that when we returned to our native land we would retain pleasurable recollections of the Birchfield Wheeling Club. To this one of our company responded in a manner pleasing to the "Birchfields." From Birmingham we proceeded over fine roads to Coventry, went through the Rudge Cycle works, which took us over an hour, lunched, and then wheeled to Kenilworth, a very picturesque and interesting castle. We rambled over the old walls and through the roofless rooms, and thought what revels and feastings had been formerly had in this old castle, for here

"Every room
Hath blazed with lights, and brayed with minstrelsey."

Here on an old wall we sat for an hour and looked upon the ravages of time, for hostile hands have had nothing to do with the castle now in ruins. But it is not alone the castle that attracts us, for our minds go back to the time of its occupancy by Leicester,

An Unparalleled Offer.

HEYRIPPDEBULDOO!

"TAC EHT DELLIK YTISOIRUC" TAHT ,REVEWOH ,REBMEMER .YTISOIRUC DNIK RUOY ROF UOY KNAHT EW ,YL -HGUOROHT OS RO YLETAREBILED SA STNETNOC EHT DEBROSHA RO ,TI REVO EMIT HCUM OS TNEPS EVAH TON THGIM UOY TNEM -ESITREVDA GNIKOOL-CITOIDI SIHT YB YTISOIRUC RUOY DESUORA TON EW DAH TAHT DNATSREDNU LLIW UOY TAHT EPOH DNA, SIHT GNIDAER ROF UOY KNAHT EW .YRTNUOC EHT FO NOITCES YREVE NI DETNAW ERA (YAW EHT YB) OHW **STNEGA** OT **SMRET** DNA **EUGOLATAC** ROF ECURB-SIVRUP J. OT **ETIRW** .SYAW **HSIDNALTUO** YNAM OS NI DETNIRP MEHT EVAH YEHT **YHW** SI TAHT DNA **,STNEMESITREV -DA** RIEHT **DAER** OT **YOU** EKIL **„SSAM ,OROBTSEW** FO **„OC ELCYC ETIHW** EHT ——.DEWOLLA SREKAM-ECAP ON .(B. N.) (I. R. ,TROPWEN OF RENOGAW NAV *al a* ,SDNOCES THGIE-YTROF SETUNIM OWT NI ,MIH DNIHEB DEIT SDNAH HTOB HTIW "MEDNAT WORRABLEEHW -NAISELIM" A NI ELIM A EDIR LLIW ,OHW NAM YNA TO **"SELCYCIB YTEFAS REYLF ETIHW"** DETARB -ELEC YLTSUJ **RUO FO ENO EVIG LLIW EW**

See Page (418).

If you want a second-hand wheel of any kind, drop us a line; it will cost you but 2c., and may save you many dollars. Just tell us what you want and how much you are willing to pay. The safety has made all high wheels such a drug on the market here that we are compelled to unload them for what we can get. Should we not have what you want we will mail you one of our beautifully illustrated Art Calendars for 1889, worth fifty times your two cents. *Capital Cycle Co., Washington, D. C.*

and we think of Elizabeth and poor Amy Robsart. As it was getting late and we wanted to see Warwick before it was closed for the night, there we wended our way. After a short parley with the doorkeeper in regard to taking the cameras inside, which some of the party had, we walked up the driveway into the house where the Duchess of Warwick resides, and there I saw the finest suite of rooms I was ever in, and although we had but little time we were fully repaid for our visit. As we were walking out we saw the duchess, who had all the pomp of a queen. She was driving two fine horses, and of course, had a footman. From here we went to Stratford-on-Avon, through a lovely country and over fine roads. Here we visited the Memorial Theatre, built in honor of the immortal bard, and then to Shakespeare's home. Leaving Stratford our next point was Oxford, 50 miles away. Good roads and the finest weather made the run very pleasant.

At Woodstock we visited the grounds of the Duke of Marlborough who married the rich American lady, Mrs. Hammersley, I believe. Here some 60 students of the Oxford University met us with a royal welcome and escorted us into the town, the procession being formed in twos. Many of us dined with the students at the university and were escorted to the different colleges—Magdalen, Balliol, etc. The students of the ' 'Varsity" were very attentive and made our visit a very pleasant one. The next day we made the run to Hampton Court, 61 miles, and thence to London. Sunday being a warm day we took a boat and steamed up the Thames to the Kew Gardens, a lovely spot and completely filled with tropical plants and flowers. Tired somewhat with walking we took a train. I secured a seat next the driver so that as we bobbed along in the lofty position I might gain all the information I could from one wno was "to the manner born." Through Hyde Park we passed thousands of teams with the elite of London, for here it is that they go for their airing, and finally we landed at Charing Cross, 10 miles for sixpence.

In speaking of the way the various makes of bicycles stood the trip, I have heard the men say over and over again that if they ever came here again the Columbia would be their choice. There is no better machine made than the Columbia. The four we have in our party hrve been ridden through Ireland over rough roads, through England over very heavy ones, and through France to Switzerland and everything about the machines today is as good as on the day they left the factory. With my machine and luggage I am wheeling nearly 300 pounds, and the friends I meet are astonished when I tell them that the machine has never been in the repair shop once, while nearly every other make has been in time and time again. The high machines are hardly riddled at all in Europe. The safety is all the rage, and why shouldn't it be when you can go as fast as any one cares to, and if the good old Hartford Columbia is never in repair shop? Ir can beat any machine for durability and speed, and its going up and down hills it is simply marvellous.—*Boston Herald.*

L. H. JOHNSON, has already had a large number of applications for Premier Tandem Safeties, as a result of his advertisement in our issue of July 26th. He will put out of every limited number of tandems in this manner, and wheelmen who wish to enjoy the fall riding on one of these fascinating "doubles," and who have a machine in their stable that they do not need should write to Mr. Johnson at once, giving full particulars. Mr. Johnson has at last succeeded in stocking a few Popular Safeties, and can deliver them immediately, while they last.

FIXTURES.

AUGUST.

5-10—Carntval at Halifax, N. S.
8, 9, 10—Massachusetts Div. Meet at Cottage City, Mass.
13—Races under auspices of Irish National Association at Oak Grove Island, Revere, Mass. Entries close Aug. 6, to C. McCarthy, 172 Merrimac st., Boston, Mass.
14—Races of the Waiontha Bi. Club at Richfield Springs, N. Y.
15—Lockport (N. Y.) Wheelmen's Tournament.
24—Montreal Bicycle Club Tournament at Moutreal, Que.
26, 27—Virginia State Division L. A. W. Meet at Norfolk, Va.
31—St. Louis Bicycle Track Association Tournament.
31—Albany, N. Y., Wheelmen's Tournament.

SEPTEMBER.

2, 3—Hartford Tournament.
20—Michigan State Div. L. A. W. Meet at Ypsilanti, Mich

OCTOBER.

4, 5—Peoria (Ill,) Bi. Club Tournament.
8, 9—Cumberland County (Pa.) Agricultural Society, Carlisle, Pa.
23-29—Macon, Ga., Race Meet.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unneccessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.



Price, $115.

Have YOU Discovered the SPEEDWELL?

—Outraged Erin—"Gintlemin, I wud loike to ashk thim Amerikins wan thing: Who doog the canals uv the coontry but furriners? Who built the railruds uv the coontry but furriners? Who worruks the moins of the coontry but furriners? Who does the votin' fur the coontry but furriners? And who the divil dishcoovered the coontry but furriners?"

Better have a look at our Speedwell. It will pay you. We don't claim the earth, but we've got something that's pretty good. Send for circulars.

Springfield Bicycle Mfg. Co.,
178 Columbus Ave., - - BOSTON, MASS.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

WE have taken very many occasions to say that one of the important duties that the League will, sooner or later, be called upon to perform is the work of making its own members behave themselves. We do not wish to institute a system of blue laws, but we do insist that our organization should take steps to eradicate the rowdyism and horse-play of which we have seen so much and from which we have suffered in the estimation of the community at large. Chief Consul Bull publishes, this week, a circular aimed at the rowdies who misbehave at hotels and he threatens punishment of all offenders. The respectable element of the League must unite to stamp this thing out. We can no longer excuse it by saying "boys will be boys." Let them be boys, but when they became rowdies, unmindful of the rights and the peace of the community let them be treated as rowdies. New York is not the only State where hotel certificates have been given up by disgusted proprietors.

THOSE who have applications for membership in hand should forward them without delay. The basis of State representation in the National Assembly is fixed by the Division membership September 1st. Those whose names are published next week, Aug. 16, will qualify Aug. 30, and will be counted, but no future list will be included in the reckonings.

New York.

To the members of the New York State Division:

I have caused to be mailed to 6000 wheelmen in this State "The Handbook of the New York State Division" enclosing with each book an application blank and an addressed envelope to the Secretary of the League.

Having placed in the hands of these wheelmen this book showing the objects and advantages of the organization I call upon all officers and members to use a little personal effort to induce non-League Wheelmen to join the L. A. W.

The Membership Roll of the Division shows the renewals this year to be 212 less than last year. In the 2d District, the loss was 233. It will be seen from this showing that while we have gained in other sections the loss in Brooklyn more than overbalanced the gains.

The officers and League workers in Brooklyn are urgently requested to put forth every effort to make up this loss. Respectfully,
W. S. BULL,
Chief Consul.

—II.—

To the members of the New York State Division and To Proprietors of League Hotels:

At a considerable outlay of time and labor I have succeeded in securing an advantageous contract with the official hotels in this Division. Some complaints have been made that L. A. W. members have not in some cases been accorded that treatment at certain of such hotels to which they were entitled. I am in readiness at all times to investigate such complaints and do my best to remedy them.

On the other hand, complaints have also been made that L. A. W. members did not, in some cases, always conduct themselves with proper decorum. I am informed by a League member that recently at Van Buren Point, one of the pleasantest and most popular summer resorts in Western New York, and one largely patronized by wheelmen, that the conduct of some wheelmen was such that the proprietor took down his League certificate in disgust.

On account of the conduct of some wheelmen at this same resort last year it was with a good deal of hesitation and only after considerable persuasion that the proprietor signed the contract for this year.

The large majority of our members are gentlemen, who know how to conduct themselves, and have a proper regard for the rights of others, but as in all other large organizations, there will occasionally creep in disturbing and undesirable elements. One rowdy can do more to injure the good name of the organization than a score of gentlemen can do to build it up, and it is certainly unjust that the conduct of the few should be taken as indicating the character of the majority of those composing the organization.

In justice to the vast majority of the League members of this Division, I shall endeavor to take steps to avoid any such result, and if necessary shall take steps to secure the expulsion from the L. A. W. of members who, by their conduct at League Hotels, disgrace themselves and bring reproach upon the organization.

I urgently request all proprietors of League Hotels and all members of the League who have the best interests of the organization at heart to immediately report all such cases to me. Very respectfully,
W. S. BULL, Chief Consul.

—III.—

To the members or the New York State Division:

Pursuant to section 1 of article 2, New York State Division By-laws the Executive Committee has decided to hold the annual meeting of the Division and of the Board of Officers in New York City and Brooklyn Friday and Saturday, September 13th and 14th, 1889.

Cordial invitations to entertain the Division were also received from Binghamton, Richfield Springs and Niagara Falls.

An efficient committe have the matter in charge and are preparing an enjoyable programme.

It is desired that every member that can do so will attend the meet as matters of great importance will be considered at the meetings. Yours fraternally,
W. S. BULL, Chief Consul.

—IIII.—

To the members of the New York State Division:

As I will be absent from Buffalo between the following dates: viz August 8th to 25th all communications between those dates requiring immediate attention should be addressed to
W. S. BULL,
Care P. O. Box 353,
Milwaukee, Wis.

—V.—

To the members of the New York State Divisions:

The 5 mile bicycle New York State Division Championship is hereby assigned to the Waiontha Bicycle Club of Richfield Springs to be competed for at their race meet, August 14th, 1889.
W. S. BULL,
Chief Consul.

Michigan.

League hotel at Flint "Hotel Bryant;" terms $2.00.
League hotel at Fenton "Fenton House;" regular terms $2.00 to League members $1.50 per day.
Fraternally, A. B. RICHMOND, C. C.

Pennsylvania Meet.

The responses received in reply to my request in BULLETIN No of July 26th seem to favor Reading for place of State Meet. But Reading herself has failed to make a formal invitation. After waiting one week I have decided to accept the invitation of the York Bicycle Club, and name York as the place of holding the annual meeting of the Division, and Monday and Tuesday, September 2d and 3d as the date.

Now that we are to have a State Meet, let us make it a meeting of the whole State, and let there be a gathering together from all sections of the State. Every member of the Division should hold it in mind and try and arrange to be present. The new Chief Consul, who has shown himself a worker in the ranks, will take possession of his office. A large attendance will show him that he has a working Division at his back. Full particulars will be given in next week's BULLETIN. Yours fraternally, JOHN J. VAN NORT,
Chief Consul of Pennsylvania.

Scranton, Aug. 3, 1889.

Tennessee.

The following committee is hereby appointed for the purpose of counting the mail vote for Chief Consul and Secretary-Treasurer: Robert Rodes, Jr., Nashville; Norman Smith, Clarksville; F. R. Birdsall, Nashville.

All members of the Division are earnestly requested to vote, as it is desirable to have a very full ballot in the election. Fraternally, J. R. WILSON, JR., C. C.

Clarksville, Tenn., July 29th, 1889.

Illinois.

I hereby appoint the following named gentlemen as members of the Canvassing Board: T. L. Sloan, W. C. Thorne, M. J. Irwin.

All votes must be mailed by Aug. 15th to chairman of the Canvassing Board, T. L. Sloan Nos. 15 and 17 Lake street, Chicago, Ill. W. A. DAVIS, Chief Consul.

August 2, 1889

Pennsylvania Railroads.

To L. A. W. Tourists:

To-day received word from C. R Manville, Esq., General Superintendent Delaware and Hudson Canal Co. Railroad, Pennsylvania Division, that he had issued an order to baggagemen to carry wheels free when accompanied by their owners. This now completes our list; every railroad in Northeastern Pennsylvania will carry wheels free as baggage.

Remember, sign a release with depot baggage agent, and if required to pay anywhere in this section, demand receipt and send to JOHN J. VAN NORT,
Chief Consul Penn. Division.

Scranton, Aug. 2, 1889.

New League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No 233—Wichita Cycle Club, Wichita, Kan., W. A. Granger, Sec.

No. 234—The Berkshire Rovers, North Adams, Mass. A. W. Mabbett Sec.

New York Nomination.

The following ticket is presented to members of the First District of New York, by request of the parties nominating it:

For Chief Consul, W. S. Bull, Buffalo.
For Vice Consul, M. L. Bridgman, Brooklyn.
For Secretary-Treasurer, George M. Nisbett, New York.
For Representatives, First District, comprising New York, Richmond and Westchester Counties.
J. C. Gulick, Citizens' B. C., New York.
W. H. De Graaf Harlem W., New York
J. L. Miller, Riverside W., New York
T. P. Prial, New York B. C., New York
J. A. Clairmont, Manhattan B. C., New York.
GEORGE M. NISBETT, Sec.-Treas.

Illinois Nominations.

The Nominating Committee of the Illinois Division L. A. W. reports the names herewith enclosed, as nominees for the various offices, and Representatives for the ensuing year. Votes must be in by the 15th inst.

Chief Consul, W. A. Davis, Chicago.
Vice Consul, W. H. Osman, Ottawa.
Secretary-Treasurer, T. F. Sheridan, Springfield.
Representatives at large, six to elect—
Chas. F. Vail, Peoria.
D. E. Avery, Jacksonville.
F. Lillibridge, Rockford.
Waldo Reed, Springfield.
F. Pattee, Peoria
E. N. Knight, Kankakee.
T. C. White, Quincy.
C. E. Randall Chicago.
C. F. Gross, Joliet.
F. W. Gerould, Chicago.
H. M Warner, Centralia.
W. L. Kelley, Danville.

C. B. GIBSON,
EDGAR I. BARNES,
W. H. OSMAN,
H. G. ROUSE,
E. H. KNIGHT,
Committee.

Chicago, Aug. 2, 1889.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be re-

ceived by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 201—Total 100—10,765.

BOSTON, Aug. 9, 1889.

CALIFORNIA DIVISION—1—376.

Unattached.

24470 Lipman, Fred L., care W. F. & Co.'s Bank, San Francisco

CONNECTICUT DIVISION—5—529.

Columbia C. C.

24472 McCaum, Geo. R., 249 Putnam st., Hartford
24473 Sutherland, J. M., 83 Jefferson st., "
24474 Waite, Jno., 50 Wadsworth st., "

Hartford Wheel Club.

24471 Groesbeck, E. P., 44 Grand st., "

Unattached.

24406 Tabb, James W., 18 Orange st., New Haven

DELAWARE DIVISION—1—38.

Wilmington Wheel Club.

24459 Bates, C. T. R., 1320 West 14th st., Wilmington

DISTRICT OF COLUMBIA DIVISION—1—181.

Unattached.

24460 Kinnan, Wm. A., War Dep't., Washington

ILLINOIS DIVISION—8—768

Illinois C. C.

24475 Russ, Bert S., 346 Ashland B'd., Chicago
24476 Hannan, Chas. S., 118 Ashland B'd, "

Douglas C. C.

24451 Rellihen, Otto C., 608 W. 21st st., Chicago

Englewood B. C.

24441 Gere, F. H., 191 Mich. ave., Chicago

Lincoln C. C.

24421 Kilgore, S. F., 510 Laconia Bld'g,, Chicago

Unattached.

24407 Parks, W. L., La Salle
24408 Woelfel, Geo. Jr., "
24409 Ziesing, R., "

INDIANA DIVISION—2—130

La Porte Wheelmen.

24503 Weller, Edw., La Porte
24502 Parker, H. N., "

IOWA DIVISION—1—115.

Des Moines C. C.

24410 Garrett, John W., 213 West 3rd st., Des Moines

KANSAS DIVISION—4—127.

Wichita C. C.

24412 Burton, John M., care Burton Car Works, Wichita
24413 Gallant, E. G., 240 N. Main st., "
24414 Kincaid, Waldron, 110 No. 4th ave., "
24411 Beaver, John A., 122 N. 4th ave., "

LOUISIANA DIVISION—1—69.

Unattached.

24461 Dodge, Louis A., Box 1807, New Orleans

MARYLAND DIVISION—1—492.

Unattached.

24478 Poor, C. Elliott, Catonsville

MASSACHUSETTS DIVISION—16—1455.

Berkshire Rovers.

24462 Horton, Fred W., 3 Sperry ave., No. Adams

Cambridgeport C. C.

24422 Miller, Frank H., 593 Main st., Cambridgeport
24423 Shedd, John S., 126 Hampden st., "
24424 Bean, Geo. W., 40 Col. ave., Somerville

Unattached.

24442 Perry, Chas. A., Box 277, Athol
24463 Hunter, Fred S., 185 Magnolia st., Dorchester
24425 Whipple, Marcus M., 74 Pleasant st., "
24415 Townsend, Arthur C., 19 Market st., Lynn
24416 Babb, Geo. M., 70 Central ave., "
24417 Cohen, Mark, 22 West Neptune, "
24418 Bearse, Fred A., 66 Marble st., Springfield
24426 Wright, Albert F., West Newton
24477 Wood, Isaiah Jr., 208 County st., New Bedford
24501 Curtis, Geo. D., 45 Kilby st., Boston
24504 *Kingsbury, Mrs. J. Emma*, Needham
24505 *Dinnin, Miss Mary Tracy*, 401 Broadway, Chelsea

MICHIGAN DIVISION—8—374.

Grand Rapids Bi. Club.

24433 Lounerse, E., 107 So. Division st., Grand Rapids
24434 Stone, Geo. L., 162 Mt. Vernon st., "

St. Johns Bi. Club.

24427 Smith, Weldon M., Box 382, St. Johns
24428 Phillips, Richard, Independent Office, "
24429 Davies, Wm. T., Box 278, "
24430 Bristol, Jay S., Box 265, "
24431 Wilson, E. H, Box 93, "
24432 Dodge, H. A., care "The Steel" "

MINNESOTA DIVISION—3—123.

St. Paul C. C.

24479 Price, C. E., St. Paul
24480 Russell, G. M., "
24481 Dresser, Phil S., "

MISSOURI DIVISION—3—272.

Huntsville Bi. Club.

24465 Eberle, Geo. W., Box 147, Huntsville
24464 Rothwell, Wm., "

Unattached.

24452 Whittle, T. W., Box 693, Columbia

NEW YORK DIVISION—15—1898.

Poughkeepsie Bi. Club.

24483 Sweet, Geo. W., Poughkeepsie
24484 English, John H., "
24485 Shriver, Thos. G., "
24486 Hamill, W. B., "

Buffalo Mohawk B. C.

24436 *Huff, Mrs. Kate B.*, 96 Mohawk st., Buffalo
24435 *Wade, Miss Carolyn B.*, 96 Mohawk st., "

Long Island Wheelmen.

24453 Turner, W. S., 421 Green ave., Brooklyn

Poughkeepsie B. C.

24443 Van Benschoten, John, Freedom Plains, Poughkeepsie

Rome Cyclers.

24444 McCarthy, Thomas, 747 W. Dominick, Rome

Unattached.

24466 Bargebuhr, M. F., 156 E. 94th st., New York
24419 Coles, Samuel, 12 E. 130th st., "
24420 Verner, Wm. V., 165 East 65th st., "
24437 Long, Geo. T., Box 26, White Plains
24487 Day, Edmund L., Box 644, Dunkirk
24482 Campbell, James P., 67 Liberty st., New York

OHIO DIVISION—9—789.

Richland Ramblers.

24491 McFarland, Alfred, care E. J. Potter, Mansfield
24492 Parkinson, A. E., "
24493 Plazer, Wm., "

Unattached.

24455 Van Cleve, E. M., South Charleston
24497 Stickney, Will M., Springfield
24454 Potter, Freland C., Manual Training School, Toledo
24490 Baur, Robert, 249 Lee st., "
24488 Rauh, Louis L., 27 W. 3rd st., Cincinnati
24489 Gleick, Henry A., 107 W. 3rd st., "

PENNSYLVANIA DIVISION—10—1298.

Keystone Bi. Club.

24468 Robinson, Will H., 191 First ave., Pittsburg

Penn. Bi. Club.

24496 Fukuzawo, Momoske, 3227 Powelton ave., Philadelphia

Unattached.

24446 McCreight, B. B., Du Bois
24456 Whipple, S. R., Mosiertown
24445 Sheaff, John F. Jr., 520 Woodland Terrace, West Philadelphia
24494 Campbell, Milton, Pine and 21st st., Philadelphia
24495 De Reeves, Eugene, 2041 Pine st., "
24499 Lowes, John L., Washington
24498 Bell, Harry A., Barnharts Mills
24497 Bennett, W. W., 351 East sixth st., Erie

RHODE ISLAND DIVISION—5—296.

Unattached.

24469 Hammett, Clarence A., 323 Thames st., Newport
24447 Tebbit, Augustus R., "O. C. Repair Shop" "
24438 Peck, Stephen L., 102 No. Main st., Providence
24439 Snow, Louis Franklin, 779 High st., "
24500 Hough, Walter S. Jr., Box 805, "

TEXAS DIVISION—1—35.

Unattached.

24440 Handy, J. R., Sherman

WEST VIRGINIA DIVISON—5—45.

Wheeling Wheelmen.

24448 Block, S. S., care Block Bros., Wheeling
24449 Garrison, Geo. L., 649 Main st., "
24450 Ulrich, A. F., 55 24th st., "
24458 Fitzgerald, H. M., 2307 Main st., "
24457 Marsh, Wm. M., 37 So. Broadway, "

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name*,..... ....

Club,..... ..... *St. and Number, or Box*,.....

References:..... ..... *City*,..... ....

State,..... .....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

WARWICK CYCLE MANUFACTURING CO., - - - - - - SPRINGFIELD, MASS.

WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST BICYCLE ON EARTH.



If you cannot get one write to the Factory. The Plant has been enlarged. We are now in position to deliver on receipt of order.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots
- W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
- HALPIN & CO., 13 Murray Street, New York, for New York State.
- C. P. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
- D. SNITJER, 1012 Olive Street, St. Louis, Mo., for Southwest.
- H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.
- THOS. H. B. VARNEY, 42 and 44 Fremont St., San Francisco, Cal., for Pacific Slope.

Or to the makers at Springfield, Mass.

Elcycib Ytefas Reylf Etihw Eht.

This wonderful tonic, taken backwards, is a sure cure for bilousness and other unhealthiness. Physicians ride them, physicians endorse them. Physicians heal themselves. (Daily Paper.)

KEY: To read the *Truly Remarkable Offer* of the White Cycle Co., of Westboro, Mass., on page 413 you must start at the right hand bottom corner of our *Offer* and read slowly up, reading from right to left. The *best way* is to *translate* the *Offer* on a *sheet of note paper*, so that you can read the whole thing "off" after you have pleasantly finished translation. Above all things *Don't Tell Your Friends About This Offer*, don't get cross, and don't "think hard of us" because we quote a saying about an "office cat," in which we owned a half interest. Probably you have heard of that cat before. It was our only "Tom," and died because it could not avert a natural catastrophe caused by its trying to read our catalogue with proper composure or dignity.

If you want to read our catalogue, (which, by the way, has reached its *20th thousand*), why dont't you send us your name and that of the nearest post office. This is the way all the fellows did who have ordered machines from us. Some people write us that they have laughed over our Catalogue, which some folks regard as a most singular production, (with a few "swear-words" here and there.) It might be well to say that if you know a good thing when you see it, or hear about it, that we are *looking for your sort to represent us in your locality*. The White Cycle Co. lives in Westboro, Mass. They are the same people who make The White Flyer.

See Page (413.)

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

THE CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

Sole Makers of the NEW RAPID CYCLES,

ST. GEORGE'S ENGINEERING CO., - - Birmingham, England.



IT IS CLAIMED

That nothing stimulates the inventive faculties so much as a sea voyage. As proof of this we have noticed that many of the important American improvements in cycles have been made immediately on the return from England of some member of the concern with which the inventor is identified.

We have thought best to dispense with an annual European trip, and accomplish the same (possibly better) results by importing a large corps of trained inventors who will design our styles for next season.

It is our intention not to be behind, (at least not more than two or three years).

STERLING CYCLE CO.,

Newton, - - - - Mass.

P. S. Our hickory is grown in *this* country.



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufacures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

STAFFORD, Kan., May 8, 1889.

ERIE KNITTING MILL, Erie, Pa.:

Gentlemen—I have given the tights and shirt you made for me a thorough test, and I pronounce them the strongest and most durable knit goods I have ever worn. They make the best sweaters that I know of in use, and at the same time comfortable. Several members of our club have expressed themselves about the goods in a very complimentary manner. Yours truly,

H. D. McQUADE,
Prest. Stafford Gymnasium Club.

Official Outfitters to the League of American Wheelmen

Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic..5.00
No. 1, Canvas, leather trimmings..3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.

241 Broadway, New York.

108 Madison St., Chicago

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

INDISPENSABLE TO BICYCLISTS, ATHLETES AND THE GYMNASIUM.



Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to side, no pocket, $1. No 8, with pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.

S. B. CALL, 358 Main St., Springfield, Mass.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,

118 Warren Street, New York.

Mills, Bouckville, Madison Co.

ESTABLISHED 1865.

Holmes & Co.

JERSEY BATHING SUITS



Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price. Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

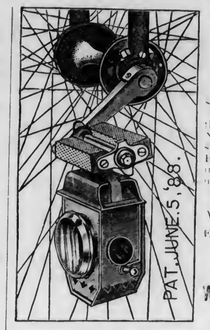
1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass



Pedal

LANTERN.

Clasps, by steel spring, to pedal pin, and revolves, under the foot with pedal. No rattle, no wear, no swinging as on hub. Put on and taken off in two seconds. Will not jar out. Send name of wheel and diameter of pedal pin. Agents wanted.

Enamel, $5.50.

Nickel, $6.00.

Write to

W. T. BOWERS,

Saco, Me.

If any dealer says he has the

Strickland & Pierce Flexible Bicycle Shoe,

without the Patent Mark, Aug. 1, 1882, stamped on the bottom, put him down as a fraud.

NO. 1 SHOE BEARS OUR LABEL.

High Grade Bicycle and Sporting Shoes of all kinds. Our Boston Flexible Bicycle Shoe is still in the lead. If your dealer does not keep them send direct to us or our Wholesale Agents:

J. P. Lovell Arms Co., E. C. Meacham Arms Co., H. B. Smith Machine Co.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched, $5.00
No. 2, " " " $3.50
No. 1 Ladies' Tricycle Shoe, - - $4.50
Ideal Racing Shoe, - - - - - - $6.00

STRICKLAND & PIERCE,

RANDOLPH, MASS.

Sporting Goods of Every Description.



SMITH MFG. CO. P. P.,

Nos. 121 and 123 Fulton St.

NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market Price 25c. each No stamps

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PROVIDENCE, R. I.

ROAD MAP

Middlesex County, Mass.

The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in. to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

Bicycling World Co.,

12 PEARL ST., - - BOSTON.

N. B. If this venture meets with encouragement we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

MAGIC CEMENT for repairing Bicycle Tires.

Just what every Wheelman needs. Sent postpaid on receipt of **50 cents.**

MAGIC CEMENT COMPANY,

NEWTON, MASS.

BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

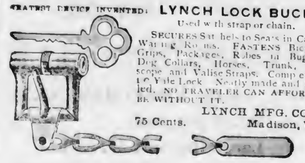
Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston.

PATENT DEVICE INVENTED: **LYNCH LOCK BUCKLE**

Used with strap or chain.



SECURES Satchels to Seats in Cars or Waiting Rooms. FASTENS Bicycles, Grips, Packages, Robes to Buggies, Dog Collars, Horses, Trunks, Telescopic and Valise Straps. Complete little Yale Lock. Neatly made and Nickled. NO TRAVELER CAN AFFORD TO BE WITHOUT IT.

75 Cents. LYNCH MFG. CO. Madison, Wis.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago,



Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

Ladies' and gents', the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

WHEEL BARGAINS.

1889 Premier Tandem Bicycle, only	$150
1889 Singer Safety, nearly new	110
1889 "Dandy," boy's Safety	35
54-inch Star, Special	75
48-inch Star, Special	70
54-inch Standard Columbia	20
Columbia Safety	45

CAMPBELL & CO.,

33 Page St., Providence R. I.



PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

S. L. HOUSE & CO.

BICYCLES

Psycho or Singer Safety	$145
Tandem Bicycle, $200	145
Ladies' Psycho,	145
Special Psycho,	135
Singer Safety,	135
Ladies' Singer,	125
Apollo Safety,	90
Courier Safety,	65
Gypsy Safety,	65
Wanderer Safety,	35
Little Jewel, $12 to	25

Send for catalogue. We give you the best the price will buy.

38 Van Buren St., Chicago, Ill



New York Bicycle Co.

No. 4 East 60th Street,

NEW YORK,

DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND



A. G. SPALDING & BROS.,

Sole Agents,

NEW YORK AND CHICAGO.

The trade supplied.

Great value for 50 cents.

The Cycle Brush Tool.



FOR SALE BY THE TRADE.



Bowers' Luggage Carrier

For ordinary or safety. Latest, best, lightest, cheapest. Doesn't interfere with bending over when scorching. Pat. applied for. Discount to agents. Post paid 75 cts. W. T. BOWERS, Saco, Me.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

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The Cycling Event of the Year,

Hartford Wheel Club

TOURNAMENT,

CHARTER OAK PARK,

September 2 and 3, 1889.

GOOD TRACK,

FAST TIME,

EXCITING RACES,

COSTLY PRIZES.

Special Engagement of the Distinguished Fancy Rider,

D. J. CANARY.

Entries close August 26th.

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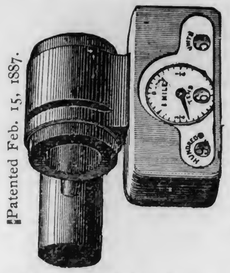
W. M. FRANCIS, Sec.,

Box 745,

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TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their fetting out, their dangerous journey and safe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston, Mass.

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All the Accepted Road Records

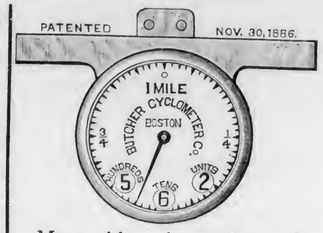
Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,
338 Washington Street,
BOSTON, MASS.

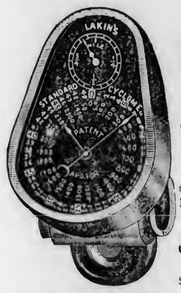
Ordinary Bicycle, $10.00
Safety Bicycle, $11.00



Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - - $5.00

Bicycles Bought, Sold and Repaired.
Largest Repair Shop in the West.
BROWN BROS. MFG. CO.. - - Chicago, Ill.



GET THE BEST!
THE
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Greatly Improved for 1889.
No more **Rattle.**
Simplest and Best Instrument ever Invented.
Made for all **Safeties.**
Registers 2500 Miles.

J. A. Lakin & Co.,
WESTFIELD, MASS.
Send or Circular



Improved Automatic Telephones.
Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

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Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

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ST. LOUIS, MO.,

FALL TOURNAMENT,

Saturday, Aug. 31, 1889,

Under the auspices of the

St. Louis Track Association.

A FINE TRACK.

EVENTS.

One Mile Open.
One Mile Novice.
One Mile Missouri Division Championship.
Two Mile Lap Race.
One Mile Handicap.
One Mile Safety Handicap.
Half Mile Dash.
Half Mile For Boys Under 14.
One Mile Consolation.
And a Special Match between V. P. Ring and A. G. Harding.

Valuable prizes will be given to first and second in each event, among which a high-grade bicycle is already assured. In addition to the events named above it is po sible that the W. A. A. A.'s one and three mile championship, for which medals to the actual cash value of $70 will be given, will be decided at this meeting as there are no facilities for bicycle racing at Sportsmen's Park.

Entry Blanks and full information can be obtained by addressing

Secretary J. H. CHILD,
Care D. Snitjer,
1021 Olive St., - - ST. LOUIS, MO.

Entries Close Wednesday, August 28.

FOUND

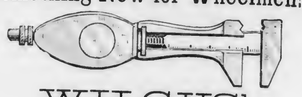
What you have been looking for since you have been riding a wheel is what you will say when you get a Bottle of Wilson's Wonderful Nickel and Enamel Restorer.

It will polish Nickel and Enamel, also prevent Nickel and Steele from rusting. There is no grease to rub off and it will positively keep your wheel from rusting.

Sent by mail on receipt of 50 cents in stamps.

JOHN W. WILSON,
Cottage City, - - Mass.

Something New for Wheelmen!



WILGUS'

Combined Wrench with Oil Can, Spoke Tightener & Screw Driver.

Will exchange for Billings & Spencer Four-inch Wrench, in good condition, as we are using the jaws of their Wrench. Send old Wrench, with $1.25, and we will return our Combination Wrench, Full Nickel Plated. ‡Will send Wrench, Postpaid, for **$1.90.** Address

LOS ANGELES TOOL WORKS,
Los Angeles, - - - - CAL.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. **CUSHMAN & DENISON,**
172 9th avenue, New York.

PRIZE MEDALS,

Badges, Emblems & Pins

Made to Order.

J. HARRIOTT,
3 Winter Street, Boston.

My Cycling Log Book. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

☞ Postage stamps not received in payment.

Not so Bad for the Star.

Can any Machine beat this Record for 1889?

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles, Cal.
One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

The Star holds the Records, on the Pacific Coast, from one mile to five miles.

Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
One-mile Novice, July 4th, at Hagerstown, Won by VICTOR EMERSON.
Half-mile Dash, at Hagerstown, Won by W. I. WILHELM.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel
AND
Best Hill
Climbing Machine
EVER PRODUCED.

WE CHALLENGE HONEST CRITICISM.

In this machine we have combined ALL the advantages of a low wheel and the speed of the high one.

Send for Catalogue of

Star - Bicycles.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

"With All Promptness and Quick Dispatch."

This is the first season of the Columbia Light Roadster Safety. We began to manufacture it last fall; we anticipated a great demand for it; new Columbias are always in demand; there are many other Safeties upon the market,—and good Safeties too. The Columbia steel tubing is made in England; there are only two concerns which make the highest quality; our orders with these makers were for delivery last December; by an unavoidable and unexpected delay the bulk of the tubing did not arrive until May. It was better to sacrifice promptness than deliver the machines with easily obtainable tubing of inferior quality. The season opened; from all over the United States our agents telegraphed for more Columbia Safeties; we put on an extra force of mechanics at our factory, and had an over-time list; we filled the orders as rapidly as we could; every day brought in a fresh supply; but now we can announce that each day's orders receive shipment during the day of receipt. Without any special advertising, without the printing of a single testimonial, the Columbia Light Roadster Safety has become fully known to American wheelmen, and the best jury in the world,—our order book—has announced the verdict, backed and approved by the intelligent wheelmen of America.

Fraternally yours,

POPE MFG. CO.

BOSTON, NEW YORK, CHICAGO.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 16 AUGUST, 1889.

Volume XIX. Number 16.

The World is wide, and Rome was not built in 15 minutes. Neither was the reputation of the Victor Bicycle. Both were the outcome of lots of hard, patient work, and in both cases the results justified the expenditure.

Is it absurd to compare a modern bicycle to Imperial Rome in all her splendor? Well, it was simply because Imperial Rome was at the head of her class in her day and the Victor Bicycle occupies the same position in ITS class TO-DAY. Then, Imperial Rome is dead and gone now, anyway, so SHE don't care.

That's one point of difference between the said Imperial Rome and the aforementioned Victor Bicycle. I. R. is dead and gone, but the V. B. is very much alive.

You can easily procure descriptive pamphlet (not of Rome but of the V. B.) if you will address the manufacturers,

OVERMAN WHEEL CO.,

BOSTON.

THE FIRST NOVELTY FOR 1890.

PERFECTION AT LAST.



The Quadrant Tandem Safety is the product of all skill and experience of the justly renowned Quadrant Tricycle Company, combined with the designs, suggestions and practical experiments of one of the most experienced of American riders.

This machine was designed and built exclusively for use on American roads. It avoids all defects found in other tandem safeties, and introduces several novel features of undoubted merit.

It possesses the following points of excellence not found in any other machine of this type:

Full inch tire to driving wheel.

Double brake and double steering, avoiding the awkward and dangerous connecting bar that is found on the ends of the handles of most tandems. The steering for the rear rider is fitted with B. A. L. BEARINGS, and is so scientifically adjusted that it is perfectly rigid on the roughest roads.

Pedals from one and one-half to three and one-half inches higher from the ground than any other tandem, thus avoiding all possibility of hitting the ground when turning corners at speed or in ridding over stony or rutty roads. This is a very important feature.

Can Be ridden by two Ladies.

Strong enough for two men without adding any brace rods. Wire dress guards over both chains.

Weight only 50 lbs., ACTUAL. Price $220.

A little higher in price, but greatly superior in quality.

This machine was intended for an 1890 novelty, but, as we are satisfied that it is now perfect, we can deliver a limited number of them this season.

Sole United States Importers,

STRONG & GREEN CYCLE CO.,

707 Arch Street, - - - - - - - - - Philadelphia, Pa.

THE AMERICAN IDEAL RAMBLER

Has demonstrated its intrinsic worth this season, in that it is the only small rear driver that keeps away from the repair shop.

It is mainly constructed of weldless steel tubing and sheet steel, and has ball bearings to both wheels in the standard finish.

It has proven an excellent mount for ladies not weighing over 125 lbs.

Its price, $65.00, stamps it as the best value on the market.

Balls can be added to crank axle, pedals and head if desired.

We can now fill orders for this wheel with a reasonable degree of promptness.

GORMULLY & JEFFERY MFG. CO.

Chicago, - - - - - Ill.

Second-Hand

BICYCLES and TRICYCLES.

NEW YORK BICYCLE CO.,

No. 4 East 60th. St., NEW YORK CITY.

We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Mails, and for cycles of all other good makes.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Brgs.	Cond'n
513	—	Humber Tandem,	$250.00	$115	4	2	5
523	56	American Club,	135.00	45	4	2	5
534	52	Dictator,	130.00	45	4	2	3
544	—	S. S. S. Tandem,	250.00	170	4	1	4
553	52	Singer Matchless,	130.00	65	4	1	2
574	50	Columbia Expert,	130.00	70	1	2	2
577	54	Columbia Expert,	125.00	00	4	2	2
580	52	N. R. Roadster,	132.50	115	4	1	1
599	46	Victor Junior,	50.00	45	4	3	1
597	48	Otto Special,	60.00	35	5	4	2
601	—	Col. Lt. Rdst Tricycle,	160.00	125	4	1	1
602	48	Special Star,	137.00	70	4	Ball	2
604	52	Columbia Expert,	132.50	80	7	1	2
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
610	54	Special Club,	125.00	40	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
632	40	Otto,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
639	48	Apollo Lt. Roadster,	135.00	75	3	1	1
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sanspareil,	135.00	40	4	2	3
651	51	Special Star,	130.00	68	3	Plain	2
653	56	Columbia Expert,	127.50	78	4	1	2
654	—	Victor Safety, ('89)	135.00	128	4	1	1
657	48	Columbia Standard,	85.00	25	4	4	6
631	50	Special Club,	130.00	60	1	2	2
664	—	Columbia Veloce Safety,	135.00	110	4	1	1
665	52	American Club,	130.00	25	4	2	6
667	52	Victor Light Roadster,	127.50	90	4	1	1
668	53	Columbia Lt. Roadster,	137.50	70	3	1	2
669	51	Columbia Lt. Roadster,	135.00	80	3	1	1
670	50	New Rapid,	140.00	80	3	1	1
671	54	British Challenge,	135.00	45	4	2	4
672	—	Columbia L. R. Trike,	160.00	125	4	1	2
673	51	Rudge Lt. Roadster,	130.25	95	4	1	1
677	45	Special Pony Star,	120.00	75	3	Ball	4
679	—	Columbia Tandem,	250.00	150	4	1	4
680	50	Columbia Volunteer,	115.00	85	4	1	1
681	—	Victor Safety, ('89)	135.00	128	4	1	1
682	52	Columbia Expert,	132.50	80	3	1	2
683	51	Special Star,	130.00	70	3	Ball	6

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., N. Y. CITY.

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co's "Star" Wheels.

· SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

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We will send to any address by mail a two-ounce sample of our celebrated Flyer Wheel Oil for twenty cents. Address THE EASTERN LUBRICATING OIL CO., 40 Dey st., New York.

SEND STAMP for samples of L. A. W. Address Cards with gold or silver League emblem. Price, 50—50c.; 100—75c. BRISTOL PRINTING CO., North Easton, Mass.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

WANTED—42 or 45-inch Special Star and Victo Safety; state condition in detail; must be cheap and done at once. Books and miscellaneous goods traded for cycles. One new Safety, balls all around; best steel tubing. List price $135.00; for $75.00. Send for catalogue and best second-hand list in this country. JOHN G. ZOOK, Lititz, Pa. Type-Writers and Organs.

50 CENTS EACH for a chance in an American Challenge Tandem; 200 chances; good as new. Address Lock Box 457, Danville, Pa.

RACING MEN, look at this: 55-inch Rudge Racer; weighs 21 pounds complete; good as new; $50.00. 57-inch Rudge Racer; weighs 23 pounds; good as new; $50.00. 55-inch Sanspariel Racer; good condition; $10.00. 53-inch Rudge Semi-Racer; good for road or path; weighs 30 pounds; never been run; $90.00. SIDWELL & SABEN, 152 Congress street, Boston, Mass.

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Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

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Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,

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SAND LAKE, N.Y.—League Official Hotel, of easy access from Troy and Albany. A first-class table, prompt attention and all the luxuries in season. JOHN H. WEED, Proprietor.

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In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.*

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COLUMBIA TANDEM SAFETY; run but little; in perfect order; balls all around. Price $100. Address L. B. SUTTON, New Canaan, Conn.

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BARGAIN -- 52-inch New Rapid; been used but little; almost as good as new. Cost $135; will take $70. Address W. H., 182 North avenue, Allegheny, Pa.

HUNTING Season is here. I have high grade D. B. B. L. Gun and outfit to exchange for Light Tricycle, Safety, or 30x24 Star. Write R. H. BURR, Middletown, Conn.

STAR SAFETY CHEAP—Latest 50-inch 1889 pattern; used less than a month. Cost $135. $100 takes it. In perfect condition. Address C. W. EDGERTON, Fort Wayne, Ind.

FOR SALE—A Columbia Light Roadster Safety; 1889 pattern; in perfect condition; ridden less than 50 miles; a full nickel King of the Road lantern, 1889 pattern, and automatic bell goes with the wheel. Call or address Room 11, No. 505 Washington street, Boston.

RUDGE HUMBER TANDEM—In good order; balls all round. Price $125, or will exchange for Columbia or Victor Safety in first-class order. Address I. W. GARRISON, Garrisons, N. Y.

FOR SALE—48-inch Star Bicycle, in good order, at a sacrifice for cash. Inquire of C. E. LITTLE, 340 Washington st., Boston.

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$100 BUYS VICTOR SAFETY, '88 pattern; used but very little. Fine condition. Address Lock Box 835, St. Johnsbury, Vt.

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MUST BE SOLD—50-inch Victor Bicycle and a 54-inch Victor L. R.; enamel finish; in excellent condition. Write for particulars. Address Lock Box 50, Wappingers Falls, N. Y.

H. W. HIGHAM,

905 G St., Northwest, WASHINGTON, D. C.

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American and English Cycles and Sundries.

First-Class Repairing ONLY.

Every attention given to repairs from the South.

Parts and Sundries Supplied for all Machines.

A few good second-hand machines always in stock. State size or style required.



INCER CYCLES

OVER 60,000 IN USE.

LARGEST MAKERS IN THE WORLD WITHOUT EXCEPTION.

This Tandem has been designed with great care, and it will be found to be the most satisfactory cycle of this type, embodying, as it does, several special points of great importance.

SPECIFICATION:—30-inch driving wheel, 26-inch steering wheel; speeded 57-inch (or 60-inch). PATENT SPRING WIRED TYRES, 7-8 inch to both wheels; framework, forks, etc., best weldless steel tubes; direct butted spokes; SINGER BALL STEERING, BALL PEDALS, and balls to all running parts. The steering is controlled by either rider, and two independent brakes are fitted—one for each rider, powerful direct plunger brake on front wheel, and hand brake on axle of driving wheel. Enamelled, and bright parts plated.

THE "SINGER TANDEM" SAFETY.



Price $220.

IMMEDIATE SUPPLY.

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SINGER & CO., Manufacturers and Importers,
6 and 8 Berkelev St., - - - - - BOSTON, MASS.

FIRST CHOICE IS BEST!

DON'T FAIL to send for List just issued of High-Grade Second-Hand Wheels, taken in Exchange for New Mails. Also, a few New Mails exchanged for different sizes. Some Second-Hand Safeties also. List now ready. BARGAINS!!

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 16 AUGUST, 1889.

WE print in another column a letter from Mr. J. R. Stockdale, explaining the cause of the telegram from him to the White Cycle Co. asking if the report of Jack's death was correct. It was a curiously sad incident. This letter will disprove the impression that seemed to possess some, that the report was a "hoax gotten up by poor Jack for advertising purposes."

We wish we could print half the letters we have received speaking words of praise and admiration for "Jack." We had no idea that he had such a hold on our readers. Such kind expressions are extremely gratifying to us, who knew him so well.

THE WHEEL AS A HEALTH PROMOTER.

Editor Bicycling World: I have joined the League of American Wheelmen and read with interest the many items of interest concerning the wheel. I take the liberty of contributing this article on "The Wheel as a health promoter." I write from the standpoint of the Physician and Surgeon, I having seen its marked beneficial influence on my own person lately. The wheel exercises the biceps or arm muscle, those flexors and extensors of fore-arm and fingers, the pectoral or breast muscles, the shoulder muscles, back, abdominal and lower limbs. Then the gentle motion prevents weariness, fills the lungs with fresh air, stimulates a tired and worn out nervous system, rejuvenates joints, blood and bone, and renders a new man of a rider in one week's riding. Wheeling is not only gentle, but is effective, the muscles actually harden and multiplication of fibers occurs daily. Wheeling only is injurious when abused, as bacon and beans may become too handle as gentle and as carefully as a horse, it lasts longer, does more good service, is a better paying investment, and is the nerve tonic, the blood purifier and the prescription to give for many complaints.

L. C. TONEY, Asst.-Surgeon U. S. Army.

Fort Bowie, Ari., Aug. 31, 1889.

HERE & THERE

BOSTON NOTES.

"TONEY."

THIS year's Division election seems to me to have been conducted in an extremely quiet and far different manner than that of last year, when every League wheelman was on the alert for something startling that might influence his vote in another direction than the one he had already decided upon. It will be remembered that last year the first official announcement of any nominations for League officers was made by the Cambridge Bi. Club about the 1st of July, and that about a week later the representatives of six bicycle clubs of Boston and vicinity, met and nominated officers. Perhaps it may prove a significant fact that the only club in the First District that made known its nominations was the Roxbury Bicycle Club, and upon its ticket were the names of two of its members. The first, that of Chief Consul Emery ought to be there, as all the wheelmen of the State would have insisted upon his re-election, but why should the name of J. E. Moulthorp have been substituted for J. S. Dean or Willard H. Forbes? The League ought not to let such men as Joe Dean fall out of the ranks without making an effort to gain his services. The number of representatives have been increased in almost every district in the division since last year's election, and yet the election is not marred by any discussion whatever. The all-important topic at Cottage City last year was the approaching election, and not even a word was spoken of this election at the meet just over. The Cambridge Club, the prime factor in last year's battle, has kept low this year and quietly sent in its votes for the representatives of the 2d District. I have already been severely criticized for antagonizing the exchanging of compliments by two newspaper men, and the critical wheelmen will now have a chance to tear me to pieces, but in their wrath I wish them to bear in mind that I have only taken advantage of the "paragrapher's prerogative."

DURING my wanderings around the city the other day I happened to come in contact with the world-famous Billy Rowe, who has grown quite fleshy and heavy. He was stroking his mustache, and when I approached him he smiled and extended his hand to meet that of "Toney." For a few minutes the talk was upon the current topics of the day, and then I decided to see what his plans for the future were.

"Would you ever race with Temple again?" I asked.

Billy looked at me as though I were insane, and, shaking his head, said "No, sir!"

"Will you ever try to break your own time?" I asked.

He answered, "No; I am through racing, and ride only for pleasure, and don't propose to go on the track again. As to breaking my own record, I don't think they ever will be broken, as there are no pacemakers fast enough to make the time;" and then he wrapped himself in silence, and only shook his head or referred to something entirely foreign, when asked questions that in any way related to himself or his last racing competitor.

CAPT. HENRY A. ROBINSON of the tribe of Rovers has just returned from a two weeks' trip awheel through New Hampshire. He reports the roads in poor condition and very inferior to those of Massachusetts.

IT is rumored that when Vice-Consul Robinson returns from Europe the Charlestown Rovers will tender him an informal reception.

A stranger entering the Old Colony Railroad depot a week ago last Wednesday might have been greatly puzzled over the way that gentlemen in knee-breeches were hurrying around the depot, but he only need to have walked over to one of the many groups of wheelmen and he would have soon reached the conclusion that the cyclists were going to a convention. If he had stumbled across Billy Atwell and the party that were closely guarding a mysterious-looking package, he would have decided right away that it—[What? the package?—ED.]—was composed of the most congenial spirits of the week. Atwell wore a light bicycle suit that matched his nickel-plated wheel, and on who did not know him asked "Who is that distinguished English tourist?" I expected to see this party in-

creased by the arrival of Doc Kendall and Charley Howard, but I was disappointed, as the master of Bess failed to materialize.

A GREAT many people think that bicycling is on the wane in Chelsea, but they are greatly mistaken. Although the Chelsea Cycle Club has given up its rooms its members still enjoy a long run, and whenever you visit the Point of Pines on a Sunday you will always find members of the Chelsea Ramblers promenading up and down the gravel walks.

BALTIMORE.

"NORVAL."

SEVERAL members of the Cycling Ramblers of Westminster, took a run recently to York, Pa. On their return trip as they descending a hill between Silver Run and Union Mills, B. F. Crouse took a header striking the ground heavily with his chin and spraining his left hand and wrist badly. He became unconscious by the fall but soon recovered sufficiently to return home.

THE cycling fraternity of Maryland, received the news of the death J. Cunningham Purvis-Bruce with much regret.

DR. AND MRS. J. BOWERSON, and Mr. and Mrs, Wm. S. Callaghan left the city on tandem safetys last Sunday for a four days trip through Western Maryland.

THE Hagerstown, Md. Club at their last meeting elected Edgar Mumma and Bert Schildneek to active membership. The membership of this club is steadily increasing.

THE York Pa. Bicycle Club have received a letter from J. J. Vannort, chief Consul, of the Pennsylvania Division notifying them that their efforts to have the State meet in that city had been successful. September 2, has been the date selected for the meet. The 16 races will be run at the agriculture grounds, which have one of the finest tracks in the state. An exhibition of trick and fancy riding will be given. It is probable that three to five hundred wheelmen will attend the meet. Clubs from Maryland have signified their intentions of at tending the meet.

PENNSYLVANIA.

"ARIEL."

AFTER many *pros.* and *cons.* it has finally been decided that the Division meet shall be held at York on Labor Day, September 2nd. Reading could have secured it, had the local wheelmen had sufficient energy to take hold, but although it was at their acceptance for over two weeks, sufficient enthusiasm could not be worked up and York deservedly gets it. The Chief Consul writes me that their committees have already been formed and they are taking hold with a vim. In connection with the meet they will hold a series of races on the Fair Grounds track, which I am assured is in fine condition.

THE ten mile race of the South End Wheelmen, which was to have been a road race, coming off on next Saturday has been changed to a track affair and will be run at the Philedelphia Driving Park. A number of the club had been pushing the race for the road, as under the L. A. W. racing rules, safeties and ordinaries cannot compete on the track. Several of the club, without the fear of the Racing Board before their eyes, thought they could take the chances, but a little wholesome reflection will probably convince them that suspension from the League means something.

ALL the world and his wife is away touring just now.

A PARTY of Pennsylvanians started for Dingmans Ferry and Pike County on Saturday. Messrs. Strassburger, Walker and McGlathery of the Century Wheelmen are touring in the northern section of the State. "Argus", together with some more of the Centurions left last week for the Delaware Water Gap, Hudson River, etc. Mr. A. G. McGlathery the genial Remington type-writer—[theres an ad. for you, Mack.]—man is up at Ilion on business for his company, which he is quietly turning into a pleasure trip.

A SERIES of impromptu races were held by the South End Wheelmen last week on the Philadelphia Driving Park track. R. M. McCurdy beat O. H. McCundy in a mile race, time about 3.40. Ex-Captain Bradley laid Charles Wilson Jr., out in 3.26.

IN the resignation of Mr. G. N. Osborne from the Division Board of Representatives, the League lost one of its most energetic and faithful workers, and his co-representatives on the Board a genial and accomplished gentleman.

IT is probable that the Wissahickon Wheelmen will cast their lot with the Associated Cycling Clubs. This would of course be gain on both sides. The Wissahickon Wheelmen have an excellent field to work in out at Germantown, which is more than can be said for some of the many small clubs which are being organized in the city here, many of them only for a day. A little careful consideration would convince these wheelmen how much better it would be to add strength to some of the organizations already in existence.

Is it beyond question, Mr. Editor, that Van Wagoner's time is correct together with the distance? For I must say that great doubt still exists among our racing men as to the ability of any but an extraordinary rider to perform such a feat. A mile in 2.48 on a Safety hands on is not to be sneezed at by any one, but when it comes to hands off, and in addition the statement that a mile was run just previous in 2.50—well to say the least it seems rather dubious. [We are satisfied that it was accomplished--ED.]

THE Pennsylvania Bicycle Club entertained the Hudson County Wheelmen Saturday and Sunday. Part of the wheelmen came over Saturday afternoon and were escorted out Diamond St. through the Park to the club house, where they washed the stains of travel off their faces, after which they were taken to Belmont Mansion for their supper. Sunday morning several more came over by Pennsylvania R. R. and at 11 o'clock upwards of fifty wheelmen took up the route to Devon Inn, where a very fine dinner was served at 2 o'clock, to which ample justice was done by the hungry wheelmen. Messrs. Crump fairly out did them on the menu, the courses of which were varied and appetizing, and when the diners rose from the table, but one expression was discernable, on their features, and that was that sixteen miles lay before them to ride after such a dinner. After dinner the party was photographed on the lawn by Mr. Roberts one of the club members, and they all rode into the city together, the pace, at times, falling into a red hot scorch. Supper at Belmont followed, and then the visitors were escorted to the train. We hope they are pleased with the Quaker reception.

CHICAGO.

"THE STROLLER."

THE Chicagos seem to be in a very chaotic state just at present, and what the result will finally be none can tell. Some of the members seem to think that too much is being done to make the ladies' nights a success, and that this is hurtful to the club as a cycling club, and say that if something is not done in the near future to provide amusement for themselves, as well as for the "carpet knights" of the club, that there will be mutiny in the ranks. They go on and say that if the house committee would only set up a lunch every Saturday evening and secure the services of a couple of good banjo players to help on the fun, it would do more towards arousing the enthusiasm in the club than all the balls and parties that have been given during the past year. They do not object to the parties, etc., but they want to be represented on the entertainment list as well as the others, and so their tongues wag on, and a fever of discontent is brewing, that threatens ill to the success of the club. Dame Rumor also has it that Lumsden will resign from the club at the September meeting, as a result of the team race at the exposition, and that quite a number of his friends will follow suit; further that nothing would please Captain Van Sicklen better than to have him do so. Also that President Thorne has made application to the Kenwood Club, and is really more interested in the success of that club than in that of the Chicagos. All of which, I hope, is nothing but talk, and that of a very cheap quality,

DAVIS and Sloan, the captain and president of the Illinois Club, are now call the two "grandmas." Why, I don't know.

THE Illinois Club are not taking in as many new members as they would like to. Now two new clubs have been organized almost within the shadow of their own club house, and new recruits will have the choice of three clubs over there, instead of one as heretofore. The Illinois Club celebrated its third anniversary last Saturday evening in grand style; seventy-five wheelmen participated in the lantern parade, which was witnessed by an enthusiastic crowd on the sidewalks along the line of parade. After the parade an elegant lunch was set forth at the clubhouse, with "speech attachment."

FRANK Riggs now has his mail sent to him care of the Chicago Cycling Club, and this is said to be the reason why Frank keeps away from the West Side at present, the Illinois Club members having discovered this fact.

THE bicycle thief is still busy here and from one to three a week is the average number of wheels reported tolen. If a thief is ever caught, he can expect nothing else than Texas justice—a rope and a convenient tree.

GREAT interest is manifested in the coming road race between the Illinois Cycling Club and the Chicago Cycling Club teams, to take place August 24, over the Illinois Cycling Club's course, and if the day be fine it will be a race well worth seeing, as it will be for blood from the word go to the finish, and partisanship is running high.

NED OLIVER says there is more life in the Lincoln Club at the present time than all the other clubs put together.

I RECEIVED my ticket for our annual Division election yesterday the 8th, and the time for voting closes August 15th, and I have seen no notice of the same published in the official organ, as required by our constitution. At least I think the constitution says that a list of the official candidates shall be published in the official organ not latter than July 15th, and any opposition ticket that may be gotten up shall be published in the same paper not later than August 1st; and here it is only a week before all votes must be in, and no official ticket published yet. [The only nominations reserved by Secretary Bassett were those printed in the Issue of the 9th. The date of the letter of nominations was *August 2d*, and it was printed in the first issue after receiving. Hence the fault is not in this office.—ED] The tickets are both good, but it looks a good deal like a game of "freeze out" on the part of some one and the cards stacked before the deal. Then I am unable to tell from the ticket whether I should sign it or not, if I don't sign it what is to prevent me from voting several times, and if I am to sign it why was there not a space left me to sign? I don't know whether you are responsible for this or not, Sloan, but if you are I should like to be around when the ballots are counted and see what system you will follow in counting. In fact I think this election is decidedly queer, to draw it mild.

ALL right, "Linneus," we will "bide a wee," but Lumsden will probably be on hand at your tournament and if you really think your man is a good 'un, start him in one of the races with "Art." You can have just as much fun and it won't cost him as much, see?

ST. LOUIS.

"LINNEUS."

THE Ballwin stage while on its way to Barrett's station was overturned a short time ago and some of its 21 passengers were more or less injured. The county papers at once took the matter up and are laying all the blame at the door of the cyclists, who were so unfortunate as to be in the vicinity at the time. The stage was drawn by two skittish horses which would frighten at anything, a fact the driver was well aware of, and in starting from Baltimore he requested Bates Wyman, whom he blames for the accident, to ride behind the stage, which he did all the way to the station road. After the stage had turned off on this road it came to a halt for the purpose of allowing the driver to collect fares and he left the reins in the hands of a small negro boy. Wyman in the meantime rode past the junction fully 100 feet and then dismounted, when, to his dismay, he saw the horses had become frightened and dashed off the road. overturning the stage with the before-mentioned result. Luckily some of the occupants were fairminded enough to say that the cyclist had nothing whatever to do with the accident, and that it was solely caused by the criminal carelessness of the driver; but in spite of all this the country papers make the absurd statement that a cyclist ran into one of the horses, thus causing the accident.

CHIEF CONSUL BREWSTER has gone to Colorado for a few weeks' outing, fishing.

CONSUL F. A. SCOTT writes me from Moberly that Randolph County is agitating the subject of building rock roads through the county, east and west and north and south, and that a mass meeting for this purpose will soon be held at this city. If the question is favorably voted upon, road bonds will be issued and contracts for the construction of nearly 90 miles of macadamized road let.

UNDER the guidance of Capt. Hildebrand the Missouris are rapidly regaining lost ground as a road riding club, as, in addition to being the first club, ever running to Pacific, they added another feather to their cap by being the first to visit Collinsville, Ill. This place is only 13 miles east of here, but the roads for the greater part of the year preclude the possibility of riding there. Upon the club's arrival at this place they were shown through the extensive coal mines of the Consolidated Coal Co. by the kindness of J. E. Stockett, and spent fully two hours inspecting the extensive workings 600 feet under ground. After being photographed the party started back and being advised that a footpath running alongside the Vandalia Railway tracks afforded good riding all the way to St. Louis, it was taken and found to be as stated, with the exception of a few short stretches. It would be well to state that the Vandalia Railway has established quite a novelty to keep pedestrians off its tracks by not filling in the ties as is generally done but left them bare for an inch or two, and built a four-foot path right alongside its tracks, which, while saving the company many dollars by having fewer accidents, also answers the purpose of a riding path for bikes.

THE Division meeting has greatly benefited Sedalia in a bicycling way, and no less than 20 riders are now to be found in that city, which only boasted eight before the meet. I am also happy to state that the report which was current here stating that the meet was a financial failure is incorrect, and in spite of the lavish entertainment there are a few dollars left.

GUY GARDINER while riding on Lindell avenue a few weeks ago was run into by a prominent Legion of Honor man, and politician as well, whose name is withheld for various reasons, and narrowly eccaped being killed. The offender was under the influence of liquor, but had sense enough to realize what he had done after the accident happened, and, and gathering up what was left of the wheel, took it home to await developments. The next day he offered to repair the wheel, which was out of question, and as he positively refused to pay for a new one, suit will be brought to recover cost of same.

HARRY GORDON and W. P. Laing got back from a week's tour through Central Missouri and speak in lavish praise of the treatment accorded them by the wheelmen of Columbia and Sedalia, particularly Jno. Dorsey and Joe Douglas of the former town. Nothing was too good for them during their stay. Cyclists in touring across the State would do well to pass through Columbia, where they will be well taken care of and treated as guests during their stay. Columbia is ambitious to have the next Division meet, and with the rapid increase of her riders would easily hold her own with any meet yet given.

PORKOPOLIS NOTES.

"STAR."

NOW that Stanley has been heard from, who is to go in search of Stevens?

THERE are to be a series of bicycle races here at the Carthage fair on the 20th inst. These will be: A half mile dash; a half mile heat race for safeties, best two in three; a one mile race; a two mile race; a two and a half mile race; a three mile race; a nd a quarter mile race for boys. The prizes consist of gold and silver medals and the usual bicycle accessories.

THE Full Mile Driving Association will open their park near Oakley, O., on Sept. 10. The programme, among other features, will include a series of wheel contests. The programme is not out yet, but it is known that the races will be class races.

IT is reported that the Lexington Pike Company are again collecting tolls from wheelmen. It is the impression of several of our wheelmen that the Kentucky Legislature recently passed a law making it illegal for turnpike companies to charge wheelmen toll. If this impression is correct this is surely a case for the Ky. Div. of the L. A. W. to investigate.

To remove grease from the hands: Moisten them with water, then sprinkle some soapine over the greasy spots and rub till it forms a soapy paste, then wash in clear water. Enough of the powder for several occasions can be carried in a tin box with a tight fitting lid, such as druggists use for ointments, and the box may be carried in a tool bag or in the pocket for that matter. Pearline, "76," or any of the soap powders on the market may answer just as well.

THE C. B. C. at their business meeting on the evening of the 5th inst. received six applications for membership. There has not been a meeting since they moved into their present quarters that they have not received some applications. The club now contains more members, and is in better condition than at any time since its organization nine years ago.

ON the 5th inst. I was considerably shocked by reading in the daily paper a telegram dated Aug. 4, stating that on that day J. Purvis-Bruce had met his death by drowning, and two hours later I was puzzled by reading in the WORLD of Aug. 2 a denial of the report, but on the next day I saw in the daily paper a telegram to the effect that his body had been found. If it is indeed true that he is numbered with the silent majority, then the WORLD has lost one of its most valued correspondents. I have often heard wheelmen say that they enjoyed reading "Jack's" productions more than those of any other writer for the WORLD. Whilst we hope that the report is false and that it may be a case of mistaken identity. we will be in suspense till we receive the WORLD for Aug. 9.

GRAND RAPIDS, MICH.

"PRINCE."

THE Michigan Division L. A. W., one of the most promising divisions in the Union, has been sitting under the ban of non-representation for lo these many years, as regards correspondence. This ought not to be the case, when one takes into consideration the cyclone of enthusiasm that is sweeping through the wheeling circles of the Wolverine state.

Grand Rapids, the second city in population, but the *first* in cycling interests and the home of Michigan's Chief Consul, should, of course, be the birth-place of news for the Division, and hereafter (should space in the WORLD allow) we shall endeavor to give to Michiganders something that will be of interest to them.

THE season of '89 can be rightly called the red-letter period in the G. R. Bi. Club's existence. For several years the old club has struggled hard as an organization, to keep from going into the proverbial "hole in the bottom of the sea." The success that has attended their wave-beating efforts was the result of the efforts of the *faithful few* and to-day, with an infusion of new blood, we modestly claim the largest L. A. W. membership in the state, with a magnificent club organization, working in perfect harmony and like a good team, pulling together. We have indeed passed from the chrysalis state and come forth as a brilliantly colored butterfly. If the outside world would read our record, let them look over the past month's official organ for new members. Seventeen in one issue and six of them ladies. Future issues will speak as loud, if not louder. "Keep your eye on the Michigan indicator."

ANOTHER month will find the club ensconced in new club rooms, adequate in capacity for our large membership, and ready to entertain visiting wheelmen. Clubs from Lansing and Hastings have already called, been taken in, and sent home happy. The latch string is ever out, and our committee on entertainment is at liberty. We have elegant roads, beautiful scenery, fine public buildings and many suburban sights well worth seeing.

THE club's nominations for state officers (the only nominations made) are admitted by all to be about the proper caper, so that those who are on the ticket may as well be prepared to act as their own successors in office.

THE time for the State Division, L. A. W., meet is drawing on apace, and dates, etc., should be definitely settled. Should the division meet in Detroit as the guests of the Athletic Club, we would neeed no further guarantee of its success. I trust we shall have some official announcement before long. Indications point to a large attendance from this city and vicinity. The idea of a tour meet finds ready response among our members.

NEWS AND COMMENT.

THE *Times* of New York prints a dispatch from Chicago which states that S. W. Van Sicklen expected to ride from Chicago to Kansas City, a distance of about 490 miles in four days. This would necessitate a gait of about 123 miles per day!! We are frank to say thatwe do not expect to hear of Mr. Van Sicklen's sucess.

SENATOR MORGAN is at last *really* married. The event took place at Leadville, Colo., on the evening of August 3. Congratulations to Mr. and Mrs. "Senator."

THERE is evidently a covert joke hidden away in the following para. taken from a Louisville exchange. We admit it is too obscure for our poor weak brain. We have a faint glimmering of what the penny-a-liner is driving at but 'tis very faint indeed.

"Pastor—How is your boy coming on? I've not seen him lately.

Parent—Pretty well. Thank you.

"I hope he is not showing any signs of becoming fast, as is often the case with boys.

"Fast? No, parson. I only wish he would though. You see he's riding a bicycle for a business."

And here is another specimen of "scintillating wit" from the same source. *Life* ought to secure that paragraphist:

"What became of your friend Winslow, who, I thought, accompanied you on your tour?" was asked an across-the-continent tourist as he was being welcomed back to his home in the East.

"He had better luck than I, and I left him at Denver," was the sad reply.

"Why, how was that?"

"He died."

MESSRS. MCARA and Eldridge of the Hudson Co. (N. J.) Wheelmen have returned from a two weeks trip through the New England states going as far east as Portland, Me., they report the roads good. Lieut. Robertson and Mr. Allen of the same start on a two weeks vacation going to Philadelphia on the 10th with the H. C. W. to be the quests of the Penn. B. C. over Sunday, from there they go to the Delaware Water Cap, which will be their headquarters.

THE Wilkes-Barre (Pa.) Club are making great preparations for a lantern parade to be held sometime in Sept.

THE Holyoke, Mass., Y. M. C. A. and the bicycle club invited the Springfield Wheelmen to visit them last Friday but the rain came down and put a veto on the trip for the time being.

CHIEF CONSUL DOW of Maine was at Cottage City last week. He thinks Lewiston in his state needs "stirring up." "I cannot see why that city should not have a hundred League members and I am going to see if it cannot be done" says Mr. Dow.

ENTRIES for the Albany, N. Y. Tournament close Aug. 24 with W. Phipps, 51 Howard street, Albany. Write for entry blanks.

MESSRS. J. B. JOHNSON, I Woods and A. H. Woods of Jacksonville, Ill., rode the 1000 miles between that city and Washington D. C. in 23 days. The longest distance for one day was 85 miles and the shortest 15 miles. They struck the worst roads in Pennsylvania and the best in Indiana and Ohio.

AN occasional correspondent from Chicago writes us "On Aug. 4th the Æolus Cycling Club of Chicago, gave a grand reception to its members it being the second anniversary of the Æolus. Music, Swallow-tails, and Mosquito's were plentiful."

SENATOR MORGAN, writes in from Parker Peak and says that success has crowned the efforts of the "Round the World" aggregation so far. They will "sail away" for the antipodes in about six weeks.

THE Southern Californian Wheelmen are organizing an eight days tour through the principle cities of Southern California. Our old friend A. L. Atkins is at the bottom of the scheme and he promises that the whole trip can be made for $15. The tourists expect to start Sept. 11. The tour will be personally conducted by Mr. A. L. ATKINS, of Pasadena, who has had considerable experience in such trips in the east. Mr. JAS. W. LANCASTER of the same city, will lead the Pasadena contingent, aud prominent wheelmen in Los Angeles, Pomona, and Santa Ana will organize parties from each of these cities. Coupon-Books covering all the expenses of the trip from start to finish, including meals, hotels, excursions at San Diego, etc., may be obtained of A. L. ATKINS, 181 East Colorado Street, Pasadena, for $15.00.

THE great Inter-State Fair to be held at Elmira N. Y., will present many features of interest to the visitors. A splendid bench show of prize winning dogs will be one of the things alone worth a visit. Sports will not be neglected, broadsword contests, horse racing, both running and trotting. The performance of trick animals will also be a feature. The show of cattle will be one of the largest ever held in the country.

WE had almost forgotten that such a club as the Boscobel of Lynn, Mass., existed until we read a fact that at a recent picnic this enterprising club realized a good fat surplus. The club is now a combination affair.—Social and cycle.

THE coming road race under the auspices of the Wilmington wheelmen is exciting the utmost interest among riders, as the friends of the Philadelphia-Wilmington team promise a surprise for the New Yorkers. They hope to reverse the rusult of the Milburn-Irvington race of last May.

CAN any one give a better route between New York City and Utica than is given in the New York road book? If so L. A. W. 23627 will be obliged for such information.

IN the first district court of Essex county, Mass., held in Salem on Monday last Dr. W. W. Eaton a prominent citizen of the town of Danvers was fined $3. and costs for riding a tricycle on the sidewalks in that town. The defence claimed that the law was illegal and entered an appeal to the superior court. The action of the court in this case is a warning to cyclers who are wont to ride on the sidewalks of the towns of Essex county.

SEPT. 13 and 14 are the dates of the New York State Division meet at New York city.

SEE Official Department for report of the New York Transportation Commissioner on roads that will carry League members to the meet at the rate of one and one-third fare for a round trip ticket. New York members should read Chairman Bidwell's report on this important matter.

CHARLES HARVEY, a Philadelphia cycler, was recently "jumped on" by a pony belonging to Smith Rogers. Harvey had Rogers arrested and he was held under $400 bail for further hearing.

THE joint meeting of the Massachusetts and Rhode Island Division at Cottage City was one of the pleasantest affairs of the kind ever held in this country. Long live Emery and Dow!

WHEW! Listen to the following story told of a man whose bicycle ran away with him on a steep hill: "Just as I made the turn at the bottom of the hill, what was my horror to see a buggy at the second blacksmith shop, less than 200 feet away, coming slowly toward me. There were two men in the vehicle, one of them leading a wild-eyed, mean-looking horse by a halter. Right across the road was a heavy wagon going down. There was just room enough between the two to pass. Going at the terrific speed I was, to stop was a physical impossibility. With a wild yell, I flew on. The



The proof of the pudding is in the eating, and the proof of our claims for the Eagle is in the practical experience on the road of riders of our wheel.

We claim the Eagle to be the best all-round machine in the market.

The lightest running, and the fastest and safest coasting.

A machine that can be ridden over every kind of road, good, bad, and indifferent, through sand, and up and down hills, with the minimum amount of fatigue and the greatest comfort to the rider.

The following letter from one of the best known wheelmen of the country is a sample of our testimonials:

NEWPORT, R. I., July 7th, 1889.

EAGLE BICYCLE MFG. CO., Stamford, Conn.:

Dear Sirs:—I rode my Eagle on Sunday, July 7th, to Fall River, then to New Bedford and returned the same way. On the way back I rode from Fall River to Newport, 18 miles, by moonlight, in 1 hr. and 45 minutes. I only made one dismount in the 18 miles and any one that has ridden over the road by daylight will know that the road is not one of the best.

As it was a cloudy night, the moon did not do me very much good, and I had to ride by guess. The best time I have heard of being made on this road before was 1 hr. and 52 minutes. That was made by myself last fall, in daylight, on a 39-inch ——.

The Eagle is the only machine I have succeeded in riding over that road at night, as I have walked ten out of the eighteen miles twice with other machines, and one of them is a Safety. Yours truly, WM. VAN WAGONER, R. I. Champion.

Send for Catalogue. Agents Wanted.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.

The Coventry Machinists' Co., Ltd.,

239 COLUMBUS AVENUE, BOSTON, MASS.

THE LADY'S SWIFT.



Specially low frame.
Perfect protection for the dress.
Special pedals for lady's use.
Improved lady's saddle.
Spring Fork.

THE SWIFT TANDEM.



The handsomest Safety Tandem made.
Double steering. Brake to each wheel.
Lady's saddle and pedals to front.
Chain perfectly guarded.
Patent noiseless chain.

The above machines are ready for Immediate Delivery.

WRONG AGAIN!

The Bicycling World wrongly accredits A. C. Banker with breaking the American half-mile record for Safeties at Hagerstown. It should be W. D. Banker, of Pittsburg, the time being 2 min. and 22 sec.—*Bulletin.*

Mr. Banker made the Half-Mile in 1 min. and 22 sec., the Quarter in 38 sec. He rode a

CATFORD PREMIER SAFETY

Light Roadster, regular stock machine.

BEST ◎ AMERICAN ◎ RECORD!

A Road Machine that Breaks the Track Record must be an Easy One to Ride.

PROMPT DELIVERY OF THESE SPLENDID MACHINES.

Send for a Copy of the Second Edition of Our Illustrated Catalogue, containing the new CATFORD PREMIER SAFETY.

L. H. JOHNSON, Manufacturing Importer,

401 & 403 MAIN ST., - - ORANGE, N. J.

fellow in the buggy pulled his horse to a standstill, and the wild-eyed animal being led caught sight of me and began to prance around. He got square around in my path. Like a shot from a catapult I flew directly toward what looked like certain death. Suddenly the animal snorted and kicked his hind feet high in the air—kicked such a kick as no man ever saw before—and I passed under his legs while they were up, safe and sound, but badly scared."

CHICAGO has more cycling clubs than any other city in the country and still they come, the latest being the Washington Cycling Club, formed of young men of the west side. With a charter membership of 35 it is the intention to make the club one that shall be strictly first class in every particular, and handsome quarters have been secured at 653 West Adams street, corner of Wood, which are now being elegantly fitted up and will be thrown open about Aug. 15. The club has been organized for the benefit of cyclers in particular and for the promotion in general of social intercourse between the members.

JOHNSTOWN, N. Y., is coming rapidly to the front as a cycling town, having about 15 wheels and 10 League members.

CHAS. HUCKANS, a Gloversville, N. Y., wheelman, was thrown from his wheel a few days since by coming in contact with a cloths line, which was stretched across the road on which he was riding, and received injuries from which he kept his bed for several days.

THE New York State Division handbook is the most valuable of its kind ever issued. It contains all sorts of invaluable information and hints. Every cyclist should have one if it can be procured.

AT the regular meeting of the Bay State Bicycle Club of Worcester, Aug. 7, it was voted to hold an amateur bicycle tournament about the middle of September, to be governed by the League of American Wheelmen rules. A committee to have entire charge of the arrangements was appointed, consisting of H. Schervee, Jas. Wilson, Jr., H. L. Kingston, John Kenworthy, L. A. Whittemore, B. A. Lamont and C. F. Brown.

THE date of the tournament of the Albany wheelmen, Aug. 31, should be borne in mind. This date makes it possible for all to attend this meet and the tournament at Hartford, commencing on the following Monday.

A STRONG effort is being made by the Sacramento (Cal.) wheelmen to have a quarter-mile track built on the State Agricultural grounds. The local papers favor the scheme.

A FUNNY report comes to us from Detroit that the Kalamazoo Bicycle Club has split and gone to smash on the question of whether to allow its members to ride safeties or not?

WHAT might have been a serious accident occurred in Central Park, New York, near 59th, last week. A lady and gentleman riding two bicycles were run into by a man driving a pair of horses. The cycles were badly smashed, but the riders were unhurt though badly shaken up. The matter was amicably settled by the horseman agreeing to pay damages to machines.

VICE PRESIDENT DUNN, Chief Consul Mott of Maryland and Mr. Norris, Captain of the Maryland Club were among the most prominent of the visitors to Cottage City last week. We were pleased to see Mr. Dunn especially as that gentleman has been a very sick man for the past few months. We rejoice to say that he is regaining health rapidly. He certainly looks robust and healthy, even now.

WE found President Luscomb, Chief Consul Mott and Mr. Share arrayed in bathing costume on the sands of Cottage City enjoying a sun bath and warm waters of the Sound. It was under these circumstances that we were introduced to Messrs. Mott and Share.

MALTBY has arrived in Australia: we have advices to that effect.

THE Ramblers of Buffalo, N. Y., a League Club, has a membership of 157. The club claims to be the largest *League* Club in existence.

AN erroneous report is going the rounds that the League membership is 1831 less than at this time last year. This is not true. The difference is less than 100.

A GENTLEMAN and his wife while quietly wheeling through Edgeworth, Mass., were stopped by a man who grabbed the wheel and hung on. Gentle remonstrance on the part of the cycler was met with abuse on the part of the grabbing lunatic. No cause assigned, and we regret there is no report of a horsewhipping.

COL. POPE was among the visitors at Cottage City during the late meet.

THE regular correspondent of the Boston *Herald* at Cottage City speaks in the highest terms of the conduct of the wheelmen during their visit there.

A WRITER complains bitterly becauee re-instated professionals are allowed to race in amateur events. We have submitted his plaint to the Racing Board.

ERRATA. In our last weeks issue we published a letter from Mr. F. P. Prial, into which crept the most horrible mistakes. Our compositors are not used to Mr. Prial's handwriting and as we were away we did not personally read the proof. Our types read * * I determined to *indicate* that trade." It should read "*vindicate*." Next we find printed * "It would further *slim* the emptiness of Mr. Shriver's arguments" * this should read "*show* the emptiness," etc. Finally the word (?) "*assinuation*" is printed instead of "*insinuation.*" It gave us a fit of the "shakes" when we read that letter in all the glory of its butchered condition.

THE roads of Honolulu and Tahite, S. I. are reported as being superb. The heat is, however, against cycling.

EIGHT cycle riders of Long Island, N. Y., were arrested last Sunday for riding on the sidewalks. As 'twas a "first offence," though this could not prove an "haliby," as Wilson hath it, they were let off scott free with a warning.

CHARLIE HOWARD as Secretary-Treasurer of Massachusetts is an excellent selection. The Division could not do better.

HOW is this for a gorgeous uniform lately adopted by a certain club: black velvet knee breeches with black silk hose, orange cap and belt, striped sack coat and patent leather shoes cut low.

THE nine from the Overman Wheel Company's works, Chicopee, Mass., defeated the Lamb shop nine Saturday, by the score of 20 to 15.—The Overman Bicycle Club will challenge the Holyoke club to play ball in the near future.

"DID it ever occur to Americans that, in at least one respect, this country is the most backward in the world? With possibly the exception of Massachusetts there is not a state in the Union which has a public road worthy of the name, while England, France, Germany, Italy and Switzerland are traversed with a perfect net-work of macadamized highways, the American citizen who is compelled to drive wallows in mud up to the hubs of his trap. There seems no reasonable excuse for such a state of things in a civilized community, but Yankee conservatism will probably compel Americans to stick in the mud to the end of time.—*America.*" We note the compliment to Massachusetts, but really we think it undeserved. We do not know of a single trunk road in this State that compares with anything of the kind in Europe. Perhaps *America* can enlighten us?

THE Ramblers Bi. Club of Buffalo, N. Y., held a lantern parade last week Wednesday. It proved to be one of the most successful of any held in that city.

WORCESTER will hold a tournament in September some time. Dates and particulars later.

LOWVILLE, N. Y., WHEELMEN it is reported will give a race meet the first week in Sept. The exact date not given.

THE Wakefield, Mass., Bi. Club will give a ball October 11, and the same club will give a 25-mile road race in September sometime and a 10-mile race in October. Dates not decided.

THE Boston *Herald* has an unfortunate trick of cutting items *verbatim* from our columns and forgetting to credit. This is peculiarly noticeable from the fact that when Mr. Kerrison cuts *verbatim* from other papers he credits. Fair play Mr. K. if you please!

THE Fall Division meet of the State of Maine will probably be held at Portland.

A PENNSYLVANIA DIV. member sends us the following clipping and the comment thereon: "The New York State Division, L. A. W., hand-book is out, and it is a "dandy." Members of the Pennsylvania Division should procure a copy, and learn how to do it." —*American Athlete*, Aug. 2d '89, John A. Wells, Managing Editor —"A very suitable criticism for a man to make who is the cause of the delay in the Pennsylvania Division Road Book of one year, with an unfavorable outlook for any issue at all."

RALPH TEMPLE is not only doing a bit of racing but he is open to trick riding exhibitions. He gave an exhibition before the Earl of Denbigh last week, "by request."

TOM ECK and an aggregation of female cycle riders will go to Europe soon in a hunt after ducats. Mr. Eck is backed by a wealthy young man by the name of Geo. Bell who hails from St. Paul, Minn.

DENNIS SHEEHAN, a Chicago policeman, was arrested on a capias sworn out before Judge Waterman by Merrick Arthur Richardson, who sues Sheehan for $1,000 damages on a plea of trespass. Richardson, who is employed as bookkeeper at 75 and 77 Lake street, Chicago, says he was riding a bicycle on Washington boulevard the evening of Aug. 2. Sheehan was mounted, and told Richardson to ride closer to the curb, though the latter's bicycle was but four feet from the edge of the street. Richardson paid no attention to the order, and says that Sheehan urged his horse into a gallop, riding down the wheelman, and greatly injuring him and his wheel. Sheehan gave bond for his appearance for trial.—*Exchange.*

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

Dolly B. tells us about a run she took and a record she made:

"One Sunday this summer a union run was made by the cyclists of this vicinity, viz., by those who live within a radius of 100 miles from Boston, to the Massapoag House, Sharon. The S. C. C., with whom I wheeled, left their clubhouse at 8.50 A. M. At that early hour the day promised to be a "scorcher," and a "scorcher" it certainly was, as we found later on, to our sorrow. Our captain had us wheel by twos, myself being given the past of honor.

Do not imagine by my saying this that I was a famous or distinguished guest. No; that was not the reason, although we had in our party some noted wheelmen, among whom was the famous Van Wagoner, of whom you have read. But as I was the only lady cyclist I was put in a conspicuous position, so that others of my own sex whom we might chance to meet might see the advantage of the new mount over the old. But, as I was saying, we started off in fine order. We wheeled through Cambridgeport, Cottage Farms, and Brookline to Jamaica Plain, where we were joined by some of our cycling friends. Soon after we were enjoying a fine coast down a long hill when a countryman, who was driving ahead of us, thought he would stop his team to see how fast the boys could go. He stopped so suddenly that our friend A., who was immediately behind him and who was hemmed in on both sides by other coasters, was obliged to stop suddenly also.

He came down on his feet, but his machine fell in such a manner as to bend the pedal crank, so that it took quite a little time and patience to bring it back to its original shape. Our friend, after delivering an eloquent (?) speech to the farmer, joined us and we proceeded on our way. Our first stop was made in Roslindale in full sight of Bussey bridge, which was made famous but a short time ago by the terrible railroad disaster which occurred there. The bridge was not the attraction for which we stopped, but a pump! How grateful a sight is a pump to a wheelman when the thermometer stands at 80 degrees or more in the shade. During this short rest Van showed us the speed he could make with his hands behind him, and we mutually agreed that "Jack" would certainly lose that magnificent wager without any doubt. We had a very sultry ride through Hyde Park, as the trees were few and far between, and the sun was blazing down overhead. The roads through Milton were very good, and we started up through the noted Brush Hill as though we certainly meant to pedal up the whole distance, but the hill and sun combined were too much for some of us, and after pedaling a while we came to the conclusion that walking would be a restful change. After passing the steepest grade of the hill we again mounted and rode to the top and kept on our way without further dismounting except for the ever-welcome pump. Through Canton we saw the church-going people and the inevitable small boys who gave us compliments, or quite the reverse of them. *Le plus mauvai's* part of our trip was through Sharon. If the roads are always in the same condition, I would never advise my friends to wheel there. I speak frankly. I was utterly discouraged with heat, sand and gravel to contend against, but the first sight of the lake cheered us on, and also the thought of dinner. What wheelman does not look forward to that after pedalling several hours? We were very much disappointed upon reaching the hotel at being obliged to wait for over an hour for our dinner, as the dining hall was full and there was no room for us. And then, when we were finally seated, what disappointments were in store for us—nearly one-half of the articles on the menu being exhausted—but we survived.

We were much amused while eating dinner to witness a funny little incident. The head waiter was an Irish gentleman, a duplicate, in fact, of Nolan, the Boston Museum actor, when he is made up for such a character. The supply of milk being exhausted, our captain wished to call the head waiter's attention, and as he didn't care about attracting attention from the diners, he beckoned to the h. w. and pointed, upon which the h. w. struck a peculiar attitude and exclaimed, "No, sir; no champagne. No, siree." We all joined in the hearty laugh which followed, even if it was at our captain's expense. At the close of the dinner a few speeches were made, in which the captain of the S. C. C. extended a cordial welcome to the Newport guests, who in return gave the cyclists a hearty invitation to visit their city. The hotel guests were very much interested and amused to see with what cordiality each cyclist greeted the other. The hearty and sincere goodwill was apparent to the most casual observer. One would think their hands and wrists might have ached after so many shakings.

Cyclists were present from most of Boston's suburbs, also from Newport and Providence, R. I.; Gloucester and Taunton, Mass.; Manchester, N. S., and other distant places.

After eating dinner, we rested under the trees, admiring the beautiful pond and scenery. Several wheelmen gave us exhibitions of their skill. One cyclist (who road an Eagle) rode several times over a bushel box which had been placed in his path. Another showed us how to keep a bicycle at a standstill, while being seated upon it. Another after giving a few swift pedal strokes, jumped from the pedals to the saddle and crouched upon it, while the wheel was still in motion. There were various other tricks performed which space will not permit me to mention. Shortly after, the cyclists were called together and the announcement was made that we were to be photographed. The gentlemen arranged themselves under the trees and as Capt. C. thought the ladies' bicycle ought to be pictured too, I was consequently put upon it, while he and my brother steadied it. Afterwards the S. C. C. and their guests were taken. At 4.30 we left the Massapoag for home. In order to escape sand and gravel we took another route back, from that which we had taken going. We came back via Sharon Center. The only improvement was the side-walks, which we made haste to use, but even these did not last the entire distance. Our road back, was through Canton, Milton, Mattapan and Dorchester, and we made a detour through West Roxbury Park, otherwise known as Franklin Park. Our trip home from here was uneventful excepting *un gros casualite*, which was more of a scare than anything else. The sun had set before we parted from our friends, and I can truly say I never had a more enjoyable trip, nor a more polite and gentlemanly company than the party with whom I wheeled, I trust there will be more ladies who will ride safeties in order to participate in these pleasant trips. I am heartily in favor of safeties for I know there are few ladies who could propel a tricycle over (60) sixty miles, the distance which I travelled on my single safety.

DOLLY B.

DOWN THE RHINE—THE BEGINNING OF THE END.

Since a week ago Saturday last, which we spent rain-bound at Neuhausen, our course has been through German territory down the banks of tha castellated Rhine.

Although rainy, yet seven or eight of the boys started ere the others were up- for Freiburg. Therefore, when about 8 o'clock it was decided to remain over till next day a telegram was sent ahead to recall them. They, however, elected to continue, and so spent Sunday, as per schedule, in Freiburg, while the party spent it in getting there. The road lay through the Black Forest all the way. During the forenoon ride to Titisee, where the party dined, a head wind made it a long pull. This was more than repaid, for by the afternoon ride down the Vallee d'Enfer and a nine mile coast over perfect roads. By not arriving Saturday the party missed seeing the market day, for which bad luck the rain was alone to blame.

Next morning, Monday, we were on the road to Strasburg.

I forgot to mention that on crossing the German frontier the party received the deposits made on wheels when entering Switzerland and were not asked to pay any duty for Germany.

Our road from Freiburg to Offenburg—48 miles—where we dined, was through a rather flat and uninteresting country, all the more so after the mountains and lakes of Switzerland. At Offenburg, Hotel Bahuhoff, we were but 8 miles from Strasburg, which distance was covered in an hour late in the afternoon. Through this section of country, tobacco seemed to be one of the principal crops, though on all sides could be seen the busy harvesters garnering in the bountiful crops of wheat and other grain.

Before reaching the city we were met by one of the local clubmen who had heard of our coming and piloted us to our hotel—De France. Here we had our first opportunity of realizing to what an extent milltary life obtains in Germany. In, through the surrounding forts, across drawbridges and under massive stone gateways, we rode; past marching regiments, with their shining brass helmets over sturdy, solid, bulldog-like faces; past exercise grounds were recruits were being practised in running, climbing, volley firing, etc.; past more grounds where infantry and cavalry were drilling, and thus through streets on which more than half the passers by wore uniforms, to our hotel.

There are 15,000 armed men on garrison duty in Strasburg and their barracks cover more ground than did the old town.

That evening, the Strasburg Club invited us to their meeting-rooms at a neighboring cafe, and there all spent the evening with music for all and beer for those who chose.

Next day, Tuesday, we spent the forenoon in seeing the city, and at 12 o'clock all repaired to the Cathedral to see the famous clock perform its world-renowned evolutions. These the boys found rather dissappointing, as nothing in particular happened, save a cherub striking the hour, a lot of wooden figures moving on a revolving table, out of one hole into another, and, the best of all, a very realistic rooster, which flapped its wings and got up a very fair imitation of a cock-a-doodle-doo.

After dinner, under the guidance of our Strasburg guide of yesterday, we wheeled out for Baden-Baden, only 35 miles.

On this run the entire party, for a wonder, kept together, and that at a rattling pace, thanks to our able guide.

The country proved uninterestingly flat, as the boys had grown rather to like the ten-mile hills and ten-mile coasts of Switzerland. All went well until two miles of our destination, when down came the rain in torrents, sending us helter-skelter into the town for shelter. The Baden Clubmen who had ridden out to meet us, were thus disappointed, as from their eyrie of safety in a suburban bierhalle they did not notice us going by. We arrived at the Hotel Holland, as miserably wet a lot of chaps as one would care to see. What memories of Ireland and of the warm hearts we met there, that rain brought to us!

Once arrived and dinner, or rather supper, disposed of, we were taken in tow by the Baden-Baden Club to the Conversatione Haus, or Casino, where we spent the evening in the open air—the rain having ceased—drinking cafe or other light (?) drinks and listening to the magnificent orchestra.

By the kindly thought of one of the clubmen the band was made to drop the regular programme and played for our benefit "Hail Columbia," "Yankee Doodle," etc., etc.

We gave them our war-cry and succeeded in gathering round us from among the gay throng of promenaders, many Americans who were as much flattered by the compliment as ourselves.

After the band ceased, the club men took us to their rooms in the "Crocodile" restaurant, where the huge loving-cup filled with iced champagne went circling round the board to the sound of German bicycle songs and their boisterous, fraternal greeting, "All heil!" At a late hour we parted and got to our hotel.

Next morning dawned with threatening rain, and muddy roads. At eight o'clock under the leadership of our thoughtful friend of the previous evening, eight or ten started out for Heidelberg via Carlsrhue. Most of us remained to go later by train. At ten, arrived from Strasburg, Hicks and the Messrs. Krumm who had remained behind there. As the sky seemed propitious a few of us joined them and so rode the thirty-odd miles to Carlsrhue with little rain. The remaining few took train the entire distance to Heidelburg sixty-three miles.

Those who stuck to the wheel had a rough, long pull of it and were caught in more than one drenching shower.

At Heidelburg all visited the castle and thoroughly explored the nooks and corners of this most interesting of ruins. The magazine with its eight foot wall, rent asunder and partly lying in the moat; the famous Heidelburg Tun, or huge cask, (on the top of which, Wilson and Wentworth danced a polka) and the high watch-tower with its superb view over city, river and the surrounding vine clad hills, were all seen and climbed.

A quiet evening indoors was spent, rain preventing promenading or band-concerts.

In the morning all were on deck for Weisbaden, a run of sixty-four miles.

As the threatening weather and occasional showers still continued several of the boys preferred to take the train. A week of riding in the rain in Ireland, gave us all quite enough of that sort of fun. Those who wheeled it found a rather flat and uninteresting country, and received an occasional wetting down. Those who trained to Worms for dinner, were obliged in going about twenty-five miles to change cars four times then take boat across the Rhine and finally cars again to Worms! We travelled in everything except a balloon that day.

At the ancient and historical city of Worms we spent a couple of hours visiting the famous church of Luther, his splendid bronze monument in the public square and in exploring the quaint old streets and buildings of the town. Then, that over, *en route* for Weisbaden, nearly forty miles.

Some took train to Mayence and thence rode the few miles to Wiesbaden. The others faithful to the wheel, plugged it over the road and were rather weary than otherwise, when they pulled up at the hotel door. Mayence, which we passed through is a magnificent city with wide boulevards, splendid buildings and the usual encircling chain of fortifications. Wiesbaden, though smaller, we also found to be a very fine town, full of grand hotels, large shops, with wide streets, and, as is usual in the German cities we have passed through, steam street railways.

Next morning as on the previous days, one party went by wheel while the lazy contingent (always steadily growing) made tracks for the boat. Our route this day lay through the grandest part of the Rhine valley, mainly from Wiesbaden via Burgen to Coblentz. Those who rode it travelled down the right bank to Rudersheim, where the boat contingent, who had taken to the river at Biebrich, near Wiesbaden.

At Rudershiem some of the boys went up the cog railway to the Germania statue on the Niederwalk, above the town. This magnificent and colossal monument to the glory of German unity and German prowess in the war of 1870-71, towers aloft nearly 100 feet, and in its elaborate beauty and the grand panorama of the Rhine visible from its base, more than repaid the time taken to visit it.

PEDALS.

NIAGARA FOR HIM.

Editor Bicycling World: In accordance with your correspondent of July 19th, referring to selection of the locality of the '89 meet, I would like to second the nomination of Niagara Falls.

Your correspondent has very ably set forth some of the advantages of the place. But no person can adequately describe the grandeur of the place and its fitting as the rendezvous for the Wheelmen.

To those of the members who are not inclined to wheel to the meet is also offered easy and rapid ways of communication in any direction.

By all means let us have Niagara as the next meeeting place.

L. A. W., 23257.

MR. SHRIVER'S REPLY TO MR. PRIAL.

Editor Bicycling World: My first impulse in reading Mr. Prial's letter in this week's WORLD was to reply to it fully, but as he has seen fit to divert the question from its bearing on League matters solely, and to lug in the private affairs of, and opinions within the New York club, I would prefer to drop it; contenting myself with remarking on two points only. Mr. Prial states that the majority of the committee favored his nomination. I can only reply that the other members of the committee expressed no preference for him at the committee meeting, whatever they may have done elsewhere. He also objects to my using your columns to explain the question. As to this, it became necessary, out of fairness to Mr. Watts, because Mr. Prial had declined to publish any statement of the case from me in the *Wheel*, on the ground that discussion of his "trade" relations might injure his candidacy.—Yours truly,

E. New York, August 13, 1889. E. J. SHRIVER.

TOM STEVENS HEARD FROM.

A CABLE from Zanzibar, Africa, reports Mr. Stevens on his way from the interior after his unsuccessful search for Stanley. The information is very meagre, but it states that Stevens will probably reach Zanzibar in about two weeks. Mr. Stevens was sent by the New York *World*, this spring on the difficult mission of finding Stanley. In the meantime Stanley found himself, and is now on his way to the coast with an army of some six thousand men and a vast quantity of ivory. He is in the vicinity of the Nyanza Lake at this time, and it will take months of hard work to "get out of the wilderness."

THE HISTORY OF THAT FIRST WIRE OF "JACK'S" RUMORED DEATH.

Editor Bicycling World: Your letter asking for the particulars in regard to the first rumor of the death of Jas. Purvis-Bruce at hand. On Sunday, July 28, the Minneapolis *Tribune* contained the account of the death of a reporter named Bruce who perished in a canyon somewhere in Canada. The *Tribune* went on to say that "owing to the roving disposition of Purvis-Bruce formerly of this paper we have no doubt it was he." I immediately wired the White Cycle Co. as you know, and on July 29th received the following from Bruce himself.

"Jack" is still alive and is liable to kill you when next he sees you if still alive. He starts for England in six weeks.

(Signed) "No Signature."

Bruce had owed me a letter for about two weeks and I have no doubt from the way his message was worded, that he thought I had just telegraphed the company to hurry him up in answering. This message was the last word I ever heard from him, although I wrote him a long letter July 30th, telling him about the notice in the *Tribune*. The report of his drowning which was in the *Tribune* Aug. 5 was not credited by any one here; as it followed so closely on the other every one thought it a hoax gotten up by Bruce himself. However I wired again and alas found it to be too true.

Although he seemed "odd and eccentric" to many, yet after one gained his confidence it brought out his true nature and one found under this eccentric covering a diamond of the first water, a man with a heart so large that after doing the most noble things he looked on them as trifles.

I am yours in mutual sympathy,

J. R. STOCKDALE.

HE BELIEVES IN JERSEY CLOTH FOR SUITINGS.

Editor Bicycling World: Noticing considerable discussion on the uniform question I beg leave to state that I believe I have solved the problem of proper cycling clothing, to my entire satisfaction. For two years I wore a suit made of common cloth, (Sawyer's woolen) and I am certain that a riding suit cannot be made, to fit as a riding suit should, and still be comfortable, if made of ordinary cloth. Last spring I ordered a suit to be made of dark gray *jersey cloth*, and I must say I never knew what a comfortable riding suit was before, and in my opinion jersey cloth is the only thing fit to make a riding suit of. I chose gray because it shows dust less than black or blue.

For riding on hot days I leave off my coat, and in place of the cap, I wear a light straw helmet; dressed in this manner I can keep comfortable riding in any heat we have had this summer.

What is true of the dress for the lower part of the body is true of that for the upper part. Woolen shirts are made in a very artistic manner now, giving one the chance to wear a neck-tie, and thus appear quite respectable, even without a coat. Knee breeches, buttoned at the knee look better, feel just as good and cost no more than tights. Flannel shirts are prettier, quite as comfortable and cost less if anything, than jersey tights. Here is comfort, economy and good taste. What more do you want?

L. A. W. 9424.

HE DOES NOT LIKE OUR STRICTURES.

Editor Bicycling World: Did it ever occur to you that in your enmity to the sidewalk rider you are rather intemperate? Have you any idea that there may be places where it is not only desirable that wheelmen use the walks, but necessary, if they would ride at all? If you should ever visit this town you will find it to be so here. Our streets are villainous—sand, rough ruts or mud are the normal conditions. We must ride the walks or not ride at all. Our walks are smooth, the crossings are raised and gutters bridged. We can use the walks, (you can't in Boston, because you have a drop and rise at every crossing), and we do use them 365 days in the year. The public does not object. Some people, not riders, actually think we have a right to them. I don't dispute the justice of your position. When the roads are as good, as in Boston, there is no excuse for sidewalk riding. But if your ideas were carried out in this town there would be no riding at all. No one but a Hercules could drive a machine on our streets with comfort. The tools here give trouble once in a while, but the sensible riders know that to be tolerated we must behave ourselves.

Your readers here are amused and disgusted at your talk. Were you here you would ride the walks or not ride at all, and you would be glad of the privilege. Yours truly,

Akron, Ohio. G. C. McNEIL.

[There are exceptions to every rule, of course, and if the nonrididg citizens of a place do not see any nuisance in the use of the sidewalks by cyclers, we cannot object. The overwhelming majority of pedestrians *are* against sidewalk riding, and they are, as a rule, right. The custom of side-walk riding, *as a rule*, is wrong, dead wrong.—ED.]

THE PENNSYLVANIA CLUB ON FAST RIDING.

The Secretary of the Pennsylvania Bicycle Club of Philadelphia was instructed at the last meeting to send the following letter:

"General Russel Thayer, Superintendent Fairmount Park.

"Dear Sir—We would respectfully call your attention to the indiscriminate and sometimes reckless riding that is indulged in upon the pavements on the north side of Girard and Elm avenues, and for the best interests of all true cyclers and the public at large we would ask that such restrictions as are deemed necessary, may be placed upon those, who habitually and wilfully violate the ordinances bearing upon this practice; and we ask further that the park guards be instructed to enforce upon both wheelmen and horsemen the regulations in reference to fast riding in the park.

"If you will refer any action that may be decided upon, to our Secretary Mr. Lee R. McKinstry, 307 Walnut Street, notice of same will be conveyed to the other City clubs, and as far as possible, to the wheelmen at large also.

"Respectfully, for the Pennsylvania Bicycle Club of Philadelphia.

"LEE R. MCKINSTRY, Secretary.

August '89."

At the regular meeting of the Pennsylvania Bicycle Club of Philadelphia, held August 1st., the following resolution was unanimously adopted:

Resolved. That the sentiments of this club are against all forms of road-racing, as prejudicial to the best interests of genuine cycling, and that the indiscriminate indulgence in same is calculated to engender and perpetuate a feeling against wheeling and wheelmen, which it should be the constant endeavor of every true cycler to live down.

THE MASSACHUSETTS AND RHODE ISLAND DIVISIONS MEET AT COTTAGE CITY.

THE past week has been a memorable one at Cottage City; all sorts and kinds of excursionists have crowded the city, but none of the visitors have attracted so much attention and given such satisfaction and pleasure as the visiting wheelmen, the L. A. W. members of the Massachusetts and Rhode Island divisions. The number of visiting wheelmen did not exceed 400, but there were representatives not only from this State and Rhode Island, but from Maryland, Maine, New York, Pennsylvania, Ohio, Washington and other points.

Chief Consul Emery was indefatigable; he worked like a beaver, and was omnipresent. Wednesday night many of the wheelmen came in on the boats, and the Thursday boats brought the bulk of the cyclers.

Thursday morning the business meeting of the Massachusetts division was held, full report of which will appear in our official columns, The report of the Secretary-Treasurer, showing the great increase of Division membership, was flatteringly received, and the finances, giving a balance in the treasury of some $800, lightened the hearts of those interested in the financial standing of ths Division.

The election of Mr. C. S. Howard of Boston to the office of Secretary-Treasurer was a good move, and the Division is to be congratulated on the choice made. In the afternoon the game of baseball between the Martha's Vineyard nine and the wheelmen took place, and resulted in a victory for the local club by a score of 13 to 12. The wheelmen were ably captained by Mr. Bean of Cambridge, while the Martha's Vineyard, in the person of a Mr. Latham, had a very active captain and coacher.

In the evening the lantern parade took place, and it was a feature that pleased the cottagers immensely. Many of the cottages were illuminated in honor of the occasion, and red fire and fire works were let off profusely. About 150 men participated. Mr. Sterling Elliot of Newton, Mass., was awarded the first prize for the most elaborate display, and Mr. Phillips of Providence was given the second prize. President Luscomb was chief marshal.

On Friday morning many wheelmen went down to the wharf, expecting to take in the Nantucket excursion at "reduced rates," but for some reason the reduction was not made, and the excursionists were reduced in number to a bare 25. Those who did go enjoyed it hugely, although only forty-five minutes was allowed to see the quaint old town. Those who took their wheels were heard to remark that the roads were "tough," and they were not far out.

In the afternoon about 100 wheelmen, under the command of Chief Consul Emery, rode out to East Chop and back.

W. Windle did not show up in the trick riding exhibition. He sprained his ankle a short time ago.

There was no ball down on the programme, but those who wanted to "trip the light fantastic toe" were determined not to be left, and so a few enterprising spirits, led by Mr. Bean of Cambridge, got up a hop, which proved to be one of the most enjoyable events of the meet. The order went forth that dress suits would not be allowed, because so many had come unprepared, and Mr. Bean determined that all must fare alike, so far as dress was concerned. It was well into Saturday morning before the last dance had been danced.

The parade was held on Saturday forenoon. Three hundred men were in line. Chief Consul Emery was chief marshal of the Massachusetts division, and Chief Consul Davol was chief marshal of the Rhode Island division. Miss Marion D. Bassett was marshal of the ladies' division, with Abbot Bassett as chief of staff. President Luscomb, Chief Consul Albert Mott of Maryland, and Chief Consul Dow of Portland were on the staff of Chief Consul Emery. The line moved over a short route, along the concrete streets.

The meet wound up with the races in the afternoon, a report of which will be found in our racing column.

TOURNAMENT AT WORCESTER, MASS.

THE programme decided on by the Bay State Wheelmen of Worcester for the tournament in September [Date not decided.] will include three foot races (a half-mile amateur run, a one mile walk and 100 yards dash.). Beside these races there will be a one-mile (novice) safety race, one mile ordinary (novice) race, two mile Worcester County championship, three mile lap race, one mile safety (open), two mile team race, one mile ordinary (handicap).

one mile safety (handicap) and one mile ordinary (open). The races will be under the L. A. W. rules, and are expected to bring out the strongest amateurs in this part of the country.

THE NEW YORK STATE DIVISION MEET.

Arrangements are progressing for the New York State Division meet, to be held in New York Sept. 13 and 14. The Brooklyn *Times* says: "It has been proposed to have a race meet on the 14th at Washington Park, but the grounds could not be obtained for this date, and the idea was abandoned, the committee apparently overlooking the fact that the B. A. A. grounds might have been gotten for the purpose instead. The absence of races will cause no little disappointment to many who had already gone into training in anticipation of some close and exciting contests between the local and visiting sprinters. A decidedly interesting programme of a different nature, however, has been arranged for the entertainment of the guests after the business of the meet has been transacted, which includes runs to Yonkers, Bath Beach, Coney Island and other points, to be followed by refreshments for those who enjoy the runs to the last named places at the clubhouse of the K. C. W. A parade in this city is proposed, and a theatre party will be arranged at one of the up-town New York playhouses. The entertainment and reception committee is headed by W. H. DeGraaf of New York, assisted by Captain W C. Marion, Jr., K. C. W., and Bert Cole, B. B. C., who so efficiently aided in the successful engineering of the theatre party at the Park last season."

ST. LOUIS TOURNAMENT.

INTEREST in the coming tournament continues unabated and the fact is now established that it will be the most successful tournament yet given by the St. Louis Bicycle Track Association. On account of a delay in the East the full list of prizes is not yet complete but up to date it consists of costly gold medals for each of the championship events, two fine gold watches, mantle clock, smoking set, gold-headed canes and umbrellas, silk hats, Jersey suit, fancy silk shirt, and cycling sundries. For the entries the names of some of the fastest ameteurs in the western country have been already secured and brillant contests are assured. The match race Ring vs. Harding is causing a great deal of talk, the prize being a $25 gold medal to be furnished by either the Missouri or Cycling Club in the event of their man loosing.

A stock subscription paper will be issued among the merchants, and if they respond in their usual rapid manner, a new grand stand will be built to accomodate the expected throng of spectators. The delay in announcing the full list of prizes is very unfortunate but it cannot be helped for reasons stated. Intending competitors may rest assured however that they will be all first class. Preparations are now being made for the grand union run to take place Sunday, September 1, which will be held over the famous De Soto road. This road has become so well known as the toughest in the country and as the successful participant is looked upon as a road rider of the first water, this fact alone should induce a large delegation of visitors to be present, and, by the way, should anyone wish to have a try at Greenwood's record of less than twelve hours for the round trip or 4 hours and 23 min. for the down trip, he will be accomodated. Entries for the races close Wednesday, Aug. 28, with Secretary J. Harold Child, 1012 Oliver St. from whom blanks can also be obtained. LINNEUS.

PENNSYLVANIA DIVISION MEET PROGRAMME.

The Pennsylvania Div. State meet will be held at York, Pa., Monday and Tuesday, Sept. 2 and 3. As the 2d will be Labor Day, there is every reason to believe that the meet will be largely attended.

An advertisement of the races and meet will be found on page 448. Owing to the limited time of the committee at work on the meet, the programme of the races was sent in for publication before the committee could hear positively from the Racing Board, hence there are a few changes to be made. The one-half mile hands off and the 2 mile handicap—both championship races—will be taken off and replaced by the one mile and the half-mile tricycle. Both of the latter will be championship races. The correct programme will be published in the same column next week.

The committee has also not heard definitely from the railroad authorities, but do not think there will be any trouble in securing he issue of return card or rebate system from all points within the State and also from the larger cities outside of the State.

The headquarters for the meet will be at the City Hotel, where all wheelmen of the Division will be expected to report. All the hotels will have reduced rates. Highest charge will be but $2 per day. The accommodation will be the best. The committee will see that every one has storage room for his wheel free of charge, so bring your wheels along.

Those who have charge of the races are well known and popular, and will strive to please both audience and participants. They intend that the races shall be as interesting as any ever held within the State. Entry blanks for the races can be had from Ellis S. Lewis, Secretary. Send for them. The programme outside the races is not yet decided upon, but will include a run or two, a lantern parade and a spread.

Anyone intending to make the trip to York awheel and wishing any information in reference to roads, routes, etc., should correspond with the undersigned, who will cheerfully give all the desired information possible. For short distances, or even for a day or two trip, this would be a pleasant feature, as the trip could be made on the Sunday previous.

W. P. SWARTZ, Captain, Y. B. C., York, Pa.

HARTFORD TOURNAMENT.

THE Hartford Wheel Club are receiving very favorable reports from all quarters stating that a larger delegation of wheelmen may be expected at their September Tournament.

Massachusetts and Rhode Island Clubs besides all the Connecticut ones have signified their intentions of coming with large delegations. The additional attraction of the L. A. W. Ct., Division meet at the same time as the tournament will bring together hundreds of League Cyclists who might not otherwise attend. The arrangements for their entertainment are about all completed and are in the hands of competent committee who will spare no pains to keep good the reputation Hartford has made in the past.

The Wheel Club team have now got down to hard work and are training every day at Charter Oak Park from 4 until 7 P. M. The team is composed of Foster, Cornell, Dresser and Reid on ordinaries, and Harding and Shea on safeties. Corcoran the trainer is well pleased with their work, and says great things may be expected of them.

LOUISIANA DIVISION MEET—PROGRAMME.

THE Louisiana Division L. A. W. will hold a meet at the Audubon Park, New Orleans, on Saturday, Sept. 14.

1. Novice race for bicycles, 1 mile dash, open to L. A. W. members. 2. L. A. W. National championship, 5 miles, assigned to this division, open to L. A. W. members. 3. One-half mile dash for boys under 16 years old, mixed race. 4. Safety race, Rover type, 1 mile dash, open to L. A. W. members. 5. Louisiana State championship, 1 mile dash, open to Louisiana members of L.A.W. 6. Run and ride, half mile, mixed race, open to L. A. W. members. 7. Tandem tricycle, 1 mile dash, open to L. A. W. members. 8. Louisiana Cycling Club championship, 1 mile dash, open to club members only. 9. New Orleans Bicycle Club championship, 1 mile dash, open to club members only. 10. Lap race, 2 1-2 miles mixed race, open to L. A. W. members. 11. Consolation race, half-mile dash, mixed race, open to L. A. W. members.

The entrance fee for each race will be 50 cents, all entries to be made with Ridgeley P. Randall, Chairman Racing Board, 54 Baronne street, New Orleans, Louisiana. Entries to close Tuesday, Sept. 10, at 5 P. M. Six thousand invitation will be issued and a fine band of music in attendance.

All riders in the United States are invited to be present and members of the Division will make every effort to make visitors feel at home.

HARRY A. HODGSON, Chief Consul, La. Div. L. A. W.
JOHN W. DODGE, Sec.-Treas. La. Div.

RACES AND RECORDS ON ROAD AND TRACK.

AT QUEENS, L. I., Aug. 10.—Track.—At the Queens Athletic grounds last Saturday, several local bicycle records were broken. A. C. Banker of the Berkely Athletic Club rode one mile in 1m. 57s., breaking Hesse's record here; three miles in 9m. 26s., and five miles in 15m. 41 1-5s., the fastest five miles ever made in New York State. L. L. Clark of the same club rode a lap, one-sixth of a mile in 24s., and the quarter mile in 40 3-5s.

AT COTTAGE CITY, Martha's Vineyard, Aug. 10.—The last day of the Mass. and R. I. Division meet was brought to a fitting close by a series of excellent races. The paths used as track are not of the safest or fastest. The corners are pretty sharp to take at full speed, and we always feel glad when the events are over without any serious spill. The sky threatened rain all the morning, but after a

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while the sun consented to show his face and at the time of starting the races, [the sky was clear and everyone happy. President Luscomb acted as referee. The results were: One mile, open—First prize, gold medal; second prize, silver medal: entries, F. A. Delabarre, Conway; T. J. Kerr, Worcester; T. L. Connelly, Dorchester; B. T. Bruce, Providence: First, Delabarre, 3m.; second, Bruce, 3m. 4 1-2s. One mile safety—First prize, gold medal; second prize, silver medal: entries, William Van Wagoner, Newport; F. L. Olmstead, Jr., Brookline; W. E. McCune: First, Van Wagoner, 3m. 8 1-5s.; second, Olmstead, Jr., 3m. 13s. Half mile open—First prize, gold medal; second prize, silver medal: entries, T. L. Connelly, Dorchester; E. L. Culver, Springfield; A. H. Morse, Hyde Park: First, Morse, 1m. 29 3-5s., second, Culver, 1m. 33s. Half mile, boys' race, boys under 12.—Entries, Frank Philips, Albert Van Vleck: First, Phillips, 1m. 41 3-5s; second, Van Vleck, 1m 43s. One mile championship, Massachusetts and Rhode Island—First prize, gold medal; second prize, silver medal: entries, Van Wagoner, F. A. Delabarre, Conway; C. A. Culver, Springfield: first, F. A. Delabarre' 2m. 49 1-5s.; Van Wagoner, second, 2m. 52s. Tandem safety race.—Entries, Newman and Burns, Cambridge: Van Wagoner, Newport, and Lakey, Providence, R. I.; Jewett and Nash, Cambridge: first, Van Wagoner and Lakey, 3m. 3 3-5s.; second, Newman and Burns, 3m. 9s.

AT WORCESTER, MASS., Aug 8.—Hill climbing record.—The best on record for Walnut Hill, Worcester, up to Aug 8, was twice without a dismount. On that day F. L. Johnson on a saftey in the presence of a large crowd and three judges, started in to break the record and did it as follows: 1st ascent, 1m. 45s.; 2d, 1m. 40s.; 3rd, 1m. 40s.; 4th, 1m. 45s.; 5th, lacking five yards, 1m. 50s.; time from start to finish, 16m. 45s. Unfortunately, a watering cart came down the hill during the trials, and made the surface very greasy, otherwise Mr. Johnson would undoubtedly have bettered his record.

AT NEW ORLEANS, Aug. 3.—Road.—A mile match race between A. B. Harris and C. M. Shute, two members of the Louisiana Cycling Club, came off Sunday, Aug. 3, and resulted in a victory for Harris, after a closely contested race. The race was run in 3.10 1-2, which is only one second above the local record.

AT CHICAGO, Aug. 10.—Road.—The Lincoln Cycling Club held their annual road race Saturday afternoon. The race was from 35th street and Grand boulevard to Cheltenham Beach, a distance of 9 miles over the course as run. There were 18 prizes, from a silver cup to winner, gold medals to those making first and second best time, down to an iron medal, a wooden medal and a leather medal respectively to the three last men in. Eighteen of the contestants finished and all got prizes. The road was in first-class condition and the wind favorable. The following is the time for the first nine men in, with their handicaps: 1. McAvoy, 36.15, 5m. limit; 2. Crouse, 35.12, 3m. limit; 3, Spooner, 32.32, scratch; 4. Herrick, 36.40, 4m.; 5 Stamm, 35.19, 2 1-2m.; 6. Bacon, 36.58, 4m.; 7. Pounds, 37.25, 4m.; 8. Byrne, 38 11, 4 1-2m.; 9. Frank, 36.17, 2 1-2m. Spooner takes the medal for best time, while Herrick, Canfield and Brewster secured the three "booby" medals.

AT LOCKPORT, N. Y., Aug. 9.—Road.—The first road race ever held in Niagara County took place last Friday and was a grand success. A grove has been purchased at Wilson, on Lake Ontario, by a Canadian syndicate—strange to say it was not English—and has been fitted up with pavilions and all the other attractions necessary to a first-class summer resort, and christened Lake Island Park. The grand opening took place on Friday, Aug. 9, about 3000 people attending. Besides speeches and banquets, there were a number of athletic contests, consisting of running, jumping and wheelbarrow race, tug-of-war, swimming, tub races, etc. The event of the day was the bicycle road race from Lockport to Wilson—17 miles. Six starters entered: Burt Green of the Lockport Wheelmen, Wm. Windsor, H. W. Sherwood and Fred Korf of Lockport, C. F. Hollinbeck of Sanborn and W. C. Comstock of Cambria. Korf led until 5 miles from Wilson, when Green forged ahead and kept the lead to the finish. The men crossed the line in the following order: Green 1.14, Windsor 1.24 1-2, Hollingbeck 1.25, Korf 1.27, H. W. Sherwood 1.32, Comstock 2.8. The roads were sandy part of the way and a head wind interfered, but the boys rode a loafing race the first 12 miles or better time could have been made. The finish was magnificent, the three leaders coming in almost neck and neck, the 42d separate Regiment band playing, the vast crowd cheering and a number on horseback galloping by the side of the riders and urging them on. No accident occurred, and it is safe to say road racing will be popular in this section for some time to come.

AT PHILADELPHIA, Aug. 8.—Road—The match race between John G. Fuller, of the Pennsylvania Bicycle Club, and Louis Hill, of the same organization, came off Thursday afternoon, Aug. 8, on Lancaster Pike. The course was from near Fifty-second street, distance, three miles. The race was a slow one and did not develop a struggle, Hill winning in 9 minutes 42 seconds, with Fuller a few yards behind him. The latter rode a safety bicycle, geared to sixty inches, which had just come off shipboard, and which he could not ride. When half way through the race owing to Fuller's evident inability to do anything with the machine, Hill wanted to call the race off, but Fuller said he would ride it out. A series of three races was agreed to between the two men, neither of them being satisfied with yesterday's trial. It will count as one, however, and the two others will be ridden at early dates.

IN ENGLAND.—The N. C. U. championships were run at Paddington July 27 in rainy weather. The track is one that drains capitally, however. The five mile championship was won by Snyder (previous holder) by a wonderful 200 yards sprint over Osmond. J. H. Adams third. Time, 18m, 24 1-5s. In his trial heat Snyder made his last quarter in 32 2-5s. The mile tricycle was won by H. H. Sansom in 3m. 12s. by a tremendous spurt. W. G. H. Bronsom second. Sansom's last quarter was made in 36 2-5s. W. G. H. Bromson won the 25 mile tricycle championship in 1 hour 20 minutes 27 1-5 seconds.

On the same day at Leicester F. Lawrence, 195 yards, won a mile handicap in 2m. 42 4-5s. A. H. Robb, scratch, won a 3-mile championship in 8m. 46 3-5s. F. W. Allard, 40 yards, was second by half a yard. R. Howell won the 5-mile championship in 15m. 45 2-5s. the last quarter in 35 4-5s.; Robb was second by half a yard and ahead of Allard by the same distance; J. Lee fourth.

At Coventry, July 25, J. H. Adams covered 50 miles in 2h. 33m. 37 2-5s., smashing English records from 33 to 50 miles inclusive, as follows:

Miles.	Time. H. M. S.	Miles.	Time. H. M. S.	Miles.	Time H. M. S.
33 -	1 41 55 4-5	39 -	2 00 24 4-5	45 -	2 18 23 3-5
34 -	1 44 57 2-5	40 -	2 03 21 1-5	46 -	2 21 24 3-5
35 -	1 48 06 4-5	41 -	2 06 21 1-5	47 -	2 24 36
36 -	1 51 16 4-5	42 -	2 09 21 4-5	48 -	2 27 41
37 -	1 54 19 2-5	43 -	2 12 23 3-5	49 -	2 30 45 2-5
38 -	1 57 24	44 -	2 15 24	50 -	2 33 37 2-5

AT READING, PA., Aug. 5.—Track.—Rain again interfered with the races at Yellow House Park, but four out of the six unfinished races were run. Notwithstanding the rain the attendance was good and considerable enthusiasm was shown. The races were started at 2 P. M. The first was the half-mile novice. The prizes contested for were a gold medal and a man's dressing case. There were seven entries, but only three starters. William Reifsnyder of Pottstown, Charles Miller and C. J. Dundore of Reading. Dundore won with ease, his time being 1.58 1-4. The second event was the one mile, 3 minute class. In this race there were four starters, D. H. Miller, won in 3.23 1-2, with Kilmer a close second. When the third race, a one-mile safety, was called, the rain began to fall and George Grubb declined to run. Wm. W. Taxis of Philadelphia, Riegel and H. Y. Yost of Reading started, and the rain poured down in torrents. W. W. Taxis ploughed the mud and won in 3.55, with Yost of this city second. After waiting a half hour, the rain ceased, and the one mile handicap was run. The track was heavy and a storm in the distance hurried the starters to their positions. W. I. Wilhelm, who had been entered for it and was at scratch, being handicapped by Taxis by 25 yards; by Miller by 90 yards; Kilmer and Grubb 100 yards each, and A. R. Gray of Bryn Mawr by 100 yards. Wilhelm not being present the others took their distances as printed on the programme in order to save a remeasurement. This race was also run in the rain. This race was the prettiest on the ground and was won by Taxis in 3.21, with Reigel second and Reifsnyder third. In the evening a hop was given for the benefit of the cyclers, but very few wheelmen were present. Rhoads and Schearer's orchestra furnished the dancing music, and a fine concert was given by the Silver Cornet Band of Freidensburg.

JOHN BROWNELL, claims to be the only man in the United States, who rides a 64 inch bicycle. Mr. Brownell is in the neighborhood of seven feet tall and is completing a course in classics at the Syracuse, (N. Y.) University.

THE local record of 6 h. 15 m. between Washington, D. C., and Baltimore, Md., is claimed by Mr. Harry Park of the former city.

EX-PRESIDENT CLEVELAND

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MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.

E. H. CORSON, agent for the Rambler Safety Bicycle, made a fast run yesterday from Rochester, N. H., to Saco. The time was 3 hours and 40 minutes, beating his record by 25 minutes. The distance to Saco was made in two hours, beating the best bicycle record by 15 minutes. The distance from Rochester to Sanford was covered in 10 minutes better time than any previous bicycle record.

NEW YORK STATE Fair Exhibition, Albany, N. Y., professional bicycle racing Aug. 30, 1889. Prize, $100, $65 and $50. Races, one, three and five miles. At least three must enter in each race. Entrance fee $5; fee returned to losers. Entries close Tuesday, Aug. 27, 1889. Address Newton Dexter. General Manager, P. O. Box 424, Albany, N. Y.

VAN WAGONER rode the Sterling Safety wheel in the races at Cottage City and won as he pleased, with arms folded, he crossed the winning line. The introduction of the Sterling Safety on the race track was for the first time accomplished at Cottage City Aug. 10, and the result was an "easy win" for the machine.

THE New Mails made a big show at the Cottage City meet, viz., 21 Safeties and 16 Ordinaries in line. Some severe tests were made with this safety in the deep sand, and its stanchness and great strength were tested and fully proved. Messrs. Reed have had a great year with it. New Mail certainly stands well for high quality.

FIXTURES.

AUGUST.

24—Montreal Bicycle Club Tournament at Montreal, Que.
26, 27—Virginia State Division L. A. W. Meet at Norfolk, Va.
31—St. Louis Bicycle Track Association Tournament.
31—Albany, N. Y., Wheelmen's Tournament.
31—At Clifton, N. J., Annual Games of Wheeling and Athletic Association. Address C. Blizard, 318 Gregory avenue, Passaic, N. J.

SEPTEMBER.

2—Pennsylvania State Division Meet at York, Pa.
2, 3—Hartford Tournament.
10, 11—Binghamton, N. Y., race meet—two days.
13, 14—New York State Division Meet at New York.
14—Louisiana Division Meet and Races at New Orleans, La.
20—Michigan State Div. L. A. W. Meet at Ypsilanti, Mich.

OCTOBER.

4, 5—Peoria (Ill.) Bi. Club Tournament.
8, 9—Cumberland County (Pa.) Agricultural Society, Carlisle, Pa.
23-26—Macon, Ga., Race Meet.

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The first issue of the "Cyclists' Companion" (monthly) now ready, will contain magnificient photo. ready for mounting. Also photo. of two other celebrities, tables of records in all parts of the world, list of L. A. W. Hotels, with rates, names and addresses of Chief Consuls and Secretary-Treasurers, and a heap of information all wheelmen need. Can be carried in the pocket, for reference at all times; 24 pages, in stiff covers. Photo. of leading L. A. W. officer in second issue.

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Second-Hand Wheels and Typewriters



ot all kinds bought, sold and taken in exchange on any new wheel in the market—Safeties included. We constantly carry 300 to 400 wheels, including many rare bargains in **Second-Hand and Shop Worn Cycles.** Send for latest List and Catalogue describing every American make and many novelties in Sundries. Liberal discounts to agents.

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'CYCLES ON EASY PAYMENTS,

With no extra charge except 8 per cent. interest—Victors, Springfield Roadsters, Columbias, Champions, Rivals, Stars, Ramblers, Warwicks, Ottos, and ALL other makes. Prices on all wheels guaranteed as low as the lowest. Low rates by fast freight and express—13 railroads. Best makes boys' wheels cheap. Send for 40p. illus. Cata. with full particulars. Repairing and Nickeling.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

District of Columbia Division.

At a meeting of the D. C. Division, held July 30th, the following officers were elected to serve for the coming year:

Chief Consul, Geo. S. Atwater.
Secretary-Treasurer, W. H. Stearns.
Vice Consul, N. Macdaniel.
Representative, C. A. Neale.

Yours fraternally,
ED ON B. OLDS,
Sec.-Treas. D. C. Div.

Millison Reinstated.

By the unanimous vote of the Racing Board, Mr. B. R. Millison, of Wichita, Kan., is reinstated as an amateur.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Rhode Island.

Mr. W. J. Stanworth, of Norfolk, Va., is appointed official handicapper of the 4th Racing District, comprising the States of Virginia, North and South Carolina.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Nebraska Division.

James Joseph is hereby appointed as Local Consul for Omaha until January 1st, 1890. Yours truly,

F. N. CLARKE, C. C. Nebraska Division.
Omaha, Neb., August 8th, 1889.

Massachusetts.

Circular No. 31.

To members of the Massachusetts Division:

Members are hereby informed that hereafter, coasting will be allowed in Back Bay Park, Boston.

Members should use this indulgence with judgement and show proper appreciation of the courtesy. No scorching or racing will be allowed. Let us endeavor by courteous conduct to merit this concession.

Fraternally,
WM. H. EMERY,
Chief Consul.

Missouri Division.

By unanimous vote of Missouri Division Racing Board, the one and three mile championships were awarded the St. Louis Bi. Track Association to be run at their meeting, Saturday, August 31st.

Entries may be made through J. Harold Child, Secretary, 1012 Olive street.

W. H. WYLIE,
Chairman.

New Hampshire.

N. H. Div. L. A. W.:

I have appointed Mr. F. O. Moulton of Manchester as Secretary-Treasurer to whom the votes for Chief Consul and Secretary-Treasurer should be sent immediately as the time expires August 15. I wish it to be understood that my name is not to be used in the coming election. Yours truly,

H. M. BENNETT,
Chief Consul N. H. Div. L. A. W.

Virginia Division.

The Ocean Shore Park Hotel is appointed as a League Hotel and a reduction of 20 per cent from bills will be allowed League members presenting League ticket. This hotel is situated on the Atlantic Ocean in Princess Anne County, Va., and is a first class seaside resort.

The Virginia Division Races are hereby awarded the Norfolk Cycle Club of Norfolk, Va., upon request, and State races will be held there August 27 and 28th on a new cinder track, specially prepared for the occasion.

A. A. O'Neill, Chairman Racing Committee, Norfolk, Va.

At Harrisburg, Va., the Warren House, is hereby appointed the League Hotel, with rate of one dollar per day for League members. Fraternally yours,

IRA B. WILTE,
Chief Consul, Va. Div. L. A. W.

New York Division.

Transportation to the New York State Division Meeting, in New York City, Sept. 13th and 14th.

All members attending the annual meet of the New York State Division, L. A. W., are entitled to transportation for round trip at the rate of a fare and 1-3 from points on the following railroads:

Baltimore and Ohio (Parkersburg, Bellaire and Wheeling, and east thereof), Baltimore and Potomac, Bennington and Rutland, Buffalo, Rochester and Pittsburg, Camden and Atlantic, Central of New Jersey, Central Vermont, Delaware and Hudson Canal Co., Delaware, Lackawanna and Western, Elmira, Cortland and Northern, Fitchburg, Lehigh Valley, New York Central and Hudson River, New York, Lake Erie and Western, New York, Ontario and Western, Northern Central, Pennsylvania (except locally between Philadelphia and New York), Philadelphia and Erie, Philadelphia and Reading (except locally between Philadelphia and New York), Philadelphia, Wilmington and Baltimore, Rome, Watertown and Ogdensburg (except on Phœnix Line; stations between Syracuse and Oswego), Shenandoah Valley, Western New York and Pennsylvania, West Jersey, West Shore.

The tickets are to be purchased on the certificate plan, which is as follows: Each person desiring transportation at reduced rates will apply to the undersigned, who will issue a certificate which the holder will present to the ticket agent in purchasing ticket. The ticket agent will endorse the certificate, certifying that the holder has purchased one full rate ticket to New York, and on arrival here, by presenting to the undersigned, the certificate will be duly endorsed, certifying that the holder has attended the meeting, and when presented to a ticket agent in New York City for any of the above railroads, will entitle him to transportation for the return trip at one-third regular fare.

In granting this concession, the Trunk Line Association do so on condition that I will guarantee to return at full return fare any tickets procured by persons attending our meeting, that may be found in the hands of scalpers after adjournment. It is, therefore, necessary that the tickets issued on the certificates should be used only by our members attending the meeting and not sold to scalpers. Yours respectfully,

GEO. R. BIDWELL,
Com. Transportation, L. A. W.

Highway Improvement.

To the President and Members of the League:

Gentlemen—Your committee on "Improvement of Highways" announce the publication of a book containing a series of article on "Making and Mending" good roads; also the "Nature and Use of Asphalt" for paving.

These articles, with the exception of the prize treatise by Clemens Herschel, were prepared especially for this work, and by men well qualified to write upon the subjects given them.

This work is intended as a sort of text-book upon road construction, and is designed more especially for distribution among Legislators, Town, County and City officials.

It is a book 3 by 5 1-2 inches, substantially bound, and contains some 80 pages—a convenient size for mailing in a No. 6 envelope.

An edition of 15,000 copies has been printed, and electrotyped plates preserved for future editions, should they be desired.

In entering upon the task of improving the public highways of our country, your committee was deeply impressed with the importance of the work, and with the desirability of interesting, as far as possible, bicycle manufacturers and dealers, roads construction companies, pavement companies, and steam roller and road home manufacturers in what we are doing.

It was felt that if they could be made to see the importance of the work, and that direct financial benefits would accrue to them from the construction of good roads that they would be willing to assist in bearing the expense.

With this end in view, correspondence was begun with the "Barber Asphalt Paving Co." of New York, with an immediate reply from the President, expressing very great interest in our work and a desire to contribute towards the expense. A like prompt and encouraging reply was received from the "International Pavement Co." of Baltimore, Md.

A letter was also sent Gormully and Jeffery of Chicago, telling of what we were doing, its value to bicycle manufacturers and dealers and of the heavy expense the League was under in carrying forward the work. In reply, they not only declined to give any assistance to the work, but we were informed that the "East must take care of its own territory," thus failing utterly to appreciate the work of the League in endeavoring to bring about an improved condition of the Public Highways of our country.

Though greatly discouraged by this lack of appreciation of our efforts, on the part of these western dealers, the Committee decided to push ahead, believing that there were manufacturers and dealers in bicycles who would see the value of the work and appreciate what was being done.

On the 5th of June last the Chairman of the Committee made a personal visit to Col. A. A. Pope of the Pope Mfg. Co.; laid before him the plans and purposes of the Committee and the probable expense of publishing the material already gathered, for the purpose of educating the people up to a *desire* for good roads.

"*Go ahead with the work and we will pay the whole or any part of the expense you desire,*" was his prompt and emphatic reply—a generousness, though not unexpected, very greatly appreciated by the Committee.

We beg to acknowledge, therefore, the receipt of the following contributions to this work. "The Wheelman's friend:" The Pope Mfg. Co., $450; The Barber Asphalt Co., $100; The International Pavement Co., $50.

Respectfully submitted,
CHARLES S. BUTLER,
WILLIAM W. SHARE,
JUNIUS E. BEAL,
Committee.

Buffalo, Aug. 10, 1889.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 202—Total 135--10,900.

BOSTON, Aug. 16, 1889.

CONNECTICUT DIVISION—10—539.

Columbia C. C.

24592 Swift, Jos. A., 64 Vernon st., Hartford
24591 O'Neil, Chas., 23 Talcott st, "
24590 Dickinson, C. F., 249 Putnam st., "
24588 Vanderpool, A. Melgert, 772 Asylum ave., "

East Hartford Wheel.

24587 Horton, Edmund S., 148 Seymour st., "

Unattached.

24589 Hills, Francis H. Jr. Drawer D, "
24593 Clark, Francis A., Box 55, Plantsville
24721 Messenger, L., New Canaan
24624 Freeland, A., "
24623 Brownson, W. G. Jr., "

DISTRICT OF COLUMBIA DIVISION—1—182.

Unattached.

24624 Neely, Jno. R., 215 1st st, S. E. Washington

ILLINOIS DIVISION—9—777

Aeolus C. C.

24581 Dietrich, Alfred, 587 N. Lincoln st., Chicago
24582 Kaeselau, Henry, 642 Jane st, "
24583 Van Moos, Frank G., 195 Cornell st., "
24584 During, E. E. 649 N. Wood st., "
24585 Herb, Wm. Jr., 68 Cornell st., "

Streator C. C.

24586 Arthur, Frank, 26 So Park st, Streator

Unattached.

24506 Peck, Clarence, 217 1st Nat'l Bank Bldg., Chicago
24594 Robinson, Asa M., 853 No. Main st., Jacksonville
24025 Montelius, J. K., Box 17, Piper City

INDIANA DIVISION—1—131

Indianapolis B. C.

24552 Neighbor, James E., care E. C. Atkins & Co., Indianapolis

IOWA DIVISION—2—117.

Unattached.

24507 Stevens, E. B., 416 4th st., Sioux City
24553 Leavenworth, Eli, "

KENTUCKY DIVISION—2—85.

Nicholasville Wheelmen.

24595 Duncan, J. W. Jr., Nicholasville
24596 Kenney, Cyrus A., "

LOUISIANA DIVISION—2—71.

La. C. C.

24560 Grivot, W. C., 63 Barronne st., New Orleans
24526 Nathan, Edward, 311 Carondelet st., "

MARYLAND DIVISION—1—493.

Unattached.

24597 Harper, Chas. E., 126 No. Calhoun st., Baltimore

MASSACHUSETTS DIVISION—24—1479.

Belmont Club Wheelmen.

24527 Nye, George E., Box 36, Taunton

Middlesex C. C.

24561 Bailey, Ernest W., 81 Central st., Somerville

Cambridge Bi. Club.

24628 Wilson, Joshua, 4 Jay st., Cambridgeport
24627 Coon, Floyd C., 36 Garfield st., Cambridge

Unattached.

24598 Hobbs, Walter C., 100 Waltham st., Boston
24562 Printy, John L., 26 Lynde st., "
24555 Leavitt, Benjamin F., 41 Grove st., "
24550 *Leavitt, Mrs. Benjamin F.*, 41 Grove st., "
24531 Gregson, Frank, Box 174 E. Bridgewater
24508 Thwing, C. B., 48 Arlington st., Lynn
24529 Boothby, Herbert W., Newton Centre
24530 Buckly, Michael S., "
24554 Peakes, Fred W., Roslindale
24514 Berlo, Peter J., 151 Athens st., So. Boston
24528 Brown, Frank A., Jr., Bay st., Taunton
24599 Allen, M. S., 44 Front st., Worcester
24600 Mellish, Wm. C., 26 Benefit st., "
24626 *Green, Mrs. Octavia E.*, Cambria st., Somerville
24630 Swift, Merton W., 18 Campbell st., New Bedford
24631 Swift, L. W., 18 Campbell st., New Bedford
24632 Franklin, Wallace G., No. Attleboro
24633 Bassett, Eugene, Dorchester
24629 Warren, John B., Hillsdale st., Roxbury
24640 Northrop, Henry B., 19 Commonwealth ave., Boston

MICHIGAN DIVISION—6—380.

Battle Creek B. C.

24532 Raynor, Fred T., 44 Poplar st, Battle Creek
24533 Adams, John Q., Engine House, Main st., Battle Creek
24535 Ruyl, F. W., 159 Upton ave., "

G. R. B. C.

24516 Hufford, Levi S., 563 Front st., Grand Rapids
24515 Stowe, W. A., 100 Lotus, "

Unattached.

24534 Bourdeau, A. C., 166 Kalamazoo st., Battle Creek

MISSOURI DIVISION—2—274.

United Wheelmen.

24537 Gossard, Wm. P., 700 Delaware, Kansas City

Unattached.

24536 Austin, Chas. O., Palmyra

NEBRASKA DIVISION—1—76.

Kearney C. C.

24509 Porter, M. M., Box 675, Kearney

NEW JERSEY DIVISION—8—546.

Brunswick Bi. Club.

24510 Buckelew, Le Roy, 69 John st., New Brunswick

Englewood Wheelmen.

24517 Fishbough, A. W., Cherry Hill, P. O. Address, 151 Maiden Lane, N. Y. C.

N. J. A. C.

24539 Fuller, H. W., Box 80, Bayonne

Unattached.

24538 Jones, Benj. F., Closter
24503 Sherman, Geo. W., Box 386, Freehold
24034 Moore, Wm. W., 394 Main st., Paterson
24035 Lambert, Samuel S., 99 Mechanic st., "
24030 Sterrett, R. Hamilton, 225 Division st., "

NEW YORK DIVISION—31—1929.

Buffalo Bi. Club.

24566 Pincott, Emile S., 460 Niagara st., Buffalo
24567 Brown, Howard G., 616 Niagara st., "
24568 Gould, Harry C., 925 Delaware ave., "
24569 Steele, Frank B., 186 W. Genesee st., "
24570 Kingston, E. A., 694 W. Ferry st., "
24571 Riester, R. O., 136 Cottage st., "
24572 Starr, Elmer, 174 Franklin st., "
24573 Lloyd, W. P., 186 W. Genesee st., "
24574 Kearns, Stephen J., 195 14th st., "
24575 Doyle, W. C., 227 Pearl st., "
24570 Tilden, Geo. T., 198 Franklin st., "

Brooklyn Ladies' C. C.

24520 *Barrett, Miss Carrie A.*, 156 Reid av., Brooklyn

Unattached.

24558 Thacher, Ralph W., Albany
24066 Gilluly, Stephen B., 76 Court st., Binghamton
24557 *Lingard, Mrs. James W.*, 168 Heywood st., Brooklyn
24605 Carlile, Baltic M., 767 Carroll st., "
24505 Potter, Frank H., 273 Franklin st., Buffalo
24559 Wippert, A. Leonard, 1169 Main st., "
24501 Dixon, W. W., Box 17, East Bethany
24603 Mosher, Geo. A., Box B, East Syracuse
24602 Prosser, C. D., "
24604 Thayer, Guy Harold, Fredonia
24518 Wilson, S. L., 1370 Third ave., New York
24519 Butler, W. J., 57 Sixth ave., "
24540 Bushnell, Burr G., 37 Union sq., "
24541 Hoose, Fred W., Box 561, "
24564 Wood, John, 310 Lenox ave., "
24511 Lawson, Welcome H., Box 119, Poughkeepsie
24580 Smith, Winfred J., 125 State st., Rochester
24637 Neidinger, Sigmund, 2517 8th ave., New York
24638 Stoneman, Guswell, 104 Second st., Albany

OHIO DIVISION—11—800.

The Athletic C. C.

24542 Mueller, Max, S. W. cor. 4th and Race sts., Cincinnati
24543 Shields, Victor E., 97 Main st., "
24544 Kleeman, Max L., 237 W. 5th st., "

Cincinnati Bi. Club.

24609 Bush, C. R., 256 Vine st., "

Jefferson County Wheelmen.

24545 Anderegg, Jno., Steubenville
24546 Nath, John Wm., "

Unattached.

24620 Jergens, Andrew, No. 7 Halstead st., Cincinnati
24610 Graeser, Oscar L., 342 Richmond st., "
24608 Cromacher, F. A., Ironton
24547 Conzad, O. L., Marion
24607 Baird, Maurice E., L. Box 533, Troy

PENNSYLVANIA DIVISION—14—1312.

Frankford Bi. Club.

24522 Cox, H. H., Philadelphia
24523 Charlton, Isaac, Frankford, "

Keystone B. C.

24612 Spencer, Edward A., care Joseph Horne & Co., Pittsburg
24613 Shepard, W. A., Box 235, "
24611 Sorg, Albert M., 124 No. Hiland ave., "

Philadelphia Bi. Club.

24639 *Easton, Mabel*, 1903 Arch st., Philadelphia

Unattached.

24513 Selden, Chas. R., Canton
24548 Dampman, Frank M., Honey Brook
24521 Dunbar, J. M., 209 Walnut st., Meadville
24524 Friesell, F. C., No. 8 6th st., Pittsburg
24525 Friesell, Ned H., No. 8 6th str, "
24549 Banker, Arthur L., 1006th st., "
24512 Hoffman, Wm. J., 522 Dillwyn st., Philadelphia
24550 Curtis, Geo. E., 202 So. 41st st., "

RHODE ISLAND DIVISION—4—300.

Woonsocket Wheelmen.

24551 Conant, Granville, S. Woonsocket Hotel, Woonsocket
24577 Nolan, James H., 206 Charles st., Providence
24578 White, Geo. B., City Hall, "
24579 Fenner, Horace R., 97 Providence st., "

WEST VIRGINIA DIVISON—6—51.

Wheeling Wheelmen.

24614 Worls, Walter, Box 63, Wheeling
24615 Sarver, K. E., 1425 Chapline st., "
24616 Stathers, Jas. R., 3941 Jacob st., "
24617 Day, Jas. L., 1208 Main st., "
24618 Ulrich, A. F., 2217 Mk't st., "
24619 McClure, John H., 1213 Mk't st., "

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name,.....*

Club,..... *St. and Number, or Box,.....*

References:..... *City,.....*

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

WARWICK CYCLE MANUFACTURING CO., - - - - - SPRINGFIELD, MASS.

IF YOU WANT A GOOD MACHINE FOR FAMILY USE

ASK YOUR LOCAL DEALER FOR THE BEST ON EARTH,

"WARWICK PERFECTION."



THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots

W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.
HALPIN & CO., 13 Murray Street, New York, for New York State.
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.
D. SNITJER, 1012 Olive Street, St. Louis, Mo., for Southwest.
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.
THOS. H. B. VARNEY, 42 and 44 Fremont St., San Francisco, Cal., for Pacific Slope.

Or to the makers at Springfield, Mass.

PERHAPS YOU KNOW THAT

FROM OUR STANDPOINT

OUR GREAT-GRANDFATHERS labored under many disadvantages. They built their houses with distinct reference to the points of compass, so that, by comparison of shadow with notches cut in the window-sill, they could calculate the time of day.

While at work in the fields the time of dinner hour was approximated by holding the hoe or other implement perpendicularly and observing the shadow cast.

They—our G. G.'s—rode in dead **X** wagons. Our fathers experienced the somewhat doubtful enjoyment afforded by the ***Bone Shaker.***

In this, the summer of '89, you cannot calculate time like your G. G.'s, because the sun doesn't emerge from the clouds long enough to cast a shadow, but you can ride a wheel with all of the modern improvements, and, by the way, ***why don't you send your order for a wheel that is a wheel?***

THE WHITE FLYER SAFETY BICYCLE,
PRICE $135.

Send for Catalogue. Agents Wanted Everywhere.

WHITE CYCLE CO., Westboro', Mass.

See Page (441.)

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

THE CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

Sole Makers of the NEW RAPID CYCLES,

ST. GEORGE'S ENGINEERING CO., - - Birmingham, England.

"CYCLISTS WHOSE WHEELS SUDDENLY BREAK

in a vital spot, should learn that no matter what precautions may be taken, and no matter how costly the material, it is impossible to secure absolutely flawless metal."

The above clipped from a cycle paper has our approval, as it says metal and not ***hickory.*** ***We*** use some metal, just as a plasterer mixes hair with his mortar, to hold the more important material together, but we would no more build a cycle entirely of metal than we would plaster a house with clear hair. The ***latter,*** however, would possess the single merit of novelty.

We are asked why we use on our safety a smaller front wheel than is found on other machines "of this class." There ***are*** no other machines of this class.

The ***Hickory Bicycle*** differs in every in every essential particular from others, and we have a reason for every part of it.

A man with artificial teeth can ride this machine without having them jarred down his throat.



Sterling Cycle Co.,

NEWTON, - - MASS.

P. S. "We back 'em up."



ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

STAFFORD, Kan., May 8, 1889.

ERIE KNITTING MILL, Erie, Pa.:

Gentlemen—I have given the tights and shirts you made for me a thorough test, and I pronounce them the strongest and most durable knit goods I have ever worn. They make the best sweaters that I know of in use, and at the same time comfortable. Several members of our club have expressed themselves about the goods in a very complimentary manner. Yours truly,

H. D. McQUADE,
Prest. Stafford Gymnasium Club.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Elliott W. Jackson
A. Mason Beckwith *Committee*
F. E. Bimmer

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
No. 1, Canvas, leather trimmings. 3.50

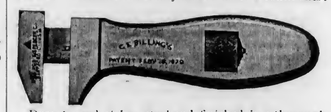
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Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

INDISPENSABLE TO BICYCLISTS, ATHLETES AND THE GYMNASIUM.



FRONT VIEW

Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to side, no pocket, $1. No 8, with pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.

S. B. CALL, 358 Main St., Springfield, Mass.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

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League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



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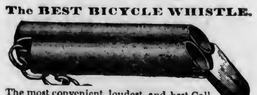
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One New Rapid Safety, good order..... 90.00
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1889 Premier Tandem Bicycle, only.....	$150
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Psycho or Singer Safety	$100
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2 MILE L. A. W.

STATE CHAMPIONSHIP

WILL BE RUN AT

Third Out-Door Tournament

—OF THE—

ALBANY WHEELMEN,

TO BE HELD AT

RIDGEFIELD ATHLETIC CLUB'S GROUND,

SATURDAY, August 31, 1889.

1. One Mile Novice.
2. One Mile Ordinary, (open).
3. One Mile Star, (club).
4. Two Mile L. A. W. State Championship.
5. One Mile Team Race, (open).
6. One-third Mile Safety, (open).
7. One Mile Club Championship.
8. One Mile Tandem, (open).
9. Two Mile Handicap, (open).
10. One-third Mile Consolation.

Races will be run under the rules of the L. A. W.

Elegant Gold Medals and Costly Prizes.

Entrance Fees 50 cents each to open Events.

State Championship, $1.00.

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FALL TOURNAMENT,

Saturday, Aug. 31, 1889,

Under the auspices of the

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A FINE TRACK.

EVENTS.

One Mile Novice.
One Mile Open.
Half Mile Dash.
Two Mile Handicap.
One Mile Safety Handicap.
One Mile Missouri Division Championship.
Three Mile Missouri Division Championship (both events open only to L. A. W. members.
Two Mile Lap Race.
Half Mile For Boys Under 14.
One Mile Consolation.
And a Special Match between V. P. Ring and A. G. Harding.

Valuable prizes will be given to first and second in each event, among which a high-grade bicycle is already assured. In addition to the events named above it is possible that the W. A. A. A.'s one and three mile championship, for which medals to the actual cash value of $70 will be given, will be decided at this meeting as there are no facilities for bicycle racing at Sportsmen's Park.

Entry Blanks and full information can be obtained by addressing

Secretary J. H. CHILD,

Care D. Snitjer,

1021 Olive St., - - ST. LOUIS, MO.

Entries Close Wednesday, August 28.



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This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,

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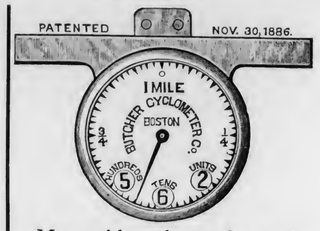
Were measured with, and thousands of the best wheelmen use only the

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SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,
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Ordinary Bicycle, $10.00
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Many riders demand a spoke cyclometer. We furnish same free by mail on receipt of

PRICE, - - - - $5.00

The American Team

TOUR OF THE WORLD, '89-90.

American Address,
Care BICYCLING WORLD.
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Piloted by the same hand that steered the American Team to many victories in the English and European Tour, '87-88.

No paid Amateurs or Hoodoos in this Aggregation of Talent.

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Look at the New York Clipper's Challenge to the World—to man or woman—backed by cash; that means business, readers.

THE AMERICAN TEAM IS BACKED BY $100,000.

Brains, Capital and Enegy go hand in hand.

Condolence to our critics and fervent regards to our friends. To-day we are on Pikes Peak, and are away up. You will soon hear of us in California.

Per order Vigilant Committee,
By "Senator" Morgan,
July 31, 1889. Colorado Springs, Col.

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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

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Simplest and Best Instrument ever Invented
Made for all **Safeties**
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No. 1, Hand-sewed and Hand-stitched,	$5.00
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N. B. If this venture meets with encouragement we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

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Can any Machine beat this Record for 1889?

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles, Cal.
One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

The Star holds the Records, on the Pacific Coast, from one mile to five miles.

Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
One-mile Novice, July 4th, at Hagerstown, Won by VICTOR EMERSON.
Half-mile Dash, at Hagerstown, Won by W. I. WILHELM.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel
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EVER PRODUCED.

WE CHALLENGE HONEST CRITICISM.

In this machine we have combined ALL the advantages of a low wheel and the speed of the high one.

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Star - Bicycles.

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ONE OUT OF MANY GOOD POINTS.

Of the many good points in the Columbia Light Roadster Safety there is none receiving more recognition than the SPRING FORK, which contains just enough spring, and not too much, to make it in every respect fill the purpose it was intended for.

The Spring Fork is the only spring fork that can be ridden satisfactorily on rough roads; a strong statement to make, but a true one.

As a result, the Columbia Light Roadster Safety is the best machine for long distance touring, as proven by the many tourists who are using it in this and other countries.

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The steering is perfectly rigid.

The machine can be ridden without hands. It was ridden by Mr. William Van Wagoner, of Newport, at Providence, on July 16th, Mr. Van Wagoner having his hands tied behind him, and making the full mile in 2.48.

A better coaster has never been put upon the market.

The action of the springs does not change the wheel base nor does it affect the true steering, a point which adds 25 per cent. to the value and life of the machine.

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DEVOTED TO THE INTERESTS OF CYCLING.

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BOSTON, 23 AUGUST, 1889.

Volume XIX
Number 17.

The World is wide, and Rome was not built in 15 minutes. Neither was the reputation of the Victor Bicycle. Both were the outcome of lots of hard, patient work, and in both cases the results justified the expenditure.

Is it absurd to compare a modern bicycle to Imperial Rome in all her splendor? Well, it was simply because Imperial Rome was at the head of her class in her day and the Victor Bicycle occupies the same position in ITS class TO-DAY. Then, Imperial Rome is dead and gone now, anyway, so SHE don't care.

That's one point of difference between the said Imperial Rome and the aforementioned Victor Bicycle. I. R. is dead and gone, but the V. B. is very much alive.

You can easily procure descriptive pamphlet (not of Rome but of the V. B.) if you will address the manufacturers,

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The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

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NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

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THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders; will be ready June 25.

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Sole Makers of the NEW RAPID CYCLES,

ST. GEORGE'S ENGINEERING CO., - - Birmingham, England

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Has demonstrated its intrinsic worth this season, in that it is the only small rear driver that keeps away from the repair shop.

It is mainly constructed of weldless steel tubing and sheet steel, and has ball bearings to both wheels in the standard finish.

It has proven an excellent mount for ladies not weighing over 125 lbs.

Its price, $65.00, stamps it as the best value on the market.

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KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Brgs.	Cndtn
513	—	Humber Tandem,	$250.00	$115	4	2	5
534	52	Dictator,	130.00	45	4	2	3
541	—	S. S. S. Tandem,	250.00	170	4	1	4
553	52	Singer Matchless,	130.00	65	4	1	2
574	50	Columbia Expert,	130.00	70	1	2	2
577	54	Columbia Expert,	125.00	60	4	2	2
580	52	N. R. Roadster,	132.50	115	4	1	1
596	46	Victor Junior,	50.00	45	4	3	1
597	48	Otto Special,	60.00	30	5	4	2
601	—	Col. Lt. Rdst Tricycle,	160.00	125	4	1	1
602	48	Special Star,	137.00	65	4	Ball	2
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
610	52	Special Club,	125.00	40	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
632	40	Otto,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
639	48	Apollo Lt. Roadster,	135.00	75	3	1	1
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sunsparcil,	135.00	40	4	2	3
653	56	Columbia Expert,	127.50	75	4	1	2
657	48	Columbia Standard,	85.00	25	4	4	6
661	50	Special Club,	130.00	60	1	2	2
664		Columbia Veloce Safety,	135.00	110	4	1	1
665	52	American Club,	130.00	25	4	2	6
667	52	Victor Light Roadster	145.00	90	4	1	1
668	53	Columbia Lt. Roadster,	137.50	70	3	1	2
670	50	New Rapid,	140.00	65	3	1	1
671	54	British Challenge,	135.00	45	4	2	4
672		Columbia L. R. Trike,	160.00	125	4	1	2
673	51	Rudge Lt. Roadster,	130.25	95	4	1	1
679		Columbia Tandem,	250.00	150	4	1	4
682	52	Columbia Expert,	132.50	80	3	1	2
683	51	Special Star,	130.00	68	3	Ball	6
684	52	Columbia Expert,	141.00	78	7	1	1
685	52	Harvard,	130.00	35	4	2	3
686		Volant Safety,	115.00	100	4	1	1
687	52	Victor Lt. Roadster,	127.50	90	4	1	1
688	48	Special Star,	125.00	50	4	Ball	3
689	52	Columbia Expert,	130.00	85	1	1	2
692	50	Springfield Roadster,	75.00	50	4	Plain	2

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WANTED—42 or 45-inch Special Star and Victor Safety; state condition in detail; must be cheap and done at once. Books and miscellaneous goods traded for cycles. One new Safety, balls all around; best steel tubing. List price $135.00; for $75.00. Send for catalogue and best second-hand list in this country. JOHN G. ZOOK, Lititz, Pa. Typewriters and Organs.

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KIRK BROWN,

18 So. Broad St., - Philadelphia.

Bicycles Bought, Sold and Repaired.

Largest Repair Shop in the West.

BROWN BROS. MFG. CO., - - Chicago, Ill.

LEAGUE HOTELS.

CHICAGO—The Commercial Hotel, N. W. Cor. Lake and Dearborn Sts. Room with board, $1.50 per day; room without board, 75c. per day.

SAND LAKE, N.Y.—League Official Hotel, of easy access from Troy and Albany. A first-class table, prompt attention and all the luxuries in season. JOHN H. WEED, Proprietor.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

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FOR SALE—50-inch Victor Light Roadster, in perfect condition; '87 patent; very little used. Price $65 cash. No. 169 Charles street, Boston. "Floilin."

VOLANT SAFETY, almost new; used only one month. MUST SELL. Cost $115. Will take $95. EDWARD H. DUTCHER, Brandon, Vt.

$90 for '89 Volant Safety, not run over 100 miles. JNO. F. DAVIS, So. Oil City, Pa.

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H. W. HIGHAM,

476 Penna. Ave., N. W., WASHINGTON, D. C.

—DEALER IN—

American and English Cycles and Sundries.

First-Class Repairing ONLY.

Every attention given to repairs from the South.

Parts and Sundries Supplied for all Machines.

A few good second-hand machines always in stock. State size or style required.

Second-Hand Wheels.

1889 Singer Safety	$100
48-inch Special Star	65
51-inch Special Star	75
1889 Premier Tandem Bicycle	150
All steel, All ball, new Safety	100
46-inch Columbia Semi-Roadster	25
52-inch Victor	75

CAMPBELL & CO.,

33 Page St., Providence R. I.

SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

THE CLARK CYCLE COMPANY,

340 N. Charles St., - - Baltimore, Md.

Sole Makers of the NEW RAPID CYCLES,

ST. GEORGE'S ENGINEERING CO., - - Birmingham, England

THE AMERICAN IDEAL RAMBLER

Has demonstrated its intrinsic worth this season, in that it is the only small rear driver that keeps away from the repair shop.

It is mainly constructed of weldless steel tubing and sheet steel, and has ball bearings to both wheels in the standard finish.

It has proven an excellent mount for ladies not weighing over 125 lbs.

Its price, $65.00, stamps it as the best value on the market.

Balls can be added to crank axle, pedals and head if desired.

We can now fill orders for this wheel with a reasonable degree of promptness.

GORMULLY & JEFFERY MFG. CO.

Chicago, - - - - Ill.

Second-Hand BICYCLES and TRICYCLES.

NEW YORK BICYCLE CO.,

No. 4 East 60th. St., NEW YORK CITY.

☞We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Mails, and for cycles of all other good makes.☜

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name	Cost.	Price.	Fin.	Brgs.	Cndtn.
513	—	Humber Tandem,	$250.00	$115	4	2	5
534	52	Dictator,	130.00	45	4	2	3
541	—	S. S. S. Tandem,	250.00	170	4	1	4
553	52	Singer Matchless,	130.00	70	1	2	2
574	50	Columbia Expert,	130.00	70	1	2	2
577	54	Columbia Expert,	125.00	60	4	2	2
580	52	N. R. Roadster,	132.50	115	4	1	1
599	46	Victor Junior,	50.00	45	4	3	1
607	48	Otto Special,	60.00	30	5	4	2
601	—	Col. Lt. Rdst Tricycle,	160.00	125	4	1	1
602	48	Special Star,	137.00	65	4	Ball	2
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
616	52	Special Club,	125.00	40	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
632	40	Otto,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
639	48	Apollo Lt. Roadster,	135.00	75	3	1	1
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sansparcil,	135.00	40	4	2	3
653	56	Columbia Expert,	127.50	75	4	1	2
657	48	Columbia Standard,	85.00	25	4	4	6
661	50	Special Club,	130.00	60	1	2	2
664		Columbia Veloce Safety,	135.00	110	4	1	1
665	52	American Club,	130.00	25	4	2	6
667	52	Victor Light Roadster	145.00	90	4	1	1
668	53	Columbia Lt. Roadster,	137.50	70	3	1	2
670	50	New Rapid,	140.00	65	3	1	1
671	54	British Challenge,	135.00	45	4	2	4
672		Columbia L. R. Trike,	160.00	125	4	1	2
673	51	Rudge Lt. Roadster,	136.25	95	4	1	1
679		Columbia Tandem,	250.00	150	4	1	4
682	52	Columbia Expert,	132.50	80	3	1	2
683	51	Special Star,	130.00	68	3	Ball	6
684	52	Columbia Expert,	141.00	78	7	1	1
685	52	Harvard,	130.00	35	4	2	3
686		Volant Safety,	115.00	100	4	1	1
687	52	Victor Lt. Roadster,	127.50	90	4	1	1
688	48	Special Star,	125.00	50	4	Ball	3
689	52	Columbia Expert,	130.00	85	1	1	2
692	50	Springfield Roadster,	75.00	50	4	Plain	2

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., N. Y. CITY.

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co's "Star" Wheels.

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All Advertisements in this Department 20 cents a line.

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SEND STAMP for samples of L. A. W. Address Cards with gold or silver League emblem. Price, 50—80c.; 100—75c. BRISTOL PRINTING CO., North Easton, Mass.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

48-INCH EAGLE—Ridden only 50 miles; new one month ago; absolutely as good as new. Price $75. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn.

NEW 52-INCH VICTOR Lt. Roadster, sh p worn; at a bargain. 50-inch Victor Junior; used one month. $40. COLLINS & STEELE, Batavia, N. Y.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

WANTED—42 or 45-inch Special Star and Victor Safety; state condition in detail; must be cheap and done at once. Books and miscellaneous goods traded for cycles. One new Safety, balls all around; best steel tubing. List price $135.00; for $75.00. Send for catalogue and best second-hand list in this country. JOHN G. ZOOK, Lititz, Pa. Type-Writers and Organs.

RACING MEN, look at this: 55-inch Rudge Racer; weighs 21 pounds complete; good as new; $50.00. 57-inch Rudge Racer; weighs 23 pounds; good as new; $50.00. 55-inch Sunsparkil Racer; good condition; $10.00. 53-inch Rudge Semi-Racer; good for road or path; weighs 30 pounds; never been run; $50.00. SIDWELL & SABEN, 152 Congress street, Boston, Mass.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,

243 Columbus Ave., Boston, Mass.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

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CAMPBELL & CO.,

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INCER CYCLES



OVER 60,000 IN USE.

LARGEST MAKERS IN THE WORLD

WITHOUT EXCEPTION.

This Tandem has been designed with great care, and it will be found to be the most satisfactory cycle of this type, embodying, as it does, several special points of great importance.

SPECIFICATION:—30-inch driving wheel, 26-inch steering wheel; speeded 57-inch (or 60-inch). PATENT SPRING WIRED TYRES, 7-8 inch to both wheels; framework, forks, etc., best weldless steel tubes; direct britted spokes; SINGER BALL STEERING, BALL PEDALS, and balls to all running parts. The steering is controlled by either rider, and two independent brakes are fitted—one for each rider, powerful direct plunger brake on front wheel, and hand brake on axle of driving wheel. Enamelled, and bright parts plated.

THE "SINGER TANDEM" SAFETY.



Price $220.

IMMEDIATE SUPPLY.

NEW YORK, N. Y. Agent, Gilbert A. Litchhult, 352 Lenox Ave.
CHICAGO, ILL., Agents, Singer Cycle Co., 201 Randolph St.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkelev St., - - - - - BOSTON, MASS.

MULTUM IN PARVO.

Something Every Safety Rider *will* buy! Something Every Safety Rider *can* buy, because it costs little and is Simple and Practical! Just exactly what is wanted! Fits any make Safety! Especially for New Riders it is a Great Assistance for Steady Steering, and a Great Relief to the Arms.

SANBORN'S PATENT SAFETY BICYCLE BRIDLE.



CAN BE EASILY ATTACHED OR DETACHED.

TRULY A BIG THING!!

From the noted long-distance rider, Albert Beers, who has ridden already ***4000*** miles on a New Mail Safety:

EVERETT, Aug. 14th.

Dear Sir—I have used your Bicycle Bridle on my New Mail Safety and am more than pleased with it. My friends have pronounced it of great assistance in riding "hands off." If this is of any use to you, you are at liberty to use it.

Yours truly, ALBERT BEERS.

For Use on the Safety Bicycle.

This improvement obviates the only fault ever found with the Safety machine, namely; its sensitiveness in steering. By attaching this bridle, the machine is made to steer as easily as an ordinary, and, with five minutes' practice, can be ridden as readily with "hands off." It is a great comfort to the rider, especially on a long run, to have the free use and liberty of his hands. The machine will also lean against anything without the wheel turning, thus keeping right side up all the time, which is a great saving on the wear and tear of it.

Yet another advantage all wheelmen will appreciate, is in walking along by simply keeping one hand on the saddle, the forward wheel being central all the time, and enabling the machine to be propelled with perfect ease.

The attachment is so simple that any child can readily apply it. Full directions for applying sent with Bridle.

COSTS BUT LITTLE!

Mailed to any address on receipt of $1.50.

SOLE AGENTS,

WM. READ & SONS, 107 Washington St., Boston, Mass.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 23 AUGUST, 1889.

THE report of the Hagerstown meet, published in the columns of this paper of the 12th of July, was at the time of the issue of said report believed by the editor of this paper to be a strictly true and accurate account of the proceedings.

The account was supported by such information as could be obtained here and from what we considered reliable sources. The League official supervising such publications, and who unfortunately was not present at the meet, approved the article on the same support as to its accuracy as furnished us, without further inquiry, and it was then printed in good faith and full belief that the report was correct.

Our attention has been lately called to expressions in that account which those who were present claim convey an entirely unjust impression of the actual state of affairs in Maryland's hospitable city.

Noise, great exuberance of spirit and considerable hilarity, there undoubtedly was, but many reliable gentlemen, who feel that they are responsible for the good name of the League at that time, assure us that there was absolutely nothing at the meet which could be characterized as a "Bacchanalian orgy," or reflected the least discredit on the wheelmen present.

Mr. Bruce, the correspondent who wrote the report is with us no longer, and so we desire to place the matter in its true light before our readers.

That a large number of men restrained and kept in-doors much of the time by reason of rainy weather, should allow a little display of animal spirits to break out occasionally, does not indicate depravity.

The ladies present write us saying that with all the jollity and un the wheelmen never forgot that they were gentlemen. There were no more objectionable features at the Hagerstown meet than at any of its predecessors.

The fact that the place of meeting was a small town, and that the crowd was all together, made the noise seem greater, taken in connection with the customary 4th of July fire-crackers, and above all the free and generous hospitality of the Maryland boys, induced a spontaneous good humor, while the cordial welcome of the city authorities and their tender to the wheelmen of the freedom of the city, were calculated to remove restraint and encourage the liberty from straight-laced dignity which the bicycle costume always brings.

Notions of what is decorous naturally differ, while some are annoyed at the exuberance and hilarity of youth on a holiday jaunt, and find exploding cannon crackers unwelcome accompaniments, others but see innocent merry-making.

In view of the facts lately to hand, we think that the critics who look with harshness upon the noise and so called hoodlumism at Hagerstown, have misconstrued and misunderstood this situation and the intent, and have, perhaps, unwittingly suffered an impression to go abroad, unfair to the hospitable entertainers and unjust to the members of the League present at the meet.

When such men as President Luscomb, Chief Consul Mott and Mr. Norris, President of the Maryland Club, backed by letters from all ladies present at the meet, and from Hagerstown's most reputable citizens, assure us that our report was wrong, we hasten to present the facts as they are, regretting that our earlier advices led us to give our readers an erroneous impression.

THE London *Wheeling* scores our Elwell tourist's correspondent for making a misstatement as to the name of the club which acted the host on the occasion of the run to Ripley. We receive by this last mail the following, signed "Pedals:"

"In my London letter inadvertently the Stanley Club was mentioned as having given us the run to Ripley. It should have been written Ripley Road Club, and for the misstatement I bear the blame."

We are sorry that our correspondent made the mistake, but the fury shown by our c. c. is rather out of proportion to the error made. Some how or other the mention of the Elwell tourists or anything connected with them seems to throw our good friend *Wheeling* into a condition of spasms.

DEGRAAF'S TIME NOT RECORD.

Editor Bicycling World: I read in the WORLD that Mr. DeGraaf's time from Tarrytown to Yonkers was record. I beg to differ, as Mr. D. G. Holbrook, a former member of the Yonkers Bicycling club, has made it in 46 minutes; and I once heard Mr. Halstead, formerly of the Harlem Wheelman, say he made it in 41 minutes. Therefore, I don't see know Mr. DeGraaf can claim the record.

Yours,

C. B. LOCKWOOD,
Capt. Yonkers Bicycling Club.

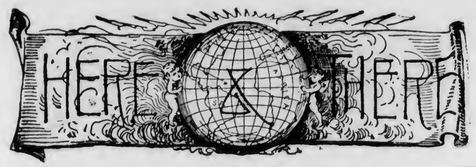
August 18th.

MR. PRIAL TO MR. SHRIVER.

Editor Bicycling World: Will you kindly ask your readers to note that Mr. Shriver first "lugged" the affairs of the New York Club into print. That the majority of the nominating committee did favor my selection. That Mr. Shriver's statement, that I had declined to publish any statement of the case for him in the *Wheel*, on the ground that the discussion of my "trade" relations might injure my candidacy, is a deliberate misrepresentation. I say "deliberate," because Mr. Shriver has the letter in which I decline his proposition to exploit himself in the *Wheel* and in which I stated that it was not a question for discussion in a newspaper. Will you kindly state, finally, that I defy Mr. Shriver to substantiate the absurd position he has taken. I am proud of what he calls my "trade" relations, though I had been taught the newspaperism was a "profession."

Very truly yours, F. P. PRIAL.

[As each gentlemen has had two shots we must now close this discussion. Mr. Prial is not quite correct when he states that Mr. Shriver was the *first* to lug the affairs of the N. Y. Club into print. Our correspondent Hawkshaw was the *first* one and Mr. Shriver replied to same.—ED.]



NEW YORK.

"HAWKSHAW."

Abram S. Hewitt, ex-Mayor, ex-Congressman and head of the firm of Cooper, Hewitt & Co., the largest manufacturers of iron and steel in this country, except Andrew Carnegie of Pittsburg, has just returned home from a year's sojourn abroad, and has been interviewed by the new-papers upon the results of his foreign observations. His well-known prominence in political and industrial circles makes his utterances of some weight, and as such I desire to quote one relative to aluminium, which is in direct opposition to your note on this metal's cost in your last issue. You claim that for the metal alone necessary to construct a bicycle of aluminium it would cost $100. Now granting, for the sake of argument, that the weight of aluminium as compared to steel is as one to two, or one half, and I think it is nearer one to three than one to two, it would take about ten pounds of aluminium to construct a light racing wheel of the twenty-pound steel variety, which would on your figures make the cost of aluminium about $10 per pound. Mr. Hewitt is quoted as saying, that "the process of producing aluminium has reached a point where the metal costs only a dollar a pound. Should it reach the cost of steel, of which there is now a possibility, it will create a revolution in the arts." Now if the gentleman were correctly quoted, and I see no reason to doubt that he was, the cost of aluminium sufficient to construct a light wheel would be nearer $10 than $100, as you have stated. I don't know which of you is the nearest to being right on the figures quoted, but certainly there is a considerable variance between the two sets.

Cycling is the anarchist of athletics. It is based upon revolutions.

I should judge from what I hear here, that there is going to be a little show here during 1892, which is already billed as the International Exposition. I am thoroughly convinced that the affair will be located in this obscure village, notwithstanding the fact that the cities of St. Louis and Chicago both claim that it will take place in their extended domains. The matter of location, however, is an immaterial one to me, and to most others who are not financially interested, I think, but to every wheelman however in connection with this affair, there is a question in which he and the sport are vitally interested, and that is the proper recognition of cycling and cycles. For the sake then of properly getting the affair before them, let us assume that the exposition will take place here in New York, and in consequence any representative that wheeling may expect must be chosen from this city. The man to fill such a position must be one who carries the confidence of the entire trade, without being himself a manufacturer. He must be technically an expert in everything relating to the wheel and the sport it produces, while at the same time he must be a throrough representative of the wheelmen. Messrs. Wm. Read & Sons, of Boston, and Messrs. Gormully & Jeffery, of Chicago, have in the daily papers here, placed in nomination for this position the name of George R. Bidwell, as in their opinion being the gentleman most competent to fill the position, and I most heartily second the nomination. Possessed of undeniable executive ability, a pioneer in the sport and trade, George R. Bidwell, stands in the front rank of American wheelmen, a position he has earned by his devotion to the best interests of him as the representative to the manufacturer and the sport, is one that cannot but meet with the hearty approval of every one. Mayor Grant, of this city, is appointing an Exposition Committee, upon which is placed a representative of each line of trade, manufacture and art, and it is upon this committee that Mr. Bidwell should be placed as the representative of the wheel. No time must be lost in taking some concerted action on the part of the trade and sport to accomplish this end, and I sincerely hope that my penning this, may be the cause of calling attention to the need of such, and that the consequence may be the appointment of George R. Bidwell, by Mayor Grant, to look after and represent American wheeling in the forthcoming exposition.

What very pleasant reading it must be for those individuals in bicycling who constantly use the "trade" as a bugaboo to frighten cycling infants into hysterics when they read the report of the L. A. W. Highway Improvement Committee in your last issue. This committee wanted to spread the gospel of good roads, and they wanted to do so practically, not theoretically, so they chose as a medium the issuing of 15,000 pamphlets of 80 pages each containing data regarding the construction, maintainance and advantages of improved roadways. To do this required considerable money, and where do you think they went to for it, my back numbered friends? Why, to the "trade!" Just think of it and groan: they actually went to the trade and asked for help. Did they get assistance? Why, of course they did! Have they ever failed to whenever they presented anything to the trade that promised to advance the cause of wheeling! I should say not. What did Col. Pope of the "trade" say to the committee? Why, he just told them to "go ahead with the work and I will pay the whole or any part of the expense made necessary." Cut this out, benighted brethren from way back and put it in your hat, and when next you are tempted to lift your spotless hands against the iniquity of "trade," just take off your hat and fasten your eyes upon that reply and see if after that your mind is still insane enough to allow of your looking upon the "trade" or a connection therewith, as a blot upon a cycler.

ST. LOUIS.

"LINNEUS."

E. W. Eck, the editor of the St. Louis *County Watchman*, is nothing if not original. Recently his paper published a terrific tirade against cycling, on account of the accident to the Ballwin stage, calling the machines nuisances and asking the County Court to restrain cyclists from riding on the roads of that county. S. G. Wolzendorf took the matter up with the editor, and after proving to him that a cycle was a vehicle and therefore entitled to the same rights as other vehicles, he made the foolish reply that "if" such was the case it would not be a bad idea for some one to secure a pair of tamed crocodiles to draw vehicles over the roads, for the purpose of scaring cyclists off as they do horses."

Thirty members of the disbanded Cycle Club held a meeting August 1 and immediately formed the new Cycling Club, with W. M. Rasborough as President, W. S. Snyder Secretary-Treasurer, E. N. Sanders Captain. They will establish headquarters as soon as suitable suite of rooms can be engaged.

At the last meeting of the Missouris the proposition to give associate members the right to vote was overwhelmingly defeated, and the leaders of the movement received a rebuke that they will not soon forget. Stirring speeches by Mr. A. C. Stewart and others were made against it, and the club therefore remains what its founders intended it to be, a bicycle club. With our large army of riders I am surprised that the active list is not always full to overflowing. But such is not the case for some reason or other, and more attention should necessarily be paid to recruiting.

The bicycle thief has been having a gay time of it here lately, and I know of no less than three machines stolen within the last month, which were carelessly left unlocked in front of stores and offices. Only one offender has been captured to date by name of Robt. Graham, who stole a cycle from W. P. Laing. If prosecuted for grand larceny it will go hard with him. The wheel was recovered.

J. Harold Child is my authority for the statement that a member of our City Council and a high official of the Legion of Honor, recently, while in a drunken condition drove over and completely wrecked a bicycle belonging to his firm, while being ridden by Guy Gardener on Lindell avenue. Upon his applying for a warrant for the arrest of this individual he was told it could not be issued because the man was not arrested and could not be criminally punished. Here's a state of things which will bear investigation.

As is well known the Fair Ground embargo against wheelmen has been standing for four years, and recently when some half a dozen cyclers joined the Pastime Athletic Club they congratulated themselves in having secured admission to the grounds at all times to use the board track for training purposes. All went well until last Wednesday night, when on account of the shouting, ungentlemanly conduct and raising sheol generally of one or two cyclers the whole party was bodily ordered out of the grounds. It is to be regretted that the action of one or two caused all of them to suffer, but this is is in accord with former decisions of Chas. Green, the President of the grounds. As I stated long ago, wheelmen should give the Fair Grounds the go-by for all time, and I hope this action will cause them to drop the Pastime membership as a useless expense.

The $250,000 structure known as the Grand Ave. bridge, which spans the railroad tracks in the Mill neck valley will be opened up for traffic to-morrow and will prove to be a Godsend for cyclists residing on the south side. The bridge is lit up with electric lights at night and will thus form the ideal crossing for riding parties bound for Tower Grove Park after dark. The agitation for full improvement of Grand Ave. is assuming huge proportions and it will no doubt soon have the attention of the Street Commissioner.

Since the Park Commissioner made his big kick about cyclists riding on the foot paths of Forest Park, the police have received instructions to arrest all cyclers found riding on the Lindell Ave. sidewalk. The first victim was a well known young Clergyman who would not heed the warning of another wheelman. He was let off with a light fine and a big scare.

The tournament in all its bearing is the talk of the town. An effort is being made to raise money to build a grand stand in time for the tournament. They are several wall tents on the grounds used for dressing rooms by the fellows who are training. If the meet is a success every way, look out for a big one next season.

BALTIMORE.

"NORVAL."

A meeting of gentlemen who are interested in improving Pimlico Road held a meeting Wednesday evening, Aug. 14 at the Maryland Club house. There was a small attendance present, but those that were present were very enthusiastic on the subject. It will cost $2,000 to fix the road, though it requires something more than that to put it in good order, as it is proposed to macadamize it and make it a grand boulevard. Mr. Samuel T. Clark occupied the chair at the meeting, and Mr. Walter E. Guy was secretary. It was announced that Mr. A. S. Frank had collected over $1,000 through subscriptions. The following committees were appointed. Another meeting will be held in the near future. The committee from Maryland Agriculture Association was Frank Brown, Chas. Cockey, Delano S. Fitzgerald, R. F. Maynard and John E. Philips. Committee Cyclists—H. E. Brown, A. S. Frank, Charles R. Eisenbrandt, C. F. Abbott and John Coleman. Committee of property owners, Robert Magruder, John W. Numsen, James E. Ingram and H. C. Shirly. Committee of gentlemen drivers—Seymour Mandlebaum, W. F. Dutton, Wm. H. Evans, H. B. Holton and Louis Becker. Mr. Samuel T. Clark was elected chairman.

Messrs. S. T. Clark, J. C. Stansbury and J. B. Reed, the committee appointed to count the notes cast for officers of the Maryland Division L. A. W. report the election of the following gentlemen, without opposition. Albert Mott, of Baltimore, Chief Consul: Geo. Updegraff, of Hagerstown, Vice-Consul; G. W. H. Carr, of Baltimore, Secretary and Treasurer, and J. Harry Covington, of Easton; C. E. Fink, of Westminster, and A. L. Mitchell and E. P. Hayden, of Baltimore representatives.

A few notes: My contemporary "Bay Ridge" of the *Wheel* has resigned. The annual race for the Citizens Cup will take place about October 10th. William Ostendorf and Charles Adams were the winners at the Crescent Club prize race around Druid Lake Tuesday the 13. The wheelmen and horseman have joined hands and are working earnestly for the improvement of Pimlico Road. The Maryland Club has secured steamer Theo. Weems for their members and friends to witness the bombardment of fort McHenry.

The *News* of the 18th states that: "Phil" Brown, the Washington flyer, who contested against Emerson in the tricycle race at the Hagerstown meet in July, has written to a friend in this city, that he intends to challenge Emerson for another race on any machine the latter chooses to select, Emerson also to choose the time and place, but must do so within a month and on a date that will not conflict with the Hartford and New York races. Another stipulation is that the contest must take place on a track and not be a road race. The prize to be a $50 gold medal. Brown says he will pay Emerson's expenses to Washington or will accept the same courtesy at the latter's hands to come to Baltimore.

HARTFORD NOTES.

"C. S. C."

The Charter Oak Park one-mile track at Hartford is without doubt the fastest cycling track in the world. The mile made by Fred Wood on this track in 1886 in 2.33, was the fastest mile ever made in an actual race. [F. Wood, at Springfield three days after, in a race made the mile in 2.32 2-5.--Ed.] Last year Rowe, on the same track, sprinted the last quarter of the first mile in the lap race in 30 seconds, undoubtedly the fastest quarter ever made on the cycle.

The parade of the Connecticut Division of the L. A. W. at Hartford, September 2d, will be a competition of the various State clubs for valuable prizes offered by the division for numbers, appearance, drill, etc.

The Berkeley Athletic Club team will have an opportunity to meet the fastest amateurs in the country at the Hartford meet. The Berkeleys propose to dispute the statement that F. F. Ives, the Meriden flyer, made at Bridgeport, to the effect that the New York boys were due to get badly left at the fall tournament.

Two editions of the Connecticut Road Book, by C. G. Huntington, have been issued and sold by the Connecticut Division of the L. A. W. The demand for the edition was unexpectedly large and the work will be out of print until next spring, when a new and revised edition will be issued.

The Bailey Bros., of Boston, are anxious to meet the Banker Bros., of Pittsburg, at Hartford in a race for the amateur tandem championship.

The Hartford Wheel Club men entered for the Hartford races are Forster, the State champion, Cornell, Reid, Dresser and Harding.

The prizes for the one-mile open handicap race at Hartford aggregate $300 in value.

The Hartford tournament this year will be a strictly amateur affair: "no professionals need apply."

Every amateur flyer of note will compete at Hartford September 2d and 3d.

Entries for the Hartford races close August 26th, with W. M. Francis, Box 7-45.

Large parties are being organized in New York, Boston and Providence to attend the Hartford tournament.

D. J. Canary, the world-renowned fancy rider, will make his first appearance in this country for four years at Hartford, September 2d and 3d.

MACON, GA.

THE "RAMBLER."

And "Jack" is dead. On earth we shall see him nevermore, but the remembrances of his bright spirit will ever exist among us. Never again will we read his "jottings," of the days he had spent on the Ripley Road; his quaint tales and sketches; all from his pen. In this little cycling world of ours folks seem drawn nearer together than otherwise. It is not always necessary to become personally acquainted to *know* each other, and so it was between "Jack" and myself. We were, after a fashion, both cycling scribes; possibly both aspiring for higher honors in this line, and this also might have been used as a link to bring us closer together. So one day I sat down and wrote "Jack" a letter. His reply was just what might be expected from the whole-souled fellow that he was. It began "Dear old boy," and after reading it one felt as if he had been acquainted with "Jack" all his life. But the spirit has flown; let us hope to a land better than this, where we shall be together again, never to be rudely parted by the hand of death.

Both scientifically and practically Capt. Francis V. Greene treats the subject of "Roads and Road-making," in *Harper's Weekly* of August 10th. It conveys, no doubt, quite an amount of satisfaction to the wheelman to note his favor of asphalt pavements in the cities. This, and a thousand other points, go to show which way the tide ebbs, and before long the favor for the asphalt will be universal. God speed the time.

The papers have been continually hammering away at the road question, and as a result the great work is getting under way. Macon now has a bill before the Legislature requesting permission to issue $200,000 worth of bonds, that amount to be expended on paving the streets.

Roadhogism and cycle stealing are two evils of which the Georgia wheelmen do not have to contend. Everywhere that I have ever ridden people are perfectly willing to give you your share of the road. Once only has it ever been otherwise. It was the day after Harrison's election and I was leading the club down Vineville Hill. An old negro man in an ox cart held the road, and we were compelled to turn out. Upon demanding an explanation, he said: "Look heah, white man, dis heah is *Harrison's* road, *dis* is, an' I don't turn out fer *no* body, *I* don't." The quickness with which he found his team in the ditch across the road no doubt made him think again as to the road's ownership.

PORKOPOLIS NOTES.

"STAR."

On the evening of Saturday, August 10, the C. B. C. took what proved to be the event of the season—a moonlight run to Miamitown. The start from the club house was made at 5.30 P. M., and a stop was made near the first toll-gate to wait for the tardy ones. The rain of the previous night had left the roads in excellent condition, the air was cool and bracing and, in fact, the

conditions could not have been better had they been especially ordered. After passsng Cheviot we stopped to light our lanterns and a string of mastodonic fire-flies were soon flitting, along the highways to the no small surprise of belated pedestrians. On reaching our destination, at 9 P. M., we rode through the principal street of the village to the music of a *new* tune, and on dismountlng there was a universal feeling of surprise at the entire *absence of fatigue* The dinner that was waiting was despatched in due season, and at its conclusion we gathered on the veranda to enjoy the beauties of the evening. To those of us who are compelled to toil in the smoke-laden atmosphere of the noisy city, the stillness broken only by the murmur of the water as it poured over the dam, the cloudless sky, and the soft mellow light were a revelation, and, as if by one impulse, we started down the road, arm in arm, singing as we went. It is only on such occasions that male choruses are heard to the greatest advantage, and as we paused now under one window and now under another, all we needed were a few mandolins to imagine that we were a band of Spanish Cavaliers. It was past one o'clock when we went to bed, but owing to the frequent inquiries of the 2d Lieutenant as to how we were sleeping, and the ineffectual attempts of Keck to suppress that laugh of his, we did not get to sleep till 3 A. M. After breakfast, as the river had risen several feet in a few hours, we took a run about two miles up stream and watched the driftwood shoot the rapids. Afterwards we went about 200 yards farther up to a bend where there is a well-defined echo. On our return to the city it was the unanimous opinion of the paricipants that on no previous run had they had as much real enjoyment.

On Sunday, August 11th, the Athletic Cycling Club ran their second race. The distance was one mile and W. Wise came in first in 3.42. Owing to a foul and a fall the rest did not finish.

That "music hath charms to soothe a savage" is evidenced by the result of the election in the Ohio Division of the L. A. W. this week. It was as follows: "Toot" High, Chief Consul; Harry C. Buckles (with his ocarina) Representative; Dr. Wm. D. Kempton (with his *lyre*) Secretary-Treasurer. All three are members of the C. B. C.

SYRACUSE.

"SALINA."

To say the death of "Jack" caused comment in the Syracuse Cycling Club would hardly be doing the sentiment and sympathy expressed, justice. Though odd and decidedly novel, "Jack's" contributions to the World had grown to be a fixture, and no reader even read any of his articles without pleasure. This popular correspondent's death is a sad blow to our League, and the cycling word in general loses one of its most ardent devotees.

Last Monday week twenty-four men of the S. C. C. wheeled to Pleasant Beach, where the "first annual clam-bake" was held. Clams and other palatables were the menu and were put away with astonishing rapidity. "Salina" was unavoidably absent, but enjoyed a vivid description at the hands of President Wilson. Though customary, we refrain from giving the name of the bigest clam.

While the Syracuse Club was "gambling on the clams," several local riders met in a real-estate office in the city and formed an organization hereafter known as the "Knickerbocker Cyclers." Officers were elected as follows: Wm. Gleason, President; J. P. Becker, Vice President; F. W. Sager, Secretary; Robert Reddy, Treasurer, and E. L. Lancaster, Captain. The new club has for its colors gold, white and the League purple, and will wear a dark navy uniform. "Salina" offers congratulations, and wishes the "Knickerbocker" men any amount of success.

Street improvement is really getting popular here. The efforts of many far-seeing citizens, combined with those of the press and Syracuse Cycling Club, have been rewarded in part by the laying of asphalt in West Onondaga and James streets and Bank Alley. Other thoroughfares will be similarly dosed later on.

Capt. Chapin will act as coacher and trainer for Fuller, Rome's flyer, at the Hartford events.

McDougal and Yale will attend the state meet in September.

A papyrus roll fonnd under a ruin in this city, bearing the date of 1743, prophesies as follows: "Now in those days the joy of the land thereabouts shall be the *first* cycling club in that city, and the people shall lay many roads for them and shall call them 'wonderful' and 'everlasting.' Following this, shall three men, wise in their own judgement, leave the club of their fathers and make unto themselves a new band. A long and far-spreading search shall be of no avail, but shall yield them hardly half a score of riders of the bicycle. The *first* club shall call the blessing of the Gods on the new band, as will be the manner in that time. The fates, even of the *first* club shsll decree that no man leaving his first love shall ever ——" (Here the roll of papyrus ends abruptly, and a most diligent search did not reveal the remainder. A foot note explains the word "love," as used above, as "band" or "society."—"Salina.") We are in possession of this bit of parchment, and will retain it to note whether the prophesy be true or no.

LOS ANGELES.

"VINDEX."

The Pasadina Cycling Club will have a tour to San Diego, during the coming September. Preparations are now being made, and it promises to be a success in every particular. A. L. Atkins, who is well known in and around Boston, has charge of the tour, and with him as manager of the itinerary nothing further in commendation of the outing need be said by your correspondent. The tour will probably consume one week's time, and the route, from a scenic point of view, could not be excelled.

Invitations have been sent every wheelmen in Southern California to participate in the tour, and the indications are that a large number will join in the trip. The touring party will be divided into divisions. James W. Lancaster will have charge of the Pasadena contingent. It is confidently expected that Los Angeles will be well represented. That a grand, enjoyable time will be had is not gainsayed by the most pessimistic croaker.

E. P. Chalpart, popularly known here as "Ned," was married on July 11th, to Miss Dora Dunwody, at Atlanta, Ga. The happy couple are now "at home." Ned has the best wishes for a happy wedded life from his host of friends here.

During the warm months, bicycling in this portion of the country is not very active. The Cycler dealers are complaining of dullness in their business. Things will be lively again in the fall.

Sherman Pease, N. R. Bradley and Johnnie Tufts are driving dull care away at that delightful resort, Santa Catalina Island. Bert Crank is in Alaska.

Fred Corey, of the Walls-Fargo Express Company, has been transferred to Stockton. Mr. Corey is an expert wheelman, an excellent musician, and a clever gentleman, and he will be sadly missed by his club-mates.

There is a strong probability that the Los Angeles Wheelmen will disband and a new club formed. There is at present an undesirable element in the club, those who fail to pay their dues and take little interest in club matters, and for this reason a new club will be organized. It is needless to say that the club will be a strong and progressive one. There is a splendid opportunity to organize a large club in this city, and it will be done.

NEWS AND COMMENT.

The New York *Sun* credits New York State with having a League membership of 6000. While this is not strictly true as present, yet the *Sun* paragrapher evidently has a due appreciation of what Chief Consul Bull can do if he "starts out for gore" and members.

"Toney," our Boston correspondent, was tardy this week. His notes did not reach us until after our forms closed.

The Nashua, N. H., boys have been here to tackle Corey Hill. Quite a party rode down last week, the distance being 42 miles. A. McMasters was the only one of the party who succeeded in getting to the top. This he did twice in succession, thus beating the New Hampshire record for that hill.

After citing several cases of injury caused pedestrians by sidewalk fiends, the Amesbury (Mass.) *Daily* says: "Now it is time for the bicycle riders to get out and off the sidewalks, and the quicker the courts, high or low, decide the question the better for the interests of pedestrians for whom the walks were made."

The postponed run of the Springfield (Mass.) Club to Holyoke was taken last week. Fully 150 men went up to Holyoke and were the guests of the Y. M. C. A., who did the "hospitable act" in royal style.

We would call the attention of our readers to the official columns, in which appear ths programme of the Connecticut Division meet at Hartford, September 2d and 3d.

Frank Riggs, of Chicago, recently rode the distance between that city of Milwaukee, a distance of 97 miles, in ten hours. Mr. Riggs claims this as record.

Messrs. J. W. Emerson and W. A. Moore of Somerville, and A. E. Jacobs of Malden, Mass., three well-known bicyclists, have been spending their summer vacation touring through the Mari-



The proof of the pudding is in the eating, and the proof of our claims for the Eagle is in the practical experience on the road of riders of our wheel.

We claim the Eagle to be the best all-round machine in the market.

The lightest running, and the fastest and safest coasting.

A machine that can be ridden over every kind of road, good, bad, and indifferent, through sand, and up and down hills, with the minimum amount of fatigue and the greatest comfort to the rider.

The following letter from one of the best known wheelmen of the country is a sample of our testimonials:

Newport, R. I., July 7th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.:

Dear Sirs:—I rode my Eagle on Sunday, July 7th, to Fall River, then to New Bedford and returned the same way. On the way back I rode from Fall River to Newport, 18 miles, by moonlight, in 1 hr. and 45 minutes. I only made one dismount in the 18 miles and any one that has ridden over the road by daylight will know that the road is not one of the best.

As it was a cloudy night, the moon did not do me very much good, and I had to ride by guess. The best time I have heard of being made on this road before was 1 hr. and 52 minutes. That was made by myself last fall, in daylight, on a 39-inch ——.

The Eagle is the only machine I have succeeded in riding over that road at night, as I have walked ten out of the eighteen miles twice with other machines, and one of them is a Safety.

Yours truly. Wm. Van Wagoner, R. I. Champion.

Send for Catalogue. Agents Wanted.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



THE COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - Boston, Mass.

Many riders desire a spring fork. To such we offer the Club Spring Fork, (patented).

We claim for it the following advantages:—

It is the only spring fork that can have the tension of the springs adjusted to the weight of the rider.

It has absolutely no side play.

The springs give only when going over some obstacle, and therefore do not cause unnecessary vibration.

It can be converted into a rigid fork when desired.

It has had the test of two years service, and we have never had one break.

We are able to deliver Swifts, with spring fork, on receipt of order.

The Youth's Premier Safety.



Nice looking wheel isn't it? Wait till we tell you what it *IS*. All steel, all adjustable, ball bearings to crank axle and driving wheel, hollow steel forks, butt-ended spokes, 26-inch wheels. A miniature adult's Safety, warranted for twelve months, and only $65. The Cheapest Boy's Machine, because it is the most durable and admits of the greatest adjustment for growth. We have sold them in large quantities all through the season and have never had a complaint. Immediate delivery.

Special, Popular, the New Catford and Tandem Premier Safeties in stock ready for delivery.

Send for Catalogue.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

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time Provinces. They first went to Nova Scotia and rode through the Annapolis Valley and much of the surrounding country, and then proceeded to Prince Edward's Island.

Two gentlemen from Minneapolis, Minn., are en route on bicycles from that city to Boston. They passed through Chicago on the 15th, and expect to reach Boston about the 31st.

Rev. Charles E. Stowe, son of Harriet Beecher Stowe, is making a bicycle tour through Maine. He is now making a stop in Saco, and he occupied his former pulpit at the Congregational church Sunday last.

A short time ago we reported the fact that Policeman M. J. Halliman, of Chicago, was sued by W. H. Arthur and Geo. K. Barrett, cyclers, for riding them down. Justice Going tried the case and gave the plaintiffs damages to the amount of $67.50 in all.

A Boston League member sends us the following terse but "meaty" item: "Was fined $5 and costs in Quincy, Mass., August 13, for riding a safety 100 rods on the sidewalk to escape a bad place in the road. Total expense of 100-rod trip, $13.67!!"

The reception of Lehr, the German rider who so gallantly won the championship over the English cracks, Synyer and Osmond, on his return to Frankfurt, was one that was royal in its proportions and euthusiasm. Had the reception been to the Emperor himself it could not have exceeded the one given Lehr. The town went mad in honor of its cycling conqueror.

Mr. Stanley Waterloo, the managing editor of the *Evening Capital*, Washington, D. C., recently fell from his bicycle in that city, unfortunately fracturing one of his ankle bones. This accident will probably confine Mr. Waterloo to the house for several weeks.

The Washington *Evening Star* states that "Mr. W. Byrd Page of Philadelphia, the noted bicyclist, athlete and high jumper, recently made the trip from Altoona, Pa., to the Greenbrier White Sulphus Springs, W. Va., on his bicycle. In a letter to a friend Mr. Page writes as follows, under date of August 10: 'My trip here was carried out, although I had rain during all but one day. My effort to get to Berkeley Springs the evening I left Bedford Springs was a great test of endurance because it was necessary to cross eighteen creeks, some of which were very high, with my bicycle, and to push over eight mountains. After a hard trip through the rain I arrived at Berkeley, 58 miles, at 11 P. M., covered with mud. I spent three very pleasant days there and then began a rough trip to this place. I crossed sixty-nine creeks, eighteen mountain ridges, and swam two rivers, with my wheel, and felt, when I arrived here on the 7th, that I had come over a very beautiful and grand country. The whole distance from Altoona is 480 miles.'"

A youth by the suggestive name of T L. Plucker has been masquerading in Camden, N. J., as an English nobleman. He victimized many members of the Camden Wheelmen, though just at present the victims are hard to find.

Louise Armaindo and Lottie Stanley engaged in the ladylike pastime of fisticuffs the other day at Grand Rapids. Armaindo is no longer with the Eck combination.

Mr. Albert Beers, of Everett, Mass., completed his four thousandth mile for the year 1889 on the evening of August 17th. A good deal of the distance was ridden not only in Massachusetts but in New Hampshire, Maine, Rhode Island and Connecticut.

An anonymous correspondent, signing the appropriate *nom de plume* of "Tramp," sends us the following skit: "In your issue of August 9, 1889, you speak of a bicycle tournament in connection with the International Exhibition to be held in New York during 1892. Now what is the matter with having that exhibition right here in Chicago? You people don't want to be quite so fast to state what is not to be." "Tramp" may be correct. We have no pecuniary interest in the selection of either place, but isn't "Tramp" living in a "glass house" when he warns us not to be "too fast?"

Mr. R. G. Betts, formerly of New Orleans has accepted a position on the staff of the *Wheel* as assistant editor. Mr. Betts is already known to our readers and to the readers of the *Wheel* as an able correspondent. We prophesy success in his new field of labor. Captain F. V. Greene's excellent article in *Harper's Weekly* on Roads and Road-making ought to be printed in pamphlet form and handed to every County Commissioner in the United States. He shows conclusively that the roads even of our oldest and most populous States are inferior to those of France, England, Germany, Austria and Italy, and gives estimates of the sum necessary to construct and keep in perfect order, in the State of New York, for example, roads as numerous and complete, in proportion to the population, as those of France.

"The Business Mens Cycling Association" is the latest addition to the clubs of Rochester, N. Y. As indicated by the name, it is composed of business and professional men who use bicycles, and alteady has a membership of over sixty.

Poor old Jack wanted to know where "Okobojo" was? Well we find it is in Sully Co, Dakota.

A rider of Milwaukee was recently maliciously assaulted by parties at present unknown. The Milwaukee Club have taken steps to find out the offenders and when found it will proceed to prosecute to the full extent of the law.

The vote of Maine for State officers resulted in the election of the following: Chief consul, George E. Dow of Portland; vice consul, Cyrus D. Batchelder of Sanford; representative, James O. Whittemore of Fairfield; the secretary-treasurer remains in office till Sept., 1890.

Mr. D. J. Post, it is unofficially announced, is elected to the position of Chief Consul of Connecticut by "a large majority."

The annual Fall tour of the R. I. Div. L. A. W. will take place, Friday, Aug. 31. The fast and commodious steamer Peerless has been chartered to take the party from Providence and Warren as ports of embarkation to Newport, where the day will be put in, as will be detailed in the committee's circular to be issued to members of the Division this week. Pearless will leave the Fall River Company's dock on South Water street at 7.50 A. M. sharp, Run up to Warren River for the party from Bristol county, taking them at Seymour's dock. The ladies are urged to attend, and Division members are asked to bring along guests. The capacity of the good steamer Peerless is 450.

All right friend *Item* of Philadelphia, your explanation is accepted. "Crib" if you want to, but credit when you can and we will be happy.

Magistrate Smith, at the instance of the Sweeting Cycle Co., of Philadelphia, has issued a warrant for J. A. Wells' arrest on the charge of libel. We shall "await developments.

The Zigzags of Buffalo lately completed a Century run from Erie, Pa., to Buffalo. The actual riding time of the excursion was 10 hours and 10 minutes. There were 20 starters. Of this number 15 finished the run. The following are the names of the heroes: Acting Captain Holden, Pacemarker W. G. Sherk, J. W. Weig, C. L. Couch, Otis Starkey, W. Hearne, —— Beck, W. A. LeHommedieu, G. H. Lueth, A. Strong, W. Patton, A. Coates, A. Crooks, G. Miller, S. Summerville.

Walter Rogers and Henry Bearse of the Taunton, Mass., Bicycle Club made a hundred mile run Sunday. The actual riding time was only nine hours and a half.

The date of the Louisiana Division meet is September 14.

Woodside is coming back to America.

A Party of New Haven, Ct., wheelmen "excursioned" to New York and Coney Island via boat and wheel, last Saturday and Sunday, returning the Sunday evening.

LADIES' RECEPTION ROOM.
AT COTTAGE CITY.

[All communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—Ed.]

Another Cottage City meet has passed into history, and another pleasant memory is added to the boquet of happy hours that many of us are treasuring. What a change has come about in a few short months! Last year the ladies were all on tandems save two alone. This year there was only one tandem and but two tricycles taken to the island; we all rode bicycles. "Chance and change busy ever"—how will we be mounted at the close of another twelvemonth?

The first thing we did upon arriving, after giving attention to our atrophy, was to look about us and see who was there.

We found the Providence party, Mrs. Davol, Miss Webb, Miss Cook and Miss Allen, at the Naumkeag with our friends, the Greens, of Somerville. At the Pawnee were the Bassetts, the Elliotts, the McCunes and also Mrs. Kingsbury and Miss Dinnin. At Mr. Stall's cottage in County Park were the Southwells and the Hopkins. Many more were in cottages and at the smaller hotels.

We had runs in couples and runs in groups. Several parties were made up for trips to the Prospect House and to the East Chop Lighthouse. We all voted Miss Webb to be the most graceful and the most daring rider. I wished, sometimes, she had been more cautious, but I heard of no falls. She rode a fair distance with hands off, and I saw her coast a steep hill, the while one hand was adjusting a stray lock of hair. Mrs. Kingsley proved a very fast rider and I think she may claim the speed championship. Little Marion Bassett, aged eleven, rode with us and led our division in the parade. She rides very gracefully and keeps up with the best of us in our touring pace. I expected to see many ladies on tandem bicycles, but there was only one, Mrs. Stall.

On Sunday we went to Vineyard Haven. At the mouth of the harbor we stopped to see the yachts of the New York Yacht Club set their colors. This was done at a signal from the flagship. It was a beautiful sight. More than a hundred yachts were under our eyes and in a moment they were all gaily decked with bunting. The monotony of asphalt riding is broken when we go to Vineyard Haven, and it is quite delightful to come upon a patch of road so sandy that the strongest riders must get off and push their wheels.

The lantern parade was a new feature and a grand one. It should be repeated next year, and the riders should be stimulated to get up novel displays by the offer of prizes. Mr. Elliott's display was easily first, and the suggestion of a ship, which took second prize, was creditable. One man had a fish-pole with its line hung with lanterns.

I wonder if other States do as much for the ladies at the annual meet as do Massachusetts and Rhode Island? If so, who will tell us about the gatherings? It is not the intent of the editor to make his journal a local one. He wants news from all around. I write of what is done in Massachusetts, who will tell us what other States are doing? Or what State will take the hint thrown out by the old Bay State, and give the ladies a chance to participate in its meet?

I wonder why the machine renters of Cottage City do not give those who hire wheels a few hints about riding? A more awkward looking set of riders than the ladies who hire wheels I never saw, and it is simply because they are not set high enough. I took the trouble to properly adjust the saddle for no less than three ladies while I was on the island, and they rode to much better advantage afterwards.

Riding the safety wheel with hands off the bar was the popular craze at the meet. Van Wagoner gave an exhibition and showed us how easily it could be done, and the fever spread. Even the ladies were affected and some of them succeeding in riding rods in this way.

The yachts entertained us on Monday, while manœuvring before the race and at the finish. We saw them off and welcomed them back, but no one could tell who was victor.

A friend of Sir Walter Scott's once went to him with the question point blank, "are you the author of Waverley?" "No, I am not," said Sir Walter, "and if I were I should give you the same answer, for a writer has the right to protect his secret in this way, else he might as well resign all efforts in this direction." "Helen Grey" prefers to remain behind that pseudonym. If any ask of another, "are you 'Helen Gray'?" and get "yes" for an answer, it will be an untruthful reply. HELEN GREY.

THE END OF THE EUROPEAN TOUR.

THE great, tour of which we dreamed all through the dismal months of winter and spring, and on which we have spent two golden months of summer, has at this writing faded into the past and become a memory. Already some have left us, and ere to-morrow night our little band of twenty odd, who have grown to be like brothers, will be scattered to the four winds.

My last letter left us at Ruddushiem, from which place the ferry was taken to Bingen, where we dined. Bingen! dear Bingen on the Rhine! What thoughts the very name recalls to our minds! Even the prosaic fact that we were hungry and dinner an hour late, could not banish the words of that world-renowned poem which has made for the old town a warm spot in every heart. Again and again they came:

"A soldier af the Legion lay dying in Algiers,
There was lack of woman's nursing—there was dearth of
BTE woman's tears."

And so on through all the pathos and sad melody of it all, until there seemed a halo of some sort cast over the place, and all by the magic of the pen of one true-hearted woman who wrote the beautiful story so many years ago.

With hearts thus tuned to a poetic pitch, nearly all of us took the afternoon boat to Coblentz. The faithful few, now dwindled down to less than ten, wheeled over a splendid road by the river side, but against a strong head wind, and one or two were even forced to quit ere long and join the boat.

That afternoon's sail down the Rhine was grand beyond description. It would simply be egotistical to attempt to describe a river whose praises the ablest and most learned men af modern times have confessed themselves unable to adequately sing.

It is enough to say, that search the library through and find the most glowing phrases, the most vivid descriptions and the most eloquent word-painting of them all and you will realize in part perhaps the Rhine, as we realize it.

The mountains, hitherto distant at Bingen, approach the shore, and the narrowed and deepened river winds and twists through a constant succession of vineyard-covered hillsides, on every crag of which stands the crumbling ruins of some castle of feudal times, built

"In days of old,
When knights were bold
And barons held their sway."

Rudeshiem, Rhinefels, Bishop Hatto's Tower, the "Cat," the "Mouse" (so-called), Schonberg, Stolzenfels and others literally by the score, and each with it wealth of legend and tale of war and rapine kept all in a state of most intense excitement and admiration and worked the Kodak and camera fiends almost to death.

Down stream past Johannesberg, St. Apollinaris, St. Goar, the Lorelli Rock, we floated until under the shadow of the mighty cliff fortress of Ehreubreitstein, the Gibraltar of the Rhine and the strongest fartified point in Europe, we cast anchor for the night at Coblentz, Hotel Bellevue.

Saturday morning (the last day of the tour) dawned wet and miserable. The usual few started per wheel to Bonn, where dinner was ordered *en route* for Cologne. The majority took boat and thereby avoided much mud and head wind (unwelcome elements to fight against when one needs more than the entire time to take in some small part of the scenery). All that forenoon, the rain came down in torrents. We on the boat had glimpses of the others as they dug manfully along through the rain, the road running close by the river bank. Once we passed an unfortuuate pair sheltering themselves under an old door-wing and extemporaneous greetings of multifarious kinds were exchanged at long range with them. So envious were they of our position that they even essayed to throw stones at us as we sailed by them, cheering.

On arriving at Bonn some few concluded to remain on board and get to Cologne as soon as possible. The others joined the wheeling party, had dinner, and then came on by boat in the afternoon.

That night we had a little extra dinner and a few speeches followed, from Messrs. Elwell, Higgins, Beal etc. There was singing some cheering and much laughter, but underlying all, a deep sense of sadness. No more should we wheel together, day by day, as a party. No more should we climb hills and coast mountains as in the happy weeks gone by. No more should we hustle about for an early start, no more assail the management for the daily route, no more arrive after a long eventful day's riding, to gather all together at the table and recount the adventures haps and mishaps of the day.

By the morrow night some will have departed, perhaps forever, from our midst, and thus it was that all were feeling rather blue that evening. In the two months touring all had grown so familiar; each ones little peculiarities and traits had become so much a part of our daily lives; each ones nickname, (*and they all had them*) had become so familiar also, that it seemed like the breaking up of a family or the parting of brothers. And brothers indeed we have grown to be, the magic power of the spirit of cycledom joining all as firmly though by ties of kinship.

The Elwell European Tour, the largest tour of it length and nature ever gotten up had at last come to an end, for as most of the boys did not care to go to Rotterdam the management decided to refund expenses there *pro rata* and let each one be free to go where he chose.

That evening we spent gathered closer together than usual soberly talking over our future plans, recounting the many happy hours spent together in various lands, and in getting ready each to go his several way.

Sunday our last day together, we spent in sight seeing, visiting the grand cathedral and many other churches, riding and walking about, writing home etc.

In the evening at 7.30 all repaired to the boat to see off the first few to leave us. These were Esterbrook, Wentworth, and Phillips who sail per Etruria Aug. 3 and will be the first of our party home: Roseboom, good old Rosey, who went to Rotterdam (*en route* to Norway later) and Rev. Mr. Fessenden.

Nussle also departed by a later boat going back up river to Mayence on a solitary tour through Switzerland, Italy and France. As the boys sailed off we gathered on the quay and gave them the good old war cry, "Aoh! Ah! Aoh! Ah! A-M-E-R-I-C-A- Am-Mer-Ri-Kay, U, S. A!" for the last time we shall give it together.

Monday morning came, and with it a general scattering. Bennett and Buttolph left for Milan; Levy for Stuttgart; Beal, Wilson, Cake, White, Brinsmade, Seavey, Palmer and Collins for Brussels: Kirk, Schneider, Breed and Cooper on their German tour; Rielly and Elwell by boat to Rotterdam.

Those of us who came to Brussels (for I can now speak for only eight) have been enjoying ourselves immensely. Wheels having been shipped direct from Cologne we are free to ramble unhampered. To-day we all made an excursion to the field of Waterloo, and had as guides two pretty Belgian girls, who talked very good English with a deuced English accent. The party who went to the graveyard of Napoleon's ambition, will not soon forget Julienne and Agusta, or the merry days rambling through Braine-L'Alleud, Hougomont, Belle-Alliance, by the lion mound, and all over the historic field.

This evening two have left us. Beal and Wilson have just gone to Rotterdam to join the others, who go to Norway. Mr. Beal has promised to write up the Norway tour for the WORLD, which account will be necessarily of great interest to our boys and to all. By to-morrow all will have left Brussels for various points.

Thus the great tour is ended, though many of the boys will spend August and part of September on the wheel in England, Scotland, Ireland and on the Continent. Much of interest remains to be told which must, however, wait another occasion.

At Cologne it was agreed that a suitable badge should be made for each member, as a souvenir. The design decided upon was that of a four-leaved clover in gold to be inscribed in enameled letters, with "European Cycle Tour, May 18th, August 1st. 1889." These will be made upon return to the United States, the matter having been put in the hands of a committee.

Mr. Phillips of Portland (at the Saturday night dinner at Cologne) was elected historian of the tour and will perform the duties of the office in the future.

NOTES.

Messrs. Kirk, Schnieder, Cooper and Breed will spend ten days wheeling in Germany, visiting Mayence, Frankfort-upon-Main, Berlin and Hanover. Kirk, Schnieder and perhaps Cooper will then join the Mecredy Irish tour in Scotland, to which all the boys have been very kindly invited.

Messrs. Esterbrook, Wentworth and Phillips make direct for Liverpool to sail at once for home.

Messrs. Elwell, Beal, Wilson, Roseboom and (perhaps) Fessenden go via Rotterdam for two weeks in Norway and Sweden. After this Beal and Wilson visit St. Petersburg, Berlin, Vienna, Venice, Paris and London. Elwell and Roseboom will later on join the Irish tour in Scotland.

Messrs. Buttolph and Bennett go to Italy, thence to Vienna, Berlin and Dresden.

Messrs. Cake and White go to Scotland direct and hope to get a few days with the Mecredy tourists.

Levy goes to Stuttgardt, then to Scotland.

Higgins goes to Berlin, Vienna, Venice, Rome, Monte Carlo, Marsielles, Paris and London.

Messrs. Palmer and Seavey through Holland and Belgium, then via London to Liverpool and home.

Nussle goes through Switzerland to Italy, thence to Paris and England.

Shannon and Brinsmade go to Brussels, Antwerp, Paris, London, to Liverpool and home.

The two Messrs. Krumm spend some days wheeling in Germany.

Messrs. Reilly and Collins go to Paris, London, Harrogate meet, then on the Mecredy tour in Scotland August 10th-24th.

The sailing dates for home as nearly as can be ascertained are as follows:

Beal, Sept. 18th, Steamship "City of Paris."
Bennett and Buttolph, Steamship "Lahn," Bremen, August 21st.
Higgins, Palmer, Seavey and Cape, Steamship "Umbria," Liverpool, August 17th.
Esterbrook, Wentworth and Phillips, Steamship "Etruria," Liverpool, August 3d.
White, Levy, Schnieder and Roseboom, Steamship "Servia," Liverpool, August 24th.
Shannon and Brinsmade, Steamship "City of Paris." Liverpool, Sept. 18th.
Reilly, undecided.
Elwell, Steamship "City of Paris," Liverpool, Sept. 18th.
Cooper, undecided.
Wilson, Steamship "City of Paris," Liverpool, Sept. 18th.
Kirk, Steamship "Umbria," Liverpool, Sept. 11th. PEDALS.

W. S. W. DOANE—VAN WAGONER.

The above gentlemen met at Cottage City during the meet of the Massachusetts and Rhode Island Division and came to terms for a match race, to be ridden from Boston to Providence, a distance of about 50 miles. The exact route has not yet been decided on, but the date will probably be the 28th September. The machines ridden will be safeties, not to weigh less than 42 pounds. We will give particulars of the event later on. This race will cause no end of interest in this section as both men are known as the toughest kind of road riders.

TOURING IN IOWA.

BY "JIM."

I ARRIVED from Omaha on the Chicago Flyer Thursday morning, a few weeks ago, at 2 30, and was met by Mr. McFarland, the Captain of the Des Moines Cycling Club, at the Aborn House. After a hearty breakfast I started out on my 160-mile ride through Iowa. Mr. McFarland and his First Lieutenant accompanied me about four miles out of town and with many wishes for "success and good luck" we parted.

The first town I passed was Rising Sun, about eight miles from Des Moines, and here the roads commenced to look "Rocky." A three week's rain had washed out a good deal of sand, and at times walking had to be resorted to, as the only way to get ahead. After a hard trip of pretty near three hours' duration, Prairie City was reached. This is a lively little town of about 1000 inhabitants. Here the writer was met by Mr. Curley. He is doing his best to boom cycling in his vicinity, and is succeeding as only a good wheelman can succeed. Leaving this place I turned my wheel in a southwesferly direction, as I intended to make Oskaloosa that night. But Oskaloosa is fifty miles from Prairie City, and only six hours till sundown.

"Well, Jim," I thought, "let's see what you can do." I went through Fairmount at 3.15, Otley 5.20, and arrived in Pella, pretty well tired out, at 7 o'clock, just in time for supper. As it was impossible to make Oskaloosa that same night I concluded to go twelve miles further to Leighton, to stay there till the next morning. This town was reached at 10.15 P. M., and after awakening the landlord of the hotel I managed to get six hours of much-needed sleep. I woke up next morning and behold the heavens had clouded up during the night, and Jupiter Pluvius, the enemy of all wheelmen, had full sway.

Well, I thought, this is a pretty mess. If I take the train to a dryer climate my cyclometer won't run up, and I had promised the boys before leaving Omaha that I would show them a 300-mile change before returning home. But I had to get ahead, as I had an engagement to swap lies with a friend in Mt. Pleasant on Friday evening, and such an important engagement can't be broken.

I took the train to Ottumwa, where I saw a clear sky, and was met here by Mr. Jack Pallister, one of the best riders and biggest-hearted fellows in the League. He and his two brothers are the hardest riders of the Ottumwa Wheel Club.

Here, for the first time, I had the honor of meeting any really enthusiastic wheelwomen, in the persons of the Misses Pallister, who are both expert tricycle riders, and who are also loyal to the League of American Wheelmen.

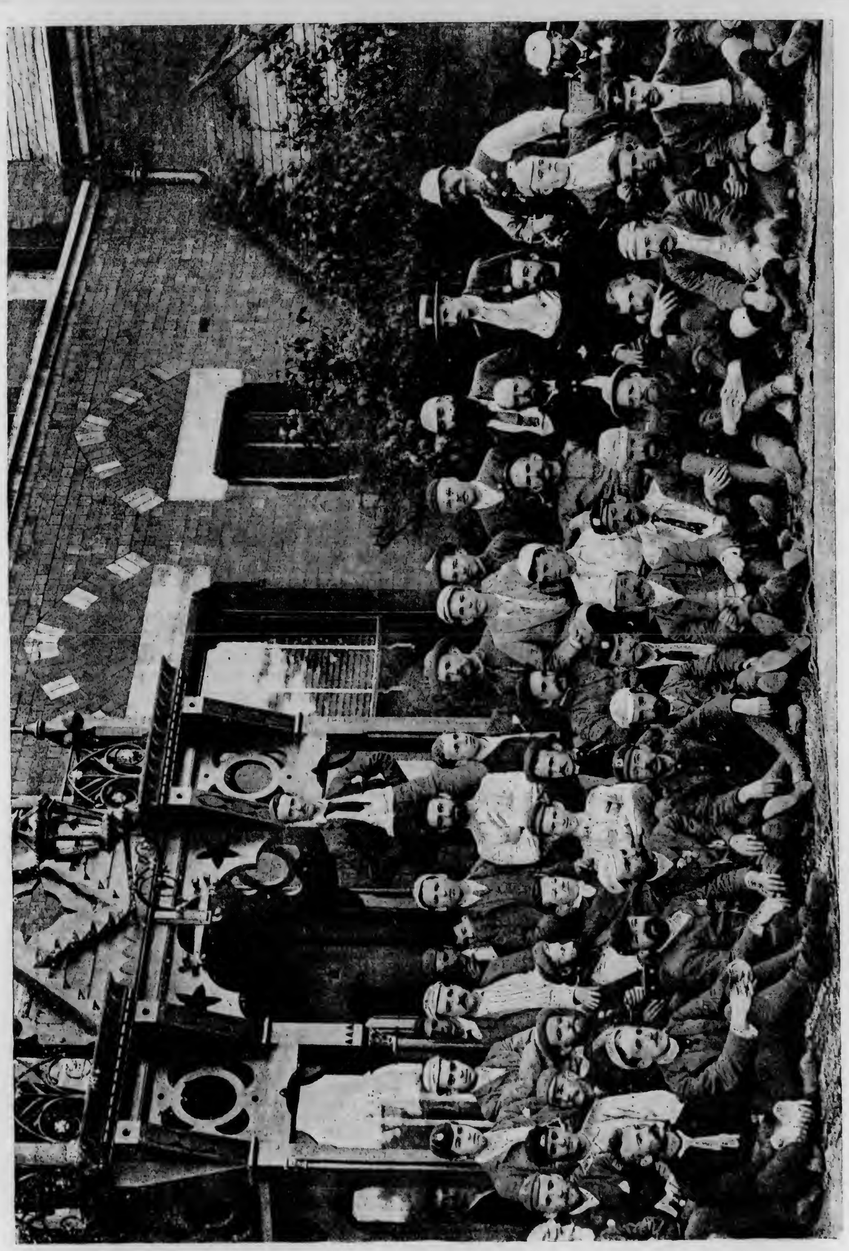
Jack Pallister mounted his fifty inch light roadster and rode with me to the Agency, and from there to Batavia.

Nothing but a first-class bicycle will stand the racket on these roads after a heavy rain, and I thanked my stars when I arrived at Fairfield, about 46 miles from Ottumwa, at 2 P. M. Cycling hasn't taken a good hold in this city yet, and the only steady rider is Fred Spielman. As I wanted to make Mount Pleasant that evening I did not linger, but started out after a good dinner and arrived in Beckwith at 4.15, Glendale 5.05, Lockridge 6 o'clock, crossed the Skunk River at Rome and made the 6 miles at Skunk River to Mt. Pleasant in 40 minutes, arriving in one of the prettiest little towns, Java, at 9 P. M., in time to keep my friend from giving me up.

A word about Mount Pleasant: This is a city of about 7,000 inhabitants, has some of the finest boulevards and roads, and ought to be able to support a club of at least 50 wheelmen. The boys did everything in their power to make my stay in Mount Pleasant a happy one, and you may be sure they succeeded. Sunday morning a trip to New London was taken and, as much as I have ridden over our Nebraska roads, I have yet to find anything that can compare with the 18 miles we covered that morning. Mount Pleasant is celebrated for its pretty girls. They are of a rare beauty, and it is safe to bet that that there are more handsome feminine faces in that place than in any city three times its size. From Mount Pleasant to Burlington is merely a jaunt—a 3 hours' ride on a perfectly smooth road.

Nature has made Burlington more for tobogganing than for wheeling, that city being built on the side of a hill. I made only a short stay, nothing of importance keeping me there. I left on the C. B. & Q. the following morning, arriving in Omaha Thursday, Aug. 1, at 10 A. M., having spent a week like a true wheelman, amongst wheelmen.

The cyclers on the road I traversed treated me in the most generous and hospitable way, and I shall always feel under obligations to them. If any of them should venture to visit our village I and the Omaha Wheel Club will only be too glad to entertain them as they have entertained "JIM."



THE AMERICAN BICYCLISTS AND THE BIRCHFIELD WHEELING CLUB.

H. Barney, G. S. Johnson, F. A. Spain, H. G. Priest, W. A. Lamplough, *C. Leavy, J. H. Gilbert, *H. C. Cake.
G. Coley, *David W. Levy, *W. J. Penrose, *W. C. Roseborn, *J. Pennell, *J. W. Schneider, *T. C. Brinsmade, *R. B. White, *W. H. Kirk, *S. B. Shannon, A. C. Butterfield, Rec. C. E., *Essenden, J. E. Beal, P. Mulhern.
*H. Wentworth, J. Allday, J. E. Rickards, H. A. Harding, *F. A. Elwell, J. Evans, Fred Wilson, [R. D. Darrell, H. S. Higgins, W. N. Estabrook, J. N. Smith, H. R. Wilson, A. B. Towns, W. H. Bennett. (Captain.)
(Hon. Sec.) (Vice President) (President.) (Secretary.) (Captain.) Those marked with an asterisk are Americans.

A TOUR IN MAINE.

Editor Bicycling World: The account given of the route from Moorehead Lake to Bar Harbor on page 574 of "Ten Thousand Miles on a Bicycle," is so favorable that I cannot help thinking the roads must have deteriorated since Mr. Elwell's party rode over them in 1875. Having just returned from making this tour, I should place it outside the list of practicable bicycling routes.

The scenery is fine, the hotels good, and the people agreeable, but the roads rendered the trip the least satisfactory of the five annual tours which I have taken.

Moosehead Lake is charming to a man who is neither fisherman nor hunter, and the Mount Kineo House is one of the best kept inns in the world. The 15 1-2 miles from Greenville to Monson we expected to find hilly, not to say mountainous, and we were not disappointed. The hills were not only very long and very steep, but, like most of the hills of Maine, they were covered with loose stones. Our mounts were ordinaries, but I am sure it would have been perilous to ride down those hills on those safeties and riding up them would be impossible. There were, however, occasional stretches of fair road, especially before reaching Shirley Corners. We left Greenville at 12.45 and reached Monson at 4.30, but were quite willing to stop. A swim in Lake Hebron was some compensation for the afternoon's hard work.

Leaving Monson the next day, we found some dangerous pitches and much excellent wheeling along the road to Guilford and Sangerville. How the roadway is between Sangerville and Dexter in good weather I cannot say, for we had to ride it in the rain and found it very muddy. The part of it through the woods was exceedingly toilsome. My cyclometer figures do not agree with those given in "Ten Thousand miles on a Bicycle," for they make the day's run 25 miles. The only really well-made road I saw in Maine was that over which we rode our last two miles into Dexter. It had been made smooth and proved that it is possible to construct decent highways in that State when the people awake to the importance of them.

The third day we had the best riding of the tour, from Dexter to Bangor, which I made 36 miles. The first part of it was very fair, but the road grew rutty as we approached Kenduskeag, and so continued the remainder of the way. But for a stiff breeze at our backs we should have found much of it toilsome, for it was often an even choice between the wagon wheel rut and the jolting track made by horses.

The fourth day's run from Bangor to Ellsworth (27 miles) began pretty well, but before we reached the Lake House, where we dined, the road had degenerated into the the worst I ever saw anywhere. There is no kind of badness in which it did not luxuriate, combining frightful hills with sand and rocks in pleasing profusion. It was laid out by the lumbermen on the principle of striking from one hilltop to the next. It did not improve materially even after reaching the village of Ellsworth, for stones thrust themselves up in the streets, while three or four inches of fine dust did what it could to conceal them. No stranger from Timbuctoo who should see the road that connects Ellsworth with its suburb of Ellsworth Falls, would dream that he was gazing at a civilized and christain country.

We were told at Ellsworth that the next day's ride to Bar Harbor (22 miles) would be over "as good a road as ever you saw." That only meant that, after a few break-neck hills had been passed, it would be comparatively level, until we crossed the bridge to Mt. Desert. As a matter of fact the road was exceedingly dusty and rutty, so that one's attention had to be kept constantly upon it, and on the island the hills proved as formidable as ever.

It will be seen that in each case the day's ride was very short, if we except that from Dexter to Bangor—the easiest of them all—but we were always ready to stop. The most convincing evidence of the condition of the Maine roads is the fact that ours were the only bicycles at Bar Harbor, as far as we could learn, and we saw but three or four during the whole tour. Maine has many attractions, but none as a touring country for a Buffalo tender-foot.

Before closing, allow me to ask if it is not possible to bring some sort of pressure to bear on the Boston railroads, to secure relief from extortion for wheelmen. There is no complaint to be made against the Maine Central, but the other New England roads, except the Fitchburg, should be called on to explain to the State Railroad Commissioners their enormous rates on bicycles. My brother had to pay 75 cents on his wheel from Portland to Boston, though his fare was but $1.50. On another occasion he was charged $1.40 on his wheel from Boston to New York. Two years ago we were each of us charged $1 between Hartford and Worcester. Considering that a wheelman burdens a road with no baggage and considering that he may carry his wheel from New York to San Francisco without being called on to pay a cent, it makes my blood boil to have my pocket picked in this fashion by the petty railroad lords of New England. Is not an appeal by the League to the National or State Railroad Commissioners practicable?

FRED. J. SHEPARD.

Buffalo, N. Y., August 15.

A PROTEST.

Editor Bicycling World: As it is reported, on authority too good to be doubted, that several ex-professionals are in active training for, and are expected to enter the amateur tournament in Hartford, Sept. 2 and 3, I write to protest against such outrageous injustice to the amateurs who will thereby lose their chances of gaining a place in the races. At first it seemed impossible to me that the officers of the league would allow the ex-professional to re-appear on the track after being restored to his amateur status, and that he should not so re-appear was understood to be one of the conditions of his restoration, at least in some cases (the cases of which I write being of that number); but as the time draws near it becomes evident that it is to be allowed.

Why were these men ever debarred from competing with amateurs? Because in making the sport a means of livelihood they were enabled to secure advantages and bring themselves into condition impossible for the man attending to his regular vocation to reach. And it was for the encouragement of sport among those of limited time that the amateur rule was adopted, and two classes established.

These men have returned to the amateur side of the fence (presumably for more congenial company) and with all the experience, and muscle gained while on the other side, are now allowed to enter the arena of the amateurs, who have had no such advantages.

I know I voice the sentiment of L. A. W. men in this section in calling it outrageously unjust in the racing board to allow Ives and Hendee to enter amateur races, and would like to see some public expression on the matter.

Yours fraternally,
T. W. GILLETTE.

Danbury, Ct.

[As to the wisdom of re-instating Messrs. Ives and Hendee, we have no doubt the Racing board can establish its position, but the reason given by our correspondent that because at one time, two or three years ago, these men were in the very perfection of condition, they must perforce still be in that condition, does not hold good. As a matter of fact the truth is often the reverse, and a man after a few years of fast riding and hard training becomes "stale." We doubt if Ives or Hendee will show anything like their old form if they do race this fall. It must also be remembered that both these men are now on even terms with all amateurs so far as spare time for training is concerned. Without going into the merits of the case further, we will close by saying that we think our correspondent is unnecessarily exercised over the re-appearance of these two ex-professionals on the amateur racing path.—ED.]

NEW YORK STATE DIVISION MEET.

THE officers of the first and second district of the N. Y. State Division are working earnestly to make the New York State Meet a success. The event will take place on Friday and Saturday, Sept. 13th and 14th. The Meet is managed by a general committee of five.

The general committee holds general meetings at the Grand Union Hotel every Friday evening and hears reports of sub-committee chairmen, and takes suggestions from the men present. The names of the various committees are given below, as well as a complete programme.

The headquarters of the Meet will be at the Grand Union Hotel and at Geo. R. Bidwell's store, 313 West 58th street. The first named place is right at the edge of the riding district. Wheelmen will be stationed at all important rail and steamboat terminals, and complete directions will be given to each wheelman so that no confusion may occur.

On Friday morning the Meet will be formally opened by runs in the Park and to Yonkers. At 5.30 there will be a meeting of the board of officers of the Division, and at 8, there will be a theatre party. After the theatre party, a grand supper will be given, at which some of the city officials will be present.

On Saturday there will be a parade in the Park which, it is hoped, will rival all previous events of the kind, which have ever been seen in this city. Two prizes will be offered, one for the New York or Brooklyn Club, making the best showing, and one to the visiting club presenting the best appearance. After the parade, the cyclers will continue to Brooklyn, to which place they will be transported by special boat. Here, lunch will be served, and at 2 to 4 a business meeting will be held at the Brooklyn Bicycle Club's house. At 4 p. m., a photograph will be taken at Prospect Park, after which

there will be a run to Coney Island. The various features of this resort are too world famous for recapulation. The wheelmen will have a supper there,and will then hear Gilmore's band in a specially selected concert. After the concert the men will ride back to Brooklyn, where the meet will formally end.

A large riding academy will be found near the Park, where wheels will be stored, so that there will be no inconvenience. One and all are invited.

Executive Committee.—M. L. Bridgman, 1255 Bedford Avenue, Brooklyn, chairman; W. H. DeGraaf, West Fourteenth Street, treasurer; I. M. Shaw, 19 West Fifty-third Street, New York City; A. B. Barkman, 241 Broadway, New York City; C. C. Alden, 6 Wall Street, New York City.

Sub-Committees.—Entertainment, W. H. DeGraaf, 47 West Fourteenth Street; transportation, G. R. Bidwell, 313 West Fifty-eight street; programme, C. A. Sheehan, 5 Vanderbilt Avenue: press. F. P. Prial, P. O. Box 444; reception, L. A. Clarke, 25 Broad Street; tours and runs, A. B. Barkman, 241 Broadway; theatre party, W. H. DeGraaf, 47 West Fourteenth Street. Bert Cole, 62 Hanson Place, Brooklyn.

PROGRAMME:

Friday, September 13.—Morning: Reception of visitors; afternoon: Runs, Central Park, Yonkers, etc.; afternoon: Board of Officers meet, Grand Union Hotel, 5.30 p. m.; night: Theatre party, New York City.

Saturday, September 14.—Morning: Parade in Central Park; afternoon: Run to Brooklyn; Board of Officers meet, Brooklyn Club House, 2.30 p. m.; Regular Division Meeting at Brooklyn Club House, 3 p. m.; Photograph at Prospect Park, 4 p. m.; Run to Coney Island; Supper at Coney Island: Concert at Gilmore's Amphitheatre.

Sunday, September 15.—Informal runs to Yonkers, Tarrytown, The Oranges and points on Long Island.

COMING EVENTS.

THE 31st August and Labor Day will be the dates on which innumerable race meets will be held, and we thought an epitomized account of "what to expect" might be of value to our readers:

PASSAIC CITY, N. J., will hold a joint meet on August 31 under L. A. W. Rules.

The bicycle events are: Two-mile bicycle team race, three men and one substitute; three-quarter mile bicycle handicap; one mile safety bicycle handicap; one and a half mile bicycle club race, handicap, P. C. W. and A. A.; one mile bicycle handicap; one mile bicycle, novice. The entries closed Aug. 21 with C. Blizzard, 318 Gregory avenue, N. Y.

MCKEESPORT, PA., will hold a race meet Aug. 29 so as not to interfere with the State meet at York. At 10.30 A. M. a hill-climbing contest will be held, and at 2.30 the following races under L. A. W. rules will be run at Gentlemen's Driving Park. Entries close on the 24th: 1 mile novice, 1 mile open, 1-2 mile safety, Rover type; 1 mile, 3.20 class; 1-2 mile open; 1 mile for boys under 16 years: 1-2 mile. 1.35 class; 2 mile handicap; 1-2 mile club championship; 1 mile consolation. The headquarters will be at the National Hotel.

AT ST. LOUIS, MO., August 31.—Since the advertising posters have been put in position the tournament has become the topic of the town and daily numerous calls are being made at the agencies asking for date, prizes, etc. The prize committees have at last succeeded in arranging the prizes and they will be as follows: First event, one-mile novice—Prizes, first, gold medal: second, Brooks cyclometer by L. F. Frost; third, pair jersey pants by F. W. Humphrey & Co. Second event, half-mile dash—Prizes, first, diamond locket by H. H. Morris: second, fine engraving by Glover & Finkenauer: third, smoking set by A. Siegel Gas Fixture Co. Third event, one-mile open—Prizes, first, gold watch by O Snitjer: second, suit of clothes by Famous; third, camera by A. S. Aloe & Co. Fourth event, one-mile safety handicap—Prizes, first, gold medal: second, pair fine silk embroidered suspenders by D. L. Parish; third, cyclometer by Wilder and Laing. Fifth event, one-mile Missouri Division championship—Prizes, first, elegant gold medal by Gormully & Jeffery Mfg. Co.: second, Pope cup: third, set silver-plated knives by Knight Cycle Co. Sixth event, two-mile lap race—Prizes, first, gold watch by St. Louis Wheel Co.: second, fine mantel clock by Mermod, Jaccard Jewelry Co.; third, silk umbrella by Mathews & Lefferty. Seventh event, half-mile for boys under 14—Prizes, first, silver medal by E. A. Blanke; second, three spoke grips by A. L. Jordan & Co.; third, silk belt by St. Louis Wheel Co. Eighth event, three-mile Missouri Division championship—Prizes, first, gold medal; second, stop watch by R. Hurck; third, pair ball pedals by Springfield Bi. Mfg. Co Ninth event, one-mile handicap—Prizes, first, safety bicycle by Western Toy Co.: second, pair Lemaar's opera glasses by Meyer Bros.' Drug Co.: third, gold-headed cane by L. Bauman Jewel Co. Tenth event, three-mile match race, Harding vs. Ring—Prize, $50 gold medal. Eleventh event, one-mile consolation—Prizes, first, gold medal by R. Blossom; second, silk hat by F. W. Humphrey & Co.; third, pair shoes by G. H. Boehmer; fourth, half dozen bicycle hose by Sellinger & Morris; fifth, one piece of bisque statuary by A. Withmar & Co.; sixth, three spoke grips by A. L. Jordan & Co.: seventh, cap by Jos. Plotke. In addition to above, prizes will be offered for fancy and trick riding. The track already presents an animated appearance, as no less than a full dozen of our flyers are already in training there. The match race, Harding vs. Ring, is attracting a great deal of attention, and both men have wonderfully improved under the careful training of Sanders and Stone. The value of the prizes in the tournament aggregates $500. It is intended to make the mile handicap *the* event of the tournament, and for this reason prizes to the value of $100 have been offered for this event alone. The track is now being sprinkled and rolled each alternate day and beginning on the 25th will be rolled daily, so as to have it in the best possible shape Entry fee is 25 cents for each event, and entries close Wednesday, August 28th, with Secretary J. Harold Child, care of D. Snitjer, 1012 Olive street. Latest advices state that Lumsden, Bert Myers and Bowbeer of Illinois, and Sheriff, Koen and Rittenhouse of this State, will surely enter. A number of racing men from Cincinnati, Indianapolis, Springfield and Cleveland are also expected. Time limits and other arrangements looking towards fast time will be placed on all the races, and as a special inducement medals will probably be given for fastest mile ridden.

LINNEUS.

AT HARTFORD, CONN., September 2d and 3d.—All arrangements are nearing completion and everything points to a wonderfully successful meet. Mr. C. S. Davol will referee the races, C. S. Howard of Boston, Geo. H. Burt of Hartford and F. P. Prial of Nsw York will do the judging. Owing to the track being engaged previous to the Hartford tournament it will be impossible to gain admission to the park until the Saturday before the meet. Wheelmen in training will please take notice. The full programme of the Connecticut Division meet in connection with the Hartford tournament will be found in the official columns. Look it up. It is full of interest and information. Entries close August 26, with W. M. Francis, Box 745, Hartford, Conn. The following schedule of reduced rates on the New York, New Haven and Hartford Railroad to the Hartford tournament, September 2d and 3d, will be of interest to wheelmen desirous of attending this truly interesting meet: From Springfield, $1.45; Meriden, $1.00; New Haven, $1.50; Bridgeport, $2. This, of course, includes admission to the races. Parties from Norwalk and Stamford are advised to purchase excursion tickets at Bridgeport. Mileage books are advisable for visitors from Boston and Providence.

ALBANY, N. Y.—The arrangements for Third Out-door Tournament of the Albany wheelmen are nearly complete and, judging from the progress reported, the affair points in every way to a most auspicious and enjoyable event. The list of entries is indeed very encouraging in that many of the noted riders of to-day have advised the wheelmen of their coming and it is now thought that the coming event will, in every respect, eclipse all predecessors. Mr. F. P. Prial of New York will referee the races. Date Aug. 31.

The list of events and prizes are of follows:

1 mile Novice, gold medal: 1 mile Ordinary (open), 1st. French marble clock; 2d. racing suit: 1 mile Star, (club.) 1st. travelling bag: 2d. Tolman shoes: 2 mile N. Y. State Championship, L. A. W., $50 diamond medal: 1 mile Team race, (open), silk banner: 1-3 mile Safety, (open,) 1st. silver cup: 2d. toilet set: 1 mile Club Championship, gold medal: 1 mile Tandem Bicycle, (open,) 1st. gold-headed canes; 2d. silver-headed umbrellas; 2 mile Handicap. (open,) 1st. French bronze: 2d. Tennis racket: 1-3 Consolation. plush dressing case.

Between three and four hundred dollars have alone been expended for these prizes, they being of the best quality. It cannot, therefore, be said that cheap "picnic prizes" were awarded to the victors of a hard earned contest. The track upon which the races are to be run is in fine condition and men are constantly engaged working the same. The entrance fee is fifty cents each to open events, excepting the State Championship, which is one dollar The time for closing of entries has been extended from August 24th, to August 27th. All cyclists entering should advise the chairman of the committee at the time at which they expect to arrive in Albany and by what road, in order to enable the appointing of different parties to meet them upon their arrival and escort them to hotels and direct them to the club, grounds, etc. In case of inclemency of weather, these races will be postponed until the following Thursday. September 5th, 1889. All parties desirous of attending this meet, on August 31. 1889, should bear in mind that ample time will be afforded to enable them to attend the Hartford meet, as many Albany cyclists and others in vicinity, intend "taking in" the latter meet. All communication should be directed to W. B. Phipps, chairman-secretary of committee, 51 Howard street, Albany, N. Y., who will promptly furnish any information desired.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

FREEPORT, Ill.—The Northern Illinois Agricultural Association, of Freeport, Ill., have a free-for-all Bicycle race among their attractions during their Fair to be held September 10th to 13th inclusive. Entrance free $5. Distance three miles; no less than ten to enter. Preminm a $135. Safey Bicycle, made by the Stover Mfg. Co. of Freeport, Ill.

AT YORK, PA.—The Pennsylvania Division State meet to be held at York, Pa., Sept. 2 and 3, promises to be a large affair. By an oversight, caused probably by the lack of sufficient time in which the committee had to make arrangements for the meet, our invitations and programmes were sent out with the word "State" omitted in the championship race entries. The championship races on the programme should read "State L. A. W. championship" instead of "L. A. W. championship." The programme of the meet will be as follows: Monday, Sept. 2, first day, 7 A. M., run; 10 A. M. meeting of Pa. Div.; 11 A. M., parade, after which the Pa. Div. photograph will be taken; 2 P. M., races; 8 P. M., lantern parade; 10 P. M., spread. Tuesday, Sept. 3d, second day, 7 A. M., run; 2 P. M., races; 9 P. M., watermelon cut. The spread to be given Monday evening will be under the charge of our ladies, and we are sure that no town in Penna., or elsewhere for that matter, can excel us when our ladies take a hand in it. The club will take charge of the watermelon cut themselves. Watermelons will be plenty. boys will be plenty, and fun will not be a scarcity. Those who intend to strive for honors on the track, we should like to hear from as soon as possible The Club would especially like to hear from some good teams for the team race. There will be a fine medal offered for the best fancy riding on both the ordinary and the star. We would like to have a full entry on these numbers. Members of the League come. Come and enjoy yourself as you never did before. Let joy and merriment reign unrestrained, and do not forgot to bring your sister cyclists with you. It would be a burning shame to be so selfish as to come and not ask your lady friends to come with you. But why need I write upon this subject. The hearts of the American wheelmen are too large and too well-filled with the spirit of generosity to admit of such corruption.

BINGHAMTON, N. Y.—As will be seen below, the 1 mile L. A. W. state championship and also the one mile safety tandem national championship has been awarded to the Binghampton tournament. We are in receipt of the following facts from Mr Towle.

We have a good half mile track (clay) at the Binghampton Driving Park. Tuesday eve., Sept. 10th the club are making arrangements for Mrs. George S. Knight at the Opera House. Morning of Sept. 11th, ride to State Insane Asylum some two miles from city. This Asylum is located upon a hill and one can get a beautiful view of the Susquehanna and Chenaugo Valleys for some 8 miles up and down. Parties on this run are cordially invited to pass through the Asylum after which the party will be photographed with this grand building as a back ground. Our Handicap and Class Races close Sept. 2nd, all other events Sept. 5th. Fifty cents each event sent to E. H. Towle Chairman Race Committee, 135 State street, Binghamton, N. Y.

FIRST DAY, SEPT. 10.

1. One mile bicycle novice, first heat. This is ridden in three heats, and wheels are to weigh 35 lbs., or over. 2. One mile safety novice, first heat. This is ridden in three heats, and wheels are to weigh 35 lbs., or over. 3. Quarter mile safety. Boys under 12 years. 4. Three mile bicycle lap race. 5. One mile bicycle, Junior Wheel Club of Binghampton. 6. One mile safety, 2.45 class, 7. One mile bicycle 8. One mile bicycle novice, second heat. 9. One mile tandem safety, Nat'l. L. A. W. Championship. 10. Two mile bicycle, 6 10 class. 11. One-half mile safety. 12. One mile bicycle team race.

SECOND DAY, SEPT. 11.

1. One mile bicycle novice, third heat. 2. One mile safety novice, second heat. 3. One-half mile bicycle, boys under 16 years. 4. One mile bicycle handicap. 5. Two mile safety lap race. 6. One mile bicycle, New York State L. A. W., Championship. 7. One mile safety novice, third heat. 8. One-half mile bicycle. 9. One mile bicycle, Binghampton Wheel Club. 10. Three mile safety handicap. 11. One mile bicycle consolation. 12. One mile safety consolation.

WORCESTER, MASS.—The date set by the Bay State Wheelmen of Worcester for the tournaments is September 14, at Agricultural Park. In the morning there will be a grand street parade. Nine bicycle races will be held as follows: One mile novice, ordinary wheel; 1 mile novice, Safety; 2 mile, Worcester county championship race; 2 mile race, (three men to each team, teams entered by clubs); 1 mile Safety, handicap, open; 1 mile ordinary, handicap, open; 3 mile lap race, open; 1 mile ordinary, open; 1 mile Safety, open. Other events have been arranged, including a hundred-yard dash, mile walk and half-mile run. A tug-of-war may be added. There is also likely to be a hill-climbing contest in the evening, Walnut street being the place.

RACES AND RECORDS ON ROAD AND TRACK.

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps in full and time, ARE GIVEN IN ALL CASES.—ED.]

AT PORTSMOUTH, VA., Aug. 8th.—Half-mile track.—Under the auspices of the Portsmouth Cycle Club. Half-mile novice. L. Mayo (1), 1.35; W. White (2), 1.40. One-mile open, A. O. Neil, Norfolk (1), 2.59 1-4; J. H. Downing (2) 3.00 1-2. Half-mile, boys', open. A. Etheridge (1), 2.01; J. M. King (2), 2.05. Half-mile open, A. O. Neil, Norfolk (2), 1.28 1-4; L. Mayo (2). Hundred-mile dash, E. Hewitt (1), 12 sec.: Jno. Hume (2), 12 1-4 sec. One-mile championship, Portsmouth Cycle Club, Jno. H. Downing (1), 2.59; Jno. Morris (2), 3 01; J. H. Dickinson (3), 3.05. One-mile safety, A. O. Neil, Norfolk (1), 3.03 1-2; J. A. Morris (2), 3.04 1-2. Half-mile tandem, Wonycott and Reed (1), 1.31; Moore and Brown (2). Half-mile consolation, D. Reed (1), 1.35: Bland (2).

AT FLINT, MICH.—Track.—Races for the "Willett Trophy," by the Flint Wheelmen. Conditions: trophy to be held by first winner of three races; races to be one-mile heats, best two in three, on half-mile trotting trrck; L. A. W. racing rules; all members eligible to entry, on handicaps fixed by local committee. First race, taken by F. Simpson, in two straight heats; time, 3.09 1-2 and 3.14 1-2; from 20 rod start. Second race, taken by S. Ellston, in two straight heats; time, 3.12 1-2 and 3.17; from 20 rod start: track very wet and heavy. Third race, taken by B. Kellerman, straight; time, 3.10 and 3 12; from scratch. Fourth race, also taken by Kellerman; time, 3.18 1-2 and 3.19 1-2; from scratch; track very rough, the winner taking a bad header in the first heat.

AT WALTHAM, MASS., Aug. 16.—Road—The eight-miles challenge race between F. Swan and C. S. Merrill came off last week, Friday, and was won by C. S. Merrill in the time of 32 m. 10 secs. Mr. Swan took two headers which incapacitated him from any chance of winning the race.

AT LOCKPORT, N. Y., August 15.—Track.—A good crowd and fine races as a whole. A strong wind, however, blew up the home stretch, which made the finishes very hard. The only hitch in the proceeding was caused by Handicapper Prial mixing the identity of W. B. Milley with John Milley, a mistake which was not discovered until too late to remedy, and hence W. B. Milley did not start in the handicaps. The results were as follows: One-mile novice, Burt Green (1), T. B. Cummings (2); time, 3.03. One-mile club championship, Burt Green (1), A. M. Montgomery (2); time, 3.11. Two-mile lap, A. C. Banker (1), Campbell (2); time, 6.06. One-mile 3.20 class, E. A. Folsom (1), W. F. Gassler (2); time, 2.59. Hundred-yard slow race, L. E. Clark (1); the other contestant, J. Broadbent, did not finish. Half-mile State championship L. A. W., Campbell (1), Schoeffer (2); time, 1.21. Half-mile hands off, J. H. Gerrie (1), Gray (2); time, 1.53. One-mile club tandem, Cook and Broadbent (1), Montgomery and Pool (2); no time given. One-mile safety, Connolly (1), W. F. Gassler (2); time, 3.25. One-mile team race, a walk over for the New York team of Banker, Clark and Schoeffer; no time. One-mile handicap, E. A. Folsom, 50 yards (1); A. C. Banker, scratch (2); time, 2.52. One-mile Lockport championship, Burt Green (1); W. Winsor (2); time, 3.15. Half-mile, A. C. Banker (1), Campbell (2); time, 1.24.

AT PHILADELPHIA, August 17.—Track.—The annual races of the South End Wheelmen were held Saturday afternoon at the Philadelphia Driving Park at Point Breeze. First even, quarter-mile, J. Bradley (1), R. McCurdy (2); time, 43 sec. Half-mile handicap, L. Kolb (1), F. McDougal (2); time, 1m. 31s. One-mile, C. Wilson (1), O. McCurdy (2); time, 3m. 16s. S. G. Whittaker gave an exhibition of a quarter-mile spurt in 40 seconds. Principal event, ten-mile race for championship of the meet, L. Kolb (1), O. McCurdy (2); time, 38m. 15s. Gold medals were awarded to winners of the several races.

"Why Do Summer Roses Fade?"

Some poetic chap propounded that conundrum, and we should say—**Because it is their biz. But,** it is our **biz.** to build **White Flyer Safety Bicycles. They fade not. They** are a thing of **beauty** and a **joy forever** to the man who **buys** and **rides** them. **"They toil not." No,** they run **easy,** and when you **press** the **pedals** the way they **do spin** is **astonishing.**

WHITE CYCLE CO., WESTBORO', MASS.

See Page (472).

If you want a second-hand wheel of any kind, drop us a line; it will cost you but 2c., and may save you many dollars. Just tell us what you want and how much you are willing to pay. The safety has made all high wheels such a drug on the market here that we are compelled to unload them for what we can get. Should we not have what you want we will mail you one of our beautifully illustrated Art Calendars for 1889, worth fifty times your two cents. *Capital Cycle Co., Washington, D. C.*



THE CATFORD PREMIER SAFETY.

We give above a fairly good illustration of the machine, on which W. D. Banker broke the American track records at a quarter and half-mile, doing the distance in 38 seconds and 1 minute 22 seconds respectively.

Although light and wonderfully easy running, it is claimed by the makers to be a thorough road machine, having been designed by Mr. Hillman for the road-scorchers of that famous London Club, the Catfords. Mr. Johnson writes us: "Since the first specimen was turned out its record has been one unbroken line of successes on path, road and hill, and although we were a little late in placing it on the American market, it has sprung into the front rank of public favor and is meeting with a sale limited only by the supply. Among the laurels won by the Catford in this country in addition to the two records mentioned above are the State Championship of Pennsylvania, winning both first and second prizes, and the hill-climbing contest at the Canada Wheelmen's Agsociation meet." BIE

Briefly, the specifications are as follows: 30 by 30 wheels, geared to 57 or 60; 5 1-4 to 6 1-4 cranks; Frame, Forks and handle-bar of the finest cold-drawn seamless steel tube, Warwick hollow rims; butt-ended direct spokes; 5-8 and 3-16 best smooth red rubber tires; foot-rests; front spoon brake; L. and B. or "Fish" saddle, as preferred; rubber or rat-trap ball pedals; finished in Harrington's enamel, plain black, with nickeled fittings; detachable wheel and chain guards. Price $135.

NEW YORK STATE FAIR Exhibition, Albany, N. Y., professional bicycle racing Aug. 30, 1889. Prizes, $100, $65 and $50. Races, one, three and five miles. At least three must enter in each race. Entrance fee $5; fee returned to losers. Entries close Tuesday, Aug. 27, 1889. Address Newton Dexter, General Manager, P. O. Box 424, Albany, N. Y.

FIXTURES.

AUGUST.

26, 27—Virginia State Division L. A. W. Meet at Norfolk, Va.
31—St. Louis Bicycle Track Association Tournament.
31—Albany, N. Y., Wheelmen's Tournament.
31—At Clifton, N. J., Annual Games of Wheeling and Athletic Association. Address C. Blizard, 318 Gregory avenue, Passaic, N. J.

SEPTEMBER.

Sept. 2—Danvers (Mass.) Cycle Club tournament.
2—Pennsylvania State Division Meet at York, Pa.
3, 3—Hartford Tournament.
Sept. 4—Lewis County Wheelmen tournament, Lowville, N. Y.
10, 11—Binghamton, N. Y., race meet—two days.
13, 14—New York State Division Meet at New York.
14—Louisiana Division Meet and Races at New Orleans, La.
20—Michigan State Div. L. A. W. Meet at Ypsilanti, Mich.

OCTOBER.

4, 5—Peoria (Ill.) Bi. Club Tournament.
S, 6—Cumberland County (Pa.) Agricultural Society, Carlisle, Pa.

THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

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A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

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WHO WANTS A PHOTOGRAPH OF
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The first issue of the "Cyclists' Companion" (monthly) now ready, will contain magnificient photo. ready for mounting. Also photo. of two other celebrities, tables of records in all parts of the world, list of L. A. W. Hotels, with rates, names and addresses of Chief Consuls and Secretary-Treasurers, and a heap of information all wheelmen need. Can be carried in the pocket, for reference at all times; 24 pages, in stiff covers. Photo. of leading L. A. W. officer in second issue.

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When arrayed—**flying light**—and astride the **White Flyer,** you will be the envy of all whom you pass so easily on the road. It is safe to say that **Solomon,** in all his **Glory,** with all his **Horses, Asses** and **Camels,** never had a **mount** to compare with the man who **owns, rides** and **enjoys** his **White Flyer.**

PRICE $135.

Send for Catalogue. Agents Wanted Everywhere.

WHITE CYCLE CO., Westboro', Mass.

See Page (470.)



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

New League Clubs.

The following clubs have qualified as League clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 235—Columbia Cycle Club, Hartford, Conn.; H. S. Seymour, Sec.

No. 236—Washington Cycling Club, Chicago, Ill.; E. A. Chisholm, Jr, Sec

No 237—Palm Leaf Wheelmen, Fresno City, Col.; W. W. Stocker, Sec.

New York.

To the Members of the New York State Division:

The one-mile tandem safety bicycle L. A. W. championship awarded to this Division, and the one-mile bicycle New York State Division championship are hereby assigned to the Binghamton Wheel Club, to be competed for at their race meet, September 10th and 11th, 1889.

W. S. BULL, Chief Consul.

Attention, Racing Men.

The York Bicycle Club, of York, Pa., announce in their race meet program nine five L. A. W. championships. As none have been awarded this club, races run as such will be considered in violation of the L. A. W. rules, and competitors will be promptly suspended from the race track.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Massachusetts.

Circular No. 32.

To members of the Massachusetts Division:

I desire to congratulate the members of this Division on its prosperity. Our membership is now larger than ever before; we have succeeded in gaining second place among the Divisions in the League, and all that is needed is the personal efforts of our members to attain the first rank.

Again is every member urged to make an effort to bring at least one member into our organization before the season closes.

The coming winter will see us renewing the battle for better roads, and members are wanted to bring success. Let every member do his duty.

The conduct of those attending the Cottage City Meet is highly commended; no accident or unbecoming conduct marred our pleasure, and the enthusiastic desire manifested by all to make the meet a success is gratefully appreciated.

Those desiring copies of picture taken at Cottage City Meet can obtain them by addressing J. N. Chamberlain, Cottage City, Mass. Price $1.50.

Let us continue the successful work until the end of the season. Fraternally,

WM. H. EMERY,
Chief Consul.

Minnesota Election.

By the mail vote in this State, held as appointed by Chief Consul T. M. Slosson, the following officers were elected for the year beginning Sept. 1, 1889.

Chief Consul, T. M. Slosson, Minneapolis.
Vice-Consul, George Howard, St. Paul.
Secretary-Treasurer, A. W. Laird, Winona.
Representative, A. M. Welles, Redwood Falls.

Eighty ballots were cast, as follows:

For Chief Consul—T. M. Slosson, 57; E. A. Savage, 22; not voting, 1

For Vice-Consul—George Howard, 76; C. A. Roach, 3; not voting, 1.

For Sec.-Treasurer—A. W. Laird, 76; B. D. Hatcher, 4.

For Representative—A. M. Welles, 76; E. A. Savage, 1; F. W. Gaster, 1: not voting, 2.

A. W. LAIRD,
JOHN A. WILSON,
W. H. ELMER,
Certified Canvassing Committee.

Meet of the Connecticut Division L. A. W. at Hartford, Sept. 2 and 3, 1889.

To the members of the Connecticut Division L. A. W.

The Division Board of Officers decided to hold the meet at Hartford during the Hartford Tournament, as that event is invariably marked by a larger gathering of League members from throughout the State than could possibly be assembled at any other time or place in Connecticut.

Upon unity and fraternity depends in a great measure the success of the Division's work for the cause of cycling. This, together with the additonal inducements we offer, to secure a large attendance at this meet, should, we think, result in a notable assemblage of our members.

We shall endeavor to make the promotion of acquaintance and good-fellowship among our members a special feature of this occasion. Further, we shall hope to afford them a more widely extended knowledge of the privileges and benefits conferred by the League of American Wheelmen, and to greatly increase their appreciation of that organization.

In order to thoroughly insure the enjoyment of all who attend this meet the Division has appropriated $200 for entertainment purposes, and a very considerable additional sum has been subscribed by Hartford members to make the entertainment more elaborate and complete.

All who make this meet an incentive to a two days pleasure trip to Hartford will have future occasion to remember it as a season of personal enjoyment and individual and profitable experience as League members. Come everybody and bring your wheels with you. Reception committees will await your arrival at every train on the morning of Sept. 2. Should you come to town awheel members of the committee will be found at the parlors of the Hartford Wheel Club to advise and direct you.

A store room will be furnished with help in attendance to check and care for wheels. L. A. W. headquarters will be at Room 7 United States Hotel, where you will be welcomed and where upon production of your L. A. W. ticket you will be furnished with a division badge entitling you to participation in the run and entertainments hereinafter described.

Applications for membership in the L. A. W. will be received by Secretary-Treasurer DeBlois at head-quarters, Room 7, United States Hotel, and any such applicant properly recommended, upon payment of initiation fee and dues, will receive a Division badge. You are guaranteed courtesy, hospitality and a good time.

EVENING ENTERTAINMENT.

Promptly at 8 P. M. the evening festivities will begin at Germania Hall with a concert.

During the evening a programme of music and athletic exhibition will be given. The numbers will be interspersed with speeches by prominent L. A. W. men, and refreshments will be bountifully served.

GENERAL DIVISION COMMITTEE.

Connecticut Division L. A. W. Election.

For Chief Consul:

Total number of votes cast.....279
*David J. Post, Hartford.....240
Calhoun Latham, Bridgeport.....37
L. A. Miller, Meriden.....1
E. A. DeBlois, Hartford.....1

For Vice Consul:

*L. A. Miller, Meriden.....190
C. E. Moore, Bridgeport.....88
O. W. Swift, Danbury.....1

For Secretary-Treasurer.

*E. A. DeBlois, Hartford.....279

For Representatives:

*Joseph Goodman, Hartford.....275
*T. W. Gillette, Danbury.....273
*F. W. Atwater, Bridgeport.....264
*A. G. Fisher, New Haven.....200
L. A. Miller, Meriden.....87
F. E. Weaver, New Haven.....1
C. E. Larom, New Haven.....1
H. W. Loomis, New Haven.....1
W. M. Francis, Hartford.....1
T. S. Rust, Meriden.....1
C. E. Moore, Bridgeport.....1
Chas. Reed, Bridgeport.....1

*Elected.

We hereby certify the above account to be correct:

E. A. DEBLOIS,
WILLIAM COLLINS,
H. W. LOOMIS,
Committee.

League Clubs.

The following League clubs have filed no certificate for 1889, nor have we received notice that they have withdrawn from the League or ceased to exist. Club secretaries will oblige us by sending information regarding these clubs. In case any of the clubs have disbanded we will be obliged if any League member will postal the fact to us.

California, —145, Garden City Wheelmen, San Jose.
172, Alameda Scorchers.
198, The Deceivers, Pomona. [ITS]

Connecticut, — 8, Pequonnock, Bridgeport.
66, Waterbury, W. C.

Illinois — 6, Chicago Bicycle Club.
197, Kankakee Ramblers.

Iowa, —161, Council Bluffs Ramblers.
193, Dubuque Wheelmen.

Kentucky — 51, Kenton Wheel Club.

Maine, —168, York County Wheelmen.

Massachusetts — 98, Cambridge Bicycle Club.
110, Puritan Bicycle Club, Salem.
122, Everett W. C.
155, Bay State, Worcester.
197, Pentucket, Haverhill.
202, Jamaica, Jamaica Plain.
205, Quixote, Haverhill.

Michigan —190, Tecumseh.
201, Port Huron.

Minnesota, — 68, Mercury, Minneapolis.
99, Winona.

Missouri, —146, Eurota, St. Louis.
170, St. Louis C. C.
175, Joplin.
188, United Wheelmen, Kansas City.

Nebraska, 15, Omaha W. C.

New Hampshire, 22, Manchester B. C.

New Jersey, — 23, Brunswick.
27, Owl, Bordentown.
96, Orange Wanderers.
183, Trenton B. C.

New York, — 72, Weed-sport B. C.
78, Genesee, Rochester.
108, Walton.
140, Auburn.
182, Universal Cycling C., Brooklyn.

Ohio, — 28, College Hill.
77, Toledo.
189, Marion.

Pennsylvania — 32, Alpha, Bethlehem.
67, Blossburg.
136, Pittsburg Wheelmen.
203, Nursery, Franklin.

Rhode Island, — 53, Pawtucket.

Tennessee, — 99, Memphis.
210, Chattanooga.

Vermont, — 94, Vermont W. C., Brattleboro.

Virginia, —195, Old Dominion Wheelmen, Richmond.

Florida, —192, Jacksonville Wheelmen.

Pennsylvania Election.

The Election Board appointed to count the votes of the Pennsylvania Division send me the following returns. Votes opened Aug. 16, 1889.

Chief Consul S. A. BOYLE, Philadelphia.
Vice-Consul D. K. TRIMMER, York.
Sec.-Treasurer JNO. J. VAN NORT, Scranton.

REPRESENTATIVES.

1. W. D. Banker, Pittsburg.
2. F. F. Sneathen, Pittsburg.
3. C. L. White, New Castle.
4. J. V. Coughey, McKeesport.
5. C. P. Lusk, Harrisburg.
6. Ira A. Dayton, Williamsport.
7. W. F. Dodge, Wilkes Barre.
8. W. I. Wilhelm, Reading.
9. W. R. Tucker, Philadelphia.
10. H. Crowther, "
11. Kirk Brown, "
12. Samuel Jackson, Jr., "

E. N. CARPENTER,
BERT VOORHIES,
F. D. WATTS,
Committee to Count Votes.

Respectfully, J. G. CARPENTER,
Sec.-Treas.

New York State Division L. A. W.

Result of Mail Vote for Division Officers and Representatives, season of 1889-1890.

For Chief Consul:

*W. S. Bull, Buffalo.....193
Scattering.....2

For Vice Consul:

*M. L. Bridgman, Brooklyn.....190

For Secretary-Treasurer:

*Geo. M. Nisbett, New York.....193

Representatives:

1st District—*J. C. Gutlick, Citizens Bi. C., N. Y.....217
*W. H. De Graaf, Harlem W., N. Y.....216
*J. L. Miller, Riverside W.....216
*J. A. Clairmont, Manhattan Bi. C.....219
*F. P. Prial, N. Y. Bi. C.....125
G. B. Watts, Jr., N. Y. Bi. C.....121

2d District—*C. C. Alden, Brooklyn.....36

3d District—*Hy. Gallien, Albany.....20
Scattering.....2

4th District—*C. W. Wood, Syracuse.....33

5th District—*H. W. Arnold, Binghamton.....48
*C. F. Cossum, Poughkeepsie.....42

6th District—*W. S. Jenkins, Buffalo.....28
*W. G. Schack, Buffalo.....28
*Robt. Thompson, Rochester.....28
*Dr. Geo. E. Blackham, Dunkirk.....89
Scattering.....7

*Elected.

I hereby certify that I opened and canvassed the vote in the presence of the Rights and Privileges Committee, and that the above is a true and correct statement of the result. GEO. M. NISBETT, Sec.-Treas.

(Signed) WALTER S. JENKINS, by
MICHAEL FURST, for
Rights and Privileges Committee.

New York, 19th Aug., 1889.

New York State Division.

The Division By-Laws having been found in practical working to be deficient in certain respects, some of which involve serious discrepancies, the following amendments will be moved at the annual meeting of the Board of Officers, on behalf of the Rules and Regulations Committee:

First—An amendment to Sec. 4, of Art. 1, to allow of limited proxy voting at Board meetings, for the purpose of ensuring a quorum.

Second—An amendment to Sec. 6 of Art. 2, to allow of proxy voting at Division meetings, similar to that provided for in Art. 7 of the National Constitution of L. A. W.

Third—Amendments to Sec. 3 of Art. 3, Secs. 3 to 6, of Art. 5, and additions of new sections to latter article; to modify the manner of voting, in accordance with principle of Australian Ballot reform, so as to permit of easy and inexpensive presentation of independent candidates, and also to provide for secret ballots where desired and practicable.

Fourth—Addition of new section to Art. 3, defining duties of Consuls.

Fifth—Amendments to Sec. 1 of Art. 4, conforming description of League Clubs to that in National Constitution of L. A. W.

Sixth—Further amendment to Sec. 1 of Art. 4, conferring upon League Club's right of voting by delegates at Division meetings.

Seventh—Amendment to Sec. 3 of Art. 6, conferring upon Executive Committee power to manage finances of the Divisions, and to designate the Official Organ, without expense to the Division.

Eighth—Amendment to Sec. 4, of Art. 6, describing specifically the duties of Committees.

Ninth—Amendment to Art. 8, giving the right to Division to revise By-Law Amendments made by the Board of Officers.

The text of above proposed amendments to be published in full in next issue. E. J. SHRIVER,
Chairman Rules and Regulation Com.

Iowa Division.

The programme for the annual meet at Des Moines on Tuesday, Wednesday and Thursday, September 3d, 4th and 5th, will be out in a few days, and will be sent to all members in the State, and all unattached riders whose addresses are known, or any who will write to James B. Green, Box 270, Des Moines, for one.

There will be three days of rare sport, including the two State championships and the two team trophies, which are very valuable prizes.

The total value of the prizes will be upward of $300, and should secure a large number of entries.

There will be runs, a hill climbing contest and a banquet, a business meeting of the Division, and a royal good time all round.

The railroad fare will be one fare for the round trip on all the railroads, and the Des Moines Club are up and doing to make all who attend glad they came.

Send to James B. Green, as above, for programme and entry blank. Fraternally,

ROBT. L. THOMPSON, C. C.

Riding Members, Attention.

The long-looked forward to Indianapolis-Cincinnati tours of the Chicago Cycling Club will take place Saturday and Sunday, Aug. 31, Sept. 1. This run should be participated in by all who enjoy a fine run on fine roads through a fine country. The distance to be traveled, about 140 miles in two days, makes it necessarily one in which only our good riders will care to participate.

Leaving Chicago on the 8.15 P. M. train Friday, August 30th, we will arrive at Indianapolis Saturday, at about 3.30 A. M., from where, after an early breakfast at the Bates House, we will wheel via the famous National Road east to Richmond, about 70 miles, stopping at Knightstown for dinner. This part of the trip is on a road in every respect as good as Stony Island Avenue at its best, and there is not a hill greater than the Humboldt boulevard viaduct to be ridden up in the entire distance, while there are several about that size to coast. This part of the road was ridden over by myself in August, 1884, between 10 A. M. and 6 P. M., part of the distance in a pouring rain storm.

Sunday morning a start will be made at about 6 o'clock, riding to Eaton, Ohio, 15 miles, for breakfast. The reason for this is to secure an earlier start than could be done by waiting at the Richmond Hotel for breakfast, which on Sunday is rather late, and also to enable us to arrive early at Cincinnati.

From Eaton the road is a gradual descent into the Ohio Valley, and while there is not a hill to be climbed there are many to coast, some very long ones; one I remember being nearly two miles long. The scenery is beautiful, and the magnificent condition of the roads allows one to ride at a ten mile gait, and still enjoy the surrounding country. This part of the road I have been over—in 1884—leaving Richmond at 10 o'clock, and reaching Wyoming, a suburb of Cincinnati, about 12 miles from town, at 3 o'clock in the afternoon. Arrangements will be made with one of the Cincinnati clubs to meet us at Hamilton and escort us to town, show us Eden Park, Walnut Hills, etc. After supper leave on 8 o'clock train for home, arriving Monday morning at 6.30.

The entire expense of this trip will not exceed $15, including sleeping car returning.

There must be ten or more in party to secure rates on railway, and better rates can be secured for party of over fifteen. Party limited to twenty.

Members of other clubs are cordially invited to go with us.

Those intending to go will please send in their names at once, and send fare with name; fare $9.65 to Indianapolis and return from Cincinnati. For further particulars call on me at office, or consult map of route on bulletin board at club house.

N. H. VAN SICKLEN, Captain.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objection able person may unite with the League, members are

given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Aug. 23, 1889.

List 203—Total 95—10,995.

CALIFORNIA DIVISION—6—382.

Silver Gate Wheelmen.

24709 Parker, Wallace B., 562 18th st., San Diego
24710 Everett, Ed., Box 135, "
24711 Hinman, B. C., "
24712 Higgins, Walter W., "
24713 Parrish, Fred. W., "

Unattached.

24714 Matthiessen, Albert H., Box 246, National

COLORADO DIVISION—1—38.

Unattached.

24667 La Salle, David, Box 453, Leadville

CONNECTICUT DIVISION—8—547.

Hartford Wheel Club.

24668 Schumacher, Augustus H., 47 Jefferson st., Hartford
24694 Wood, Chas. H., 28 Wooster st., "
24715 Reid, Fred. T., 16 Ward st., "

Stamford Wheel Club.

24642 Travis, Wm. N., Stamford
24643 Kirk, Geo. C., Box 202, "
24644 Gaylor, Chas. E., 6 River st, "

Unattached.

24691 Brandt, Wm. H., Box 151, "
24695 Salmon, Fred. M., Westport

ILLINOIS DIVISION—6—783

Illinois C. C.

24716 Wisshack, Geo. F., 225 Colorado ave., Chicago
24717 Street, C. R., So 1-2 Seeley ave., "
24718 Hotchkiss, W. D., St. Caroline Court Hotel, Elizabeth, Chicago

Peoria Bi. Club.

24710 Kildare, W. H., City Elevator, Peoria

Danville C. C.

24669 Abdill, Chas. P., 35 Vermilion st., Danville

Unattached.

24683 Merritt, Chas. J., 606 E. U'n ave., Champaign

INDIANA DIVISION—6—137

Unattached.

24685 Wurth, Daniel, Jr., Falmouth
24684 Mobley, Will, Box 194, Salem
24670 Menaugh, H. L., Box 168, "
24671 McIntosh, Chas. D., Box M, "
24672 Hauger, C. C., Box E, "
24673 Williams, Chas. B., Box 270, "

KANSAS DIVISION—1—128.

Wichita Wheelmen.

24645 Millison, Bert R., 205 N. Main st., Wichita

LOUISIANA DIVISION—1—72.

Louisiana C. C.

24720 De Russy, J. Adolphe, 254 Terpsichore st., New Orleans

MAINE DIVISION—1—142.

Unattached.

24696 Fisher, John E., Box 93, So. Portland

MARYLAND DIVISION—1—494.

Unattached.

24686 Roberts, John M., Westminster

MASSACHUSETTS DIVISION—8—1487.

Berkshire Rovers.

24688 Hathaway, Archie, 28 North st., No. Adams

Unattached.

24666 Swan, Walter E., Water Board Office, City Hall, Boston
24687 Carter, Wm. H., Box 27, Highlandville
24646 Putnam, Fred. H., No. 20 St. John st., Jamaica Plain
24674 Copeland, Chas. A., Broadway, Lynnfield
24647 Macy, T. W., 55 No. Water st., New Bedford
24721 Poole, Bert, 11 Bromfield st., Boston
24722 Adams, Chas. E., Rogers Block, Salem Sq., Worcester

MICHIGAN DIVISION—16—396.

Ann Arbor B. C.

24659 Huber, G. Carl, M. D., West Huron, Ann Arbor

Coldwater C. C.

24675 Pollock, Chas., Coldwater

G. R. Bi. Club.

24650 *Hunt, Mrs. P. S.*, 190 Spring st., Grand Rapids
24651 Palin, J. H., Room 35, Widdecomb, "
24652 Matherson, R. A., 19 Centre st., "
24653 Matherson, F. F., 19 Centre st., "

Hastings Bi. Club.

24655 Dodds, R. T. F., Woodland
24656 Black, F. D., Box 359, Hastings
24657 Roberts, John B., "
24658 Mudge, D. L., Box 91, "

Flint Wheelmen.

24721 Elston, Sam'l Jr., 602 Thayer st., Flint

Unattached.

24689 Peck, Barton L., So Miama ave., Detroit
24648 Smith, Luther L., 384 Lyon st., Grand Rapids
24649 Smith, Geo. M., 376 So. Ionia st., "
24654 Towne, Wm. S., 210 Barclay st., "
24723 Abbott, James G. W., 36 Adams ave., Detroit

MINNESOTA DIVISION—2—125.

St Paul C. C.

24663 Lowenberg, J. N., 336 Jackson st., St. Paul
24661 Nelson, Wolfred, 235 Spruce st., St. Paul

NEBRASKA DIVISION—1—77.

Kearney C. C.

24725 Bicknell, F. B., Kearney

NEW JERSEY DIVISION—9—555.

Elizabeth Wheelmen.

24698 Bull, Benj. W., 355 Rahway ave., Elizabeth
24699 Bird, W. R., West Jersey st., "

Hillside Wheelmen.

24691 Stillman, Walter, Jr., Box 28, Closter
24690 Tomlinson, Harry, Box 114, "

P. C. W. A. A.

24697 Meyers, Harry, cor. Main and Passaic, Passaic

Unattached.

24700 Allen, Charles M., Morris Plains
24701 Turner, Henry " "
24702 White, Howard M., 704 Trenton st., Trenton
24662 Fine, Horace E., 156 W. Hanover st., "

NEW YORK DIVISION—11—1940.

Knickerbocker B. C.

24729 Cobb, Wm. B., care O. V. Tracy, Syracuse
24692 Reddy, R. J., 133 East Water, "
24747 Sager, Fred W., 316 So. Clinton st., "
24728 Visscher, Nathan C., 1421 Mulberry st., "

Riverside Wheelmen.

24676 Harrison, Chas., 208 West 104 st., New York
24677 Bouscher, G. A., cor. 103 st., and 10th ave., New York
24735 Dudley, S. H., 264 West 38th st., "

Unattached.

24726 Kenny, Grant, 480 Monroe st., Brooklyn
24730 Forbes, James H., Carthage
24703 Auerbach, Isidor J., 466 West 56th st., New York
24704 Wood, Geo., Main st., Wappingers Falls

OHIO DIVISION—6—866.

Lima Wheel Club.

24679 Brotherton, Cloyd J., Box 363, Lima
24705 Mullenhour, Frank, 599 E. Elm st., "

Tawa Tourists.

24665 Birkmier, Harry, Ottawa

Unattached.

24678 Pratt, E. A., 136 E. Gay st., Columbus
24693 Graham, D. F., 82 W. Mulberry st., Springfield
24760 Bell, D. W., 113 So. 3d st., Steubenville

PENNSYLVANIA DIVISION—6—1318.

McKeesport Cyclers.

24707 Knox, Will J., McKeesport
24708 Lynch, H. B., "

Penn. Wheelmen.

24680 Heilman, Geo. W., 237 Penn. st., Reading
24693 Wanner, J. Edward, 43 N. 6th st., "

York B. C.

24731 Davis, O. R., Jr., 106 W. Market st., York

Unattached.

24694 Leitzinger, A. A., Box 133, Clearfield

RHODE ISLAND DIVISION—3—303.

Unattached.

24733 Munroe, Chas. E., 126 Somerset st., Providence
24732 Wilcox, Charlie H., 22 Sprague st., "
24734 *Cooke, Marietta*, 129 Bowen st., "

WISCONSIN DIVISION—2—80.

Unattached.

24681 Peck, Geo. W., Jr., Prospect ave., Milwaukee
24682 *Peck, Mrs. Geo. W., Jr.*, 105 Prospect ave., Milwaukee

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*



A BOY CAME RUNNING

into our office recently, with the startling announcement that he had just seen Shakespeare riding one of the ***Hickory Wheels.***

On investigation we found that the boy had tried to make a sensation by telling the truth (quite a novelty in the cycle business.)

It turned out to be a less famous namesake of the original William Shakespeare, though he has ***one*** advantage over his dramatic predecessor.

It has been said that the "Bard of Avon" "garnered all the sheaves of dramatic thought and they who would follow him have been gleaners of straw and chaff." This may be true, but there was one thing which the B. of A. never got onto.

In fact the ***Hickory Bicycle*** was not made until after his death.

A CLAIRVOYANT recently rode one of our safeties "down the stream of time" and "saw" a great success achieved by it.

If the supply of hickory don't run short we will do what we can.

STERLING CYCLE CO.,
Newton, - - - - MASS



ERIE KNITTING MILL, Erie, Pa.
FRANK FAIRBAIRN, Prop.
Manufacturers Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

TESTIMONIAL.

STAFFORD, Kan., May 8, 1889.

ERIE KNITTING MILL, Erie, Pa.:

Gentlemen—I have given the tights and shirts you made for me a thorough test, and I pronounce them the strongest and most durable knit goods I have ever worn. They make the best sweaters that I know of in use, and at the same time comfortable. Several members of our club have expressed themselves about the goods in a very complimentary manner. Yours truly, H. D. MCQUADE,
Prest. Stafford Gymnasium Club.

Official Outfitters to the League of American Wheelmen
Authorized by the Uniform Committee,

Elliott W. Johnson
A. Malcom Beckwith *Committee*
Geo. Brinner

Browning, King & Co.
Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.
Makers of the Official L. A. W. Sundries

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

INDISPENSABLE TO BICYCLISTS, ATHLETES AND THE GYMNASIUM.



Call's No. 5 Supporters (jock strap) with elastic back, lace front and adjustable back straps. A sure fit. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, $1.00. No. 7, with hose supporter attached to side, no pocket, $1. No 8, with pockets and hose supporter, $1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.

S. R. CALL, 358 Main St., Springfield, Mass.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

HOLMES & CO.

JERSEY FITTING

109 KINGSTON STREET BOSTON.

UNION UNDER GARMENTS



TRADE MARK

High grades in Silk, Silk and Jaeger's, Silk and Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn, in Summer, Winter, and extra heavy Weight.
Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

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Will send by mail on receipt of price.

Send Size of Waist and Hip.

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5 STATE CHAMPIONSHIP RACES 5

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The Cycling Event of the Year,

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TOURNAMENT,

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September 2 and 3, 1889.

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FAST TIME,

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Piloted by the same hand that steered the American Team to many victories in the English and European Tour, '87-88.

No paid Amateurs or Hoodoos in this Aggregation of Talent.

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THE AMERICAN TEAM IS BACKED BY $100,000.

Brains, Capital and Enegy go hand in hand.

Condolence to our critics and fervent regards to our friends. To-day we are on Pikes Peak, and are away up. You will soon hear of us in California.

Per order Vigilant Committee,

By "Senator" Morgan,

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For ordinary or safety. Latest, best, lightest, cheapest. Doesn't interfere with bending over when scorching. Pat. applied for. Discount to agents. Post paid 75 cts. W. T. BOWERS, Saco, Me.



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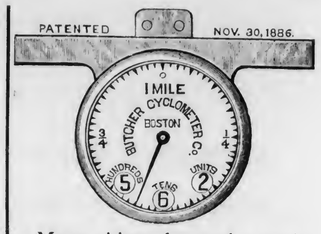
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FINE TRACK. $500 IN PRIZES. DON'T MISS THEM.

Eleven events, including One and Three Mile State Championships; Match race, Ring *vs.* Harding; Fancy and Trick riding.

EVENTS.

No. 1. One Mile Novice.
No. 2. Half Mile Dash.
No. 3. One Mile Open.
No. 4. One Mile Safety (Handicap.)
No. 5. One Mile Missouri Division Championship for L. A. W. Members only.

EVENTS.

No. 6. Two Mile Lap.
No. 7. Half Mile, Boys Under 14.
No. 8. Three Mile Missouri Division Championship, for L. A. W. Members only
No. 9. One Mile Handicap.
No. 10. One Mile Consolation.

☞Entry fee. 25 cents, for each event. Cash must accompany all entries. L. A. W. Rules to govern. Entries close August 28th, 1889, with

J. HAROLD CHILD, Secretary,
No. 1012 Olive Street, St. Louis, Mo.

For list of prizes see page 468

Second Annual Race Meet

—OF THE—

Binghamton Wheel Club

—AT—

BINGHAMTON, N. Y.,
September 10th and 11th, 1889.

Twelve Events Each Day, including the

One Mile Tandem Safety National L. A. W. Championship,

The First Day, and the

One Mile New York State L. A. W. Championship,

On the Last Day.

Entries for Handicaps and class races close Sept. 2d, and all others Sept. 6th.

Entrance Fees 50 cents for each Event.

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E. H. TOWLE,
Chairman Race Meet.

STRICKLAND & PIERCE,

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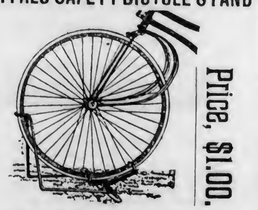
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The most perfect Road Map of a Massachusetts County ever issued. SHOWS ALL THE ROADS. Printed in Colors, mounted on canvas and varnished. Scale about 5-8-in to the mile. The best Map value ever given for the **price, $1.00, postpaid.**

Bicycling World Co.,
12 PEARL ST., - - BOSTON.

N. B. If this venture meets with encouragemen we hope it will, other maps of Massachusett's Counties will be issued on the same lines.

Not so Bad for the Star.

Can any Machine beat this Record for 1889?

Three-Mile L. A. W. Championship, Mav 30th, J. PHIL. PERCIVAL, Los Angeles, Cal.
One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Five-mile State Championship, Mav 30th, W. S. WING, Los Angeles, Cal.

The Star holds the Records, on the Pacific Coast, from one mile to five miles.

Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
One-mile Novice, July 4th, at Hagerstown, Won by VICTOR EMERSON.
Half-mile Dash, at Hagerstown, Won by W. I. WILHELM.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel
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Best Hill
Climbing Machine
EVER PRODUCED.

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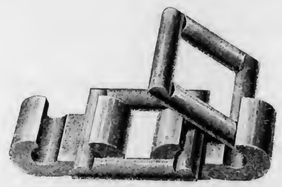
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Every link is drop forged, finished on the interchangeable plan, and case hardened.

At a test made by the Colts Patent Fire Arms Mfg. Co., of Hartford, Conn., the chain did not yield until a strain of 2090 lbs. was reached.

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It costs twice as much to manufacture as any other bicycle chain.

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DEVOTED TO THE INTERESTS OF CYCLING.

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BOSTON, 30 AUGUST, 1889.

Volume XIX
Number 18.



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What Does?

The VICTOR!

Gets Where?

Why, THERE—Up the hill, down the hill, and to the end of the race *first*.

The Kankakee Ramblers had a 35 mile road race from Kankakee to Joliet the other day, and Victors won First, Second, Third and Fourth places. Our correspondent says: "Terrible rough roads" but "The Victor still gets there."

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SIMPLICITY IN CONSTRUCTION, DURABILITY IN WEAR.

The more small parts and fittings, the more working joints and connections in your machine, the more trouble you will surely have in keeping it properly adjusted, keeping it from rattling, and in buying new parts.

Please note the fact that the

NEW RAPID SAFETY

has fewer small parts in its construction than any other one of the high-grade safeties.

It is a good thing to remember when you want to buy a wheel.

Send for Catalogue and see how they are built.

THE NEW RAPID LADIES' SAFETY,

loop-frame, with detachable brace rod, suitable for men or women riders, will be ready June 25.

NO DELAY IN FILLING ORDERS.

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340 N. Charles St., - - Baltimore, Md.

Sole Makers of the NEW RAPID CYCLES,

ST. GEORGE'S ENGINEERING CO., - - Birmingham, England

THE AMERICAN IDEAL RAMBLER

Has demonstrated its intrinsic worth this season, in that it is the only small rear driver that keeps away from the repair shop.

It is mainly constructed of weldless steel tubing and sheet steel, and has ball bearings to both wheels in the standard finish.

It has proven an excellent mount for ladies not weighing over 125 lbs.

Its price, $65.00, stamps it as the best value on the market.

Balls can be added to crank axle, pedals and head if desired.

We can now fill orders for this wheel with a reasonable degree of promptness.

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No. 4 East 60th. St., NEW YORK CITY.

☞We make a specialty of taking old mounts in part payment for New Victors, Stars, Rapids, Eagles, Mails, and for cycles of all other good makes.☜

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Fimsh, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Brgs.	Cndtn
513	—	Humber Tandem,	$450.00	$115	4	2	5
534	52	Dictator,	130.00	45	4	2	3
544	—	S. S. S. Tandem,	250.00	170	4	1	4
553	52	Singer Matchless,	130.00	65	4	1	2
571	50	Columbia Expert,	130.00	70	1	2	2
557	54	Columbia Expert,	125.00	60	4	2	2
580	52	N. R. Roadster,	132.50	115	4	1	1
596	46	Victor Junior,	50.00	45	4	3	1
597	48	Otto Special,	60.00	30	5	4	2
601	—	Col. Lt. Rdst Tricycle,	190.00	125	4	1	1
602	48	Special Star,	137.50	68	4	Ball	2
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
610	52	Special Club,	125.00	40	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	10	5	4	3
632	40	Ot o,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
639	48	Apollo Lt. Roadster,	135.00	75	3	1	1
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sansspareil,	135.00	40	4	2	3
653	56	Columbia Expert,	127.50	75	4	1	2
657	48	Columbia Standard,	85.00	25	4	4	6
661	50	Special Club,	130.00	60	1	2	2
664		Columbia Veloce Safety,	135.00	110	4	1	1
665	52	American Club,	130.00	25	4	2	6
667	52	Victor Light Roadster	145.00	90	4	1	1
668	53	Columbia Lt. Roadster,	137.50	70	3	1	2
670	50	New Rapid,	140.00	65	3	1	1
671	54	British Challenge,	135.00	45	4	2	4
672		Columbia L. R. Trike,	160.00	125	4	1	2
673	51	Rudge Lt. Roadster,	136.25	95	4	1	1
679		Columbia Tandem,	250.00	150	4	1	4
682	52	Columbia Expert,	132.50	80	3	1	2
683	51	Special Star,	130.00	68	3	Ball	6
684	52	Columbia Expert,	141.00	78	7	1	1
685	52	Harvard,	130.00	35	4	2	3
686		Volant Safety,	115.00	100	4	1	1
687	52	Victor Lt. Roadster,	127.50	90	4	1	1
688	48	Special Star,	125.00	50	4	Ball	3
689	52	Columbia Expert,	130.00	85	1	1	2
692	50	Springfield Roadster,	75.00	50	4	Plain	2

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

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Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co's "Star" Wheels.

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BICYCLE OIL BY MAIL OR EXPRESS.—Two ounces of Flyer Wheel Oil, by mail, 20 cents; by express, per gallon, $1.00. Safety lamp oil same price. EASTERN LUBRICATING OIL CO., 40 Dey street, N. Y. Send for circular.

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LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

WANTED—42 or 45-inch Special Star and Victor Safety; state condition in detail; must be cheap and done at once. Books and miscellaneous goods traded for cycles. One new Safety, balls all around; best steel tubing. List price $135.00; for $75.00. Send for catalogue and best second-hand list in this country. JOHN G. ZOOK, Lititz, Pa. Type-Writers and Organs.

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With terms of Easy Payments, to

KIRK BROWN,

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1889 Singer Safety	$100
48-inch Special Star	65
51-inch Special Star	75
1889 Premier Tandem Bicycle	150
All steel, All ball, new Safety	100
46-inch Columbia Semi-Roadster	25
52-inch Victor	75

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55-INCH COLUMBIA LIGHT ROADSTER (New this season). A No. 1 condition. Address H. C. TRAIN, Sheffield, Mass.

$115.—COLUMBIA LIGHT ROADSTER SAFETY. Lakin cyclometer; luggage carriers. T. L. INGRAM, Columbus, Ga.

FOR SALE—New Victor, Cyclometer and Lamp. For particulars address F. C. MEYER, Salena and Pestalozzi streets, St Louis, Mo.

FOR SALE—A full-length Photo of "JACK," mounted on a Safety, in September issue of the "Cyclists' Companion." Two Photographs (no woodcuts or engravings), ready for mounting, each month. Send 10 cents for sample. S. A. MILES, 21 Exchange Building, Chicago.

$110.—SPARKBROOK SAFETY, King safety lamp; Harrison alarm; Brooks cyclometer; extra pairr at trap ball pedals; Harrington spring and saddle; total cost $160; ridden 250 miles. R. A. S., Box 2293, New York.

I HAVE a New Sailboat which I wish to exchange for a bicycle; write for particulars. Address R. J. LANE, Wallingford, Conn.

FOR SALE—45 inch pony special Star, 1888 pattern; balls to front wheel; spade handle; in very good order; price $65. F. L. VAUGHAN, 101 Chestnut street, Providence, R. I.

STAR LIGHT ROADSTER—48-inch; roller and ball bearings, all hollow; in good condition; $80. F. A. ROY, 26 West Sixtieth street, New York City.

FOR SALE—Springfield Roadster in good order Address, at once, Box 151, Sag Harbor, N.Y.

WANTED—To trade a 6-stop Burdett Organ in perfect order, for a Columbia Safety, Victor Safety, or 30x24 Star, either new or slightly used. Address W. W. Q., Box 1046, Penn Yan, N. Y.

COLUMBIA LIGHT ROADSTER, 54-inch. Latest pattern; high grade wheel throughout; in excellent condition; price $100 net. Address W. R., Box 5080, Boston, Mass.

FOR SALE, CHEAP, 42-inch American Light Safety, direct spokes, balls all around; shows but little wear; or will exchange for a 48-inch Expert. M. A. HOYT, Au Sable, N. Y.

FOR SALE—50-inch Victor Light Roadster, in perfect condition; '87 patent; very little used. Price $65 cash. No. 109 Charles street, Boston. "Flodin."

FOR SALE—Humber Tandem in good condition, $75; Cresc. Tandem, $125; Premier Safety, $80. W. SHAKESPEARE, 4 Pine st., Waltham, Mass.

DIRT CHEAP—My 52-inch Rudge Lt. Roadster, '88 pattern, condition A No. 1. Reason of sale, have a safety. C. W. FUNSTON, Box 375, Bloomsburg, Pa.

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THE "SINGER TANDEM" SAFETY.



This Tandem has been designed with great care, and it will be found to be the most satisfactory cycle of this type, embodying, as it does, several special points of great importance.

SPECIFICATION:—30-inch driving wheel, 26-inch steering wheel; speeded 57-inch (or 60-inch). PATENT SPRING WIRED TYRES, 7-8 inch to both wheels; framework, forks, etc., best weldless steel tubes; direct butted spokes; SINGER BALL STEERING, BALL PEDALS, and balls to all running parts. The steering is controlled by either rider and two independent brakes are fitted—one for each rider, powerful direct plunger brake on front wheel, and hand brake on axle of driving wheel. Enamelled, and bright parts plated.

Price $220.

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SINGER & CO., Manufacturers and Importers,
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MULTUM IN PARVO.

Something Every Safety Rider *will* buy! Something Every Safety Rider *can* buy, because it costs little and is Simple and Practical! Just exactly what is wanted! Fits any make Safety! Especially for New Riders it is a Great Assistance for Steady Steering, and a Great Relief to the Arms.

SANBORN'S PATENT SAFETY BICYCLE BRIDLE.



For Use on the Safety Bicycle.

This improvement obviates the only fault ever found with the Safety machine, namely; its sensitiveness in steering. By attaching this bridle, the machine is made to steer as easily as an ordinary, and, with five minutes' practice, can be ridden as readily with "hands off." It is a great comfort to the rider, especially on a long run, to have the free use and liberty of his hands. The machine will also lean against anything without the wheel turning, thus keeping right side up all the time, which is a great saving on the wear and tear of it.

Yet another advantage all wheelmen will appreciate, is in walking along by simply keeping one hand on the saddle, the forward wheel being central all the time, and enabling the machine to be propelled with perfect ease.

The attachment is so simple that any child can readily apply it. Full directions for applying sent with Bridle.

CAN BE EASILY ATTACHED OR DETACHED.

TRULY A BIG THING!!

From the noted long-distance rider, Albert Beers, who has ridden already ***4000*** miles on a New Mail Safety:

EVERETT, Aug. 14th.

Dear Sir—I have used your Bicycle Bridle on my New Mail Safety and am more than pleased with it. My friends have pronounced it of great assistance in riding "hands off." If this is of any use to you, you are at liberty to use it.

Yours truly, ALBERT BEERS.

COSTS BUT LITTLE!

Mailed to any address on receipt of $1.50.

SOLE AGENTS,

WM. READ & SONS, 107 Washington St., Boston, Mass.

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,
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Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 30 AUGUST, 1889.

WE would like to be able to divide ourselves up into several personalities this coming week, so as to be able to attend the numerous race meetings to be held, and at the same time be able to stay in the Boston office and run things at this end. We have had to refuse several invitations to appear "officially" on the tracks as well as a spectator "with privileges." We are awfully sorry we cannot be with you all, gentlemen.

A COUPLE of tourists riding through New York State, writing from Sharon Springs, complain bitterly at the treatment they received at the hands of the manager of the Union Hotel at that place. The cyclers were deliberately ordered out of the house, and the employe who told the wheelmen where to put their wheels was severely rebuked for his courtesy to the tourists. These gentlemen were ordered out *because they were cyclers.*

While we resent tooth and nail any discourtesy shown wheelmen because they *are* wheelmen, we always fear that there is another side to the question, and that managers and proprietors may have, in the behavior of *some former* visitors, found cause for such actions. However, the matter has been referred to Chief Consul Bull, and as he has already placed himself squarely and officially on this matter, we hope he will be able to discover where the blame belongs.

We heartily sympathize with our two cyclers who were insulted through no fault in behavior of theirs.

During the past two or three weeks, the two tourists referred to have stopped at some 30 or 40 hotels in cities and towns in various parts of New York and Pennsylvania, and in every other instance, except this, were treated most courteously by the hotel people.

IT is heartily desired that the farmers' clubs and the farmers themselves throughout the country will not fail to read and discuss that excellent book, issued by the Committee on the Improvement of Highways. The science of good road making appears to be almost literally unknown in this country.

There are hundreds of farmers' clubs where political and economic questions relative to their interests are discussed. We have listened to some very able debates, but scarcely a word has been uttered on the question of the improvement of the highways.

Year in and year out they simply follow the fixed American custom—"work out the road tax." By so doing he gives much of his time in scraping the road, drawing stone and mowing down thistles. But in the fall and spring the same roads are as utterly impassable and useless for traffic as the swamp itself.

The science of road making needs to be discussed and thoroughly learned. It is really a question of economy, and is of the greateat importance to the farmer. Once he learns it, good roads will surely follow.

WE ARE APPRECIATED.

"THE BICYLING WORLD is far and away the best cycling paper in the United States. It follows the idea of the *New York Sun* in condensing news. It is not only the official organ of the League of American Wheelmen, but it gives all the news, and is undoubtedly the peer of all other American cycling journals."—[*Inland Christian Advocate.*

YORK, PA., MEET.—ATTENTION.

Editor Bicycling World: Chairman Davol's warning in last week's WORLD, urging racing men not to enter the York, Pa., races, has, I fear, done an injury that it is now too late to remedy. It is true that the races advertised are not L. A. W. championships, but Chairman Davol doubtless knew that they were *State* championships, and should have gone to the trouble of explaining the matter in the WORLD instead of warning cyclers at the last moment not to enter the races, and thus ruin the chance of a good field of entries.

Very truly,
KIRK BROWN,
Chairman Racing Com. for Pa. Div. L. A. W.

Philadelphia, August 26, 1889.

THE FIRST ON RECORD.
MISS KIRKWOOD MAKES A CENTURY.

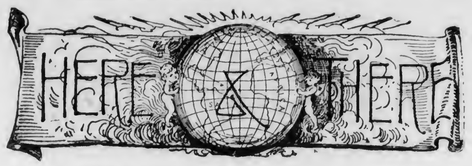
THERE are very few branches in athletics in which America does not lead the world in the matter of excellence, and with local pride we may add that New England, with a few exceptions, holds the cream of records no matter what branch of sport is named. We chronicle with pride and pleasure that one of New England's daughters, in the person of Miss Maggie Kirkwood, of Maplewood, Mass., has captured the record of being the first lady in any land to acomplish the feat of riding a single machine 100 miles over the roads within 24 hours.

Miss Kirkwood started in company with her brother at 4.10 A. M., Aug. 25th, from her home in Maplewood and rode to Wenham, and return, a distance of 37 miles for the round trip. An hour's stop was made at Maplewood and then the road was taken for South Natick, at which place Miss Kirkwood and her companions arrived at 1.05. Dinner was taken here, after which a rest was indulged in and a row on the Charles River enjoyed. At 3.45 the return trip to Maplewood was commenced, which latter place was reached at about 7 o'clock. The distance accomplished at this stopping was just 83 miles. Miss Kirkwood at this time was feeling in excellent form and so it was determined to accomplish "a century;" with this object in view a start for Swampscott was made at 7.45 P. M. and the return home made at 10 P. M. with an additional credit of 18 3-4 miles, making a total of 101 3-4. During the run to Wenham in the early part of the day the roads were found to be pretty heavy, but as the day wore on the condition of the roads improved. Mr. W. Kirkwood on a Safety, accompanied Miss Kirkwood during the entire trip.

We obtained these facts on Monday last from Miss Kirkwood herself, and we were assured that the effects of the hard ride were not of a severe character.

The machine she rode was a Safety geared to 53, with 6 1-2 inch cranks. Miss Kirkwook is a member of the Middlesex Club, and is an enthusiastic rider.

The feat is worthy of a more than passing notice and we congratulate Miss Kirkwood, New England and and the Middlesex Club in that the record has been accomplished by a New England lady, and an extremely modest one withal.



NEW YORK.

"HAWKSHAW."

I HAVE just been looking up the merits and peculiarities of asphalt in view of the boom in its use for our new pavements here, and I find that there is asphalt and asphalt, and that each has its merits and demerits, but from the little I have learned about the matter, I am of the belief that the perfect pavement should be made of rock asphalt. My reason for thinking this is the fact that the streets of Paris, Berlin and London, concerning whose perfection there can be no question, are chiefly laid with rock asphalt. While in this country the only specimens I have seen of its use are in Rochester and St. Augustine, two extremes of climate, and yet in both instances the result is a superb and perfect roadbed, answering every requirement. In Berlin, where the climate is almost an exact reproduction of our own, rock asphalt is almost entirely employed, and so perfect a pavement results, that the contractors have no hesitancy in guaranteeing it for seventeen years. The difference between Trinidad asphalt and rock asphalt seems to be, that in the case of the former it is a manufactured article made by mixing sand, oil, and bitumen in proper proportions, while in the case of rock asphalt it is nothing but a species of limestone, saturated with about 10 per cent. of bitumen, which upon being ground and properly laid upon the surface of a roadway at once returns to it former condition of rock. All argument between the upholders of these two styles of asphalt is as amusing as the one that goes on when a rider of an ordinary seeks to convert a safety rider or *vice versa*. [Experience in New York, in the case of that pavement laid some ten years ago, and also in Washington, D. C., on Pennsylvania avenue, showed that rock asphalts were more slippery, not quite as good to wear and cost nearly 50 per cent. more than the Trinidad. Buffalo is placing large contracts for more Trinidad, but is not laying down any more rock asphalt.—ED.]

THE Park Commissioners have not entirely forgotten their losing battle with the wheelmen here, and seem still to delight in taking petty advantages of them whenever the chance presents itself. An example of this I was a sufferer from the other evening. I had ridden up the Riverside Drive to get a breath or two of fresh air, and as is the custom with poor riders like myself, I had dismounted at the upper end to enjoy the view, and perhaps to rest myself. I had removed my wheel from off the roadway, and let it lean against a neighboring tree, when one of the sparrow-policemen, whose chief duty is to flirt with the nurse girls, strolled over to where I was sitting and requested me to remove my wheel off of the drive unless I was riding upon it. Upon inquiry I learned from him that he had received special orders from the sergeant, to allow no wheelmen to dismount from their wheels and remove them from the roadway while they rested themselves upon the benches that line one side of the drive. This is nothing but a case of petty tyranny upon the part of the Commissioners, that does not do them any great amount of credit. I understand that they justify their position by taking the grounds that as wheelmen had passed a law declaring their wheels vehicles, that they must abide by the park laws for such, one of which forbids any vehicle to be removed from the roadway to the sidewalks. While I have at all times been against the use of sidewalks for wheelmen to ride upon, I must say that in the present case the ruling of the Park Commissioners is entirely in the other extreme, and deserving of censure, not praise.

A FRIEND of mine, who was a member of the European tourists, has written me of a very funny experience he witnessed at a local race meet in Ireland. It appears that all the interest of the audience was centred in the chances the scratch man had of winning, he being a local racer and the pride of the community. Now prominent among the supporters of the laboring scratch man was his friend and trainer, who bore the unusual Irish name of Pat, who was keeping a tally of the laps, so as to tell how his charge was doing. Presently the racer desired to know how he was riding against his field, and as he passed Pat he hailed him and asked, "How do I stand now, Pat?" On the next lap Pat shouted, "Sure and it's behind, Mike, that yez are." "How much?" shouted the hard pushing racer. On the next lap as he came round, Pat started running beside his man, who had slowed up, and delivered the desired information as follows: "How many? Let me see, there's three and two. Ye've gotter make seven laps t' ketch um, an' then ye'll be two laps ahead of um." The delay to acquire this valuable information was too much, however, for the over-handicapped champion, and he was promptly beaten.

BOSTON NOTES.

"TONEY."

IN his last circular addressed to the members of the Massachusetts Division Chief Consul Emery clearly shows that he is determined to carry on his good work, and, if possible, place Massachusetts far ahead of any other division in the League. His previous good work in obtaining and defending the rights of wheelmen has not only demonstrated that he is a man of determination and ability, but has also had the effect of closing the mouths of those persons who were at one time bitterly opposed to his occupying his present responsible position.

IF I remember correctly the election of the Board of Officers of the division was to occur between July 15 and August 15, and each and every ballot bore these significant words: "Fill out blank space on either side, sign, and return to Secretary-Treasurer before August 10th." It is almost the last day of August, and the board has had sufficient time to count the ballots and announce the result, but I have not as yet seen the official returns of the election. Perhaps I have overlooked them, but if such proves not to be the case I should respectfully ask, what means this great delay?

ABOUT a year ago a movement to organize a club composed exclusively of Captains and ex-Captains of the different bicycle clubs in Massachusetts was set on foot, and it is now quietly intimated that when Vice Consul Emery, Dr. Kendall, Representative Perkins, and several other leading lights, return from their vacations the advisability of perfecting such an organization will be thoroughly discussed.

MR. KIRK COREY recently returned from Europe, and on Wednesday last Captain Newman, of the Cambridge Club, set sail to meet the "Blooming Britishers." Messrs. Clarke and Burns accompanied him to New York, and several members of the club bade him *bon voyage* at the depot.

THE fifty-mile road race that is to be run off between Van Wagoner, of Newport, and W. S. Doane, of the Dorchester Club, on the 28th of September, has awakened no end of interest among the wheelmen of the New England States, as both men are widely known. Their exploits are familiar to Massachusetts cyclists. By carefully considering their past records I am inclined to think that the Newport man is the coming victor, because I think he has more staying powers than Doane, who is by no means a rider to be played with.

THE racing men of the Cambridgeport Bicycle Club are in training for the annual twenty-five-mile road race for the championship of the club and the Sanborn gold medal. The race promises to be a hotly-contested one. A bakers' dozen of riders propose to participate, and although every man intends to do his utmost to gain possession of the trophy, the real interest of the event will be centred upon the contest between Fay and Carman, both of whom are determined to cross the tape first.

THE wheelmen of Boston will be exceedingly busy on Labor Day attending the two race meets that are to be held in this city on that day. The first and most important meet is that to be given by the city in the morning at Franklin Park, and several prominent racing men have entered for the one-mile safety and one-mile ordinary races. In the afternoon a one-mile ordinary, mile safety, mile tricycle and mile race for boys under fifteen years of age will be run off at Beacon Park.

THE Massachusetts Club will have its only run down the North Shore. The trip will cover three days in time, starting August 31, going as far as Gloucester, Cape Ann; return to Boston, via Lynn and Nahant, on Monday, September 2.

PORKOPOLIS NOTES.

"STAR."

INQUIRIES as to the cause of the Lexington Pike Co. again charging wheelmen toll, show that it was due to an aggravated case of road-hoggism on the part of the Athletic Cycling Club of this city. They were coasting four abreast down the hill, and in so doing frightened a horse so that he ran over an embankment, overturned the vehicle and injured the occupants. It is very strange that Mr. Bennett, who founded this club, and who still fosters it, should not lay down the law to offending members for such actions. If repeated it will soon undo all the good work done by the other clubs.

The fact that the club is a League club makes the matter still worse, for the Captain of such a club ought to know the rules of the road. The laws of Kentucky which regulate the toll by the number of wheels to a vehicle make it possible for turnpike companies to charge wheelmen toll. The laws of Ohio on the other hand, regulate toll by the number of horses, mules or *asses* by which the vehicle is *drawn*. If they said *propelled* instead of *drawn* such reckless riders would surely be obliged to pay toll.

"TEDDY" ALLSUP is now the bugler for the Crescents. That is one case where the man is eminently fitted for the office.

THE roads in this vicinity, owing to the dry weather, are so cut up and so full of dust and sand that club runs will be at a discount till we have some rain.

THE races to be held at the full mile driving park near Oakley on September 10 will be class races; none of them will be longer than a mile. This is done to interest new riders, as there are quite a number of wheelmen who have learned to ride since the first of January.

WHEN Harry Buckles started in that half-mile safety race we thought he was going to do something to add to the glory of the C. B. C., but the rest were in such a hurry that he came in last in the first heat. His friends believe that if he had given that ocarina a long rest his chances would have been better.

IT was hoped that Dr. Green would enter, as he says his new wheel runs so fast it almost runs away with him; but as he did not care anything for medals and as he wanted to give the rest a chance he would not contest. If the doctor were not so modest he might soon collect an array of medals and records that would completely eclipse Burroughs.

"TEDDY" ALLSUP has still one chance left. Mr. Bennett's road race will be run some time in September, and if he gets a liberal handicap he *may possibly* come to the front.

CHICAGO.

"THE STROLLER."

I HAD a short chat with Bob Ehlert the other day, during which Bob confided to me the fact that he had withdrawn from the cinder path for good, in fact from all sports; that there was nothing in it, except lots of hard work and mighty little satisfaction for the time and labor expended. I told him that I understood that he had gone into training to challenge Lumsden, but that he certainly did not look as though he were training. "No," he said, "I am not training, have not the time now, even if I wanted to. But I'll tell you one thing, if I ever do go into training again, I will show them that I can give them all the go-by as easily as I did before, and don't you forget that." "And I may go into training next year just to take it out of Garden—but no, I am done with sports of all kinds for the present." Robert is still the same Robert of old as far as talk goes.

SOME "alleged" members of a certain bicycle club have started an "alleged" club at which can be heard the musical rattle of ivory chips. Everything has been lovely until the other evening, when a drunken Swede had a little trouble on the sidewalk in front of the said building, and refusing to be quieted by a "copper." The patrol wagon was called and, as the bets were being seen and raised in rapid succession with some 15 cold dollars in the pot, the noise of the wagon struck their ear-drums. A well known member gave one glance out of the window and said in a husky whisper, "Boys, it's the patrol wagon," and then the fun began. Two pair, three of a kind, and full houses had no attractions then, the gas was turned out instanter and a lively rush made for safety by back windows and some could not wait for the stair, but slid down the porch posts in true fireman style. When it was discovered that it was only the Swede the police were after, all gave a sigh of relief, and in a very dignified manner returned to the "aileged," via the front stairs, but the game was not resumed, the nerve of the players had departed. What a haul that would have been, as the party was composed of men well known as club men and prominent wheelmen.

THE Washington's had their house warming Saturday evening, and received with open arms all the wheelmen of the city who were fortunate enough to respond to the general invitation to be there. Burley Ayres was there. Burley is a director in the new club; whenever a new club is formed Burley's name is usually found on the membership list and nearly always in an official way. As Burley considers it his "bounden" duty to assist as many clubs into life and prosperity as possible, and especially if they are formed on the West side, not with any malice toward any older club, oh, no, that is, perhaps not. Between three and four hundred wheelmen called during the evening, and all voted the Washingtons jolly good fellows, and wished them success on the stormy sea of club life.

SLOAN says he is not responsible for the manner in which the recent alleged election was held, as Secretary-Treasurer Sheridan sent out all tickets, and that the first he (Sloan) knew of it was when he received his tickets. Quite a number of League members here only received one ticket, making it "Hobson's choice" with them all the way through. For fine work it strikes me that this election stands at the head. I should really like to hear from our worthy Secretary-Treasurer on this subject, and find out whether I am wrong in my understanding of the constitution. In other words is not the recent election entirely null and void?

GREENLEAF, of the Chicagos, will enter in the Hartford tournament.

THE bicycle thief only captured seven wheels in this town last week. Randall having his taken out of the Chicagos' club house, lock, chain, wheel and lantern. The ex-President thinks walking more dignified than riding at present.

HARRISBURG, PA.

"CYC."

THE aim of every wheelman or wheel club, and especially of an L. A. W., should be to seek out and welcome strangers within your gates. I have been touring and know how it makes one feel to be accosted from the sidewalk, or a man jumping off his wheel and greeting you with that "Hullo, there, L. A. W.?" "Cyc" must give Harrisburg the credit of doing her share of such welcomes and good cheer to visiting wheelmen. It is her characteristic, and a good one. Seldom does a wheelman go by without the notice of some one of us, and we do our best to entertain, and we know we succeed, as is apparent by the expressions from all on their departure. We invite all wheelmen touring our way to not pass us by. You will regret it if you do. Drop in at the "Locheil" and grasp our President's hand, and in five minutes he can have twenty of us there. The telephone does it, and we are always ready to come. We love to do it.

WE are more than sorry that we did not meet the gentleman that passed through our city last week, who rode an "Eagle." A few of the boys living along Market street were out of the city and he passed unnoticed. A wheelman (not of our number or an L. A. W.) spoke to him but did not as much as take him a square where he could have met two of our number. He did not even ask his name, and we learn since that he was an officer of the company, from Stamford. Come again, Mr. "Eagle," and we will send out our five-year-old Mascot and he will direct you to our offices.

I SEEM to have been misinformed as to the time that Chayne and Cook made that run from Dauphin. I have given it as 45 minutes, and they say that they made it in 33. However, this 33-minute run was made two years ago when the river road was in much better condition than now, and I am sure that it cannot be equalled under the present condition of the roads. H. B. Gerhardt on Tuesday last made the best run so far this season. Leaving Dauphin (upper hotel) at 5.55 P. M., he reached Market square at 6.35, 40 minutes' run. The Narrows were in bad condition (workmen there digging out the gutters and throwing the fresh dirt on the road), and the river road was in a very dusty state. He had three dismounts, the first at the stony hill above Rockville, to put on his coat, that had become unfastened; the second a "fall of" at Rockville, in turning out for a team; and the third at the "toll gate," to allow two teams with frightened animals to pass, making as near as he could tell a delay of two minutes. He has ridden his machine but two months, and is very much elated over the run. This will be the means of stirring up the boys, and we can look for other attempts at lowering this time. Who will be the first?

I UNDERSTAND that there is a movement "on the quiet" for the issuing of sufficient bonds to cover the paving of Second, Fourth and Sixth streets. If such be the case, and I have every reason to believe it is, it will give us five miles of paved streets, and we will be a jolly set.

LIEUTENANT ROHRER, Fry, Schooley, Keet, Roberts, Hutman, Chayne and Gerhardt were the guests of C. A. Shammo, at Halifax, on Sunday last. The first six went via Dauphin and the celebrated Peters Mountain, and Chayne and Gerhardt (who started later) took the route via Clark's Ferry and Canal. The former route was one of some three miles of mountain climbing, with occasional dismounts for the killing of black snakes that were seen, while the latter was along the Susquehanna, with beautiful scenery in view. Go where you will I doubt very much if you will obtain grander sights than along its banks. 'Tis true that we have not the good roads that other cities and surroundings can boast of, but give us a little more time and we will arrive at that point. A most delightful day was spent at the home of Christie, in the quiet town of Halifax, and we wish that we were summering there.

ED. L. FRY visited Manheim on Saturday and took part in the races, simply for practice, and did well considering the fact that he has not trained a day this year. He just received his wheel on Friday.

SIOUX CITY, IOWA.

"B. B. B. B."

"The Fort Dodge *Chronicle* proposes a plan by which it thinks the farmers may be interested in voting against the prohibitory laws. It is briefly to enact a license law with $1000 as the maximum and $250 as the minimum fee, one-half the money to go to the city or town, the remainder to the county to be used exclusively in the construction and repairs of country roads." This was clipped from one of our daily papers, and after a two-hundred-mile trip on my bicycle, and about three hundred by train, through the State, I have proof that it would be a wise law. Prohibition does not prohibit the abuse of liquor, but the roads of Iowa *do* prohibit enjoyable riding. I pushed my wheel through and over highways that are a disgrace to any State, and especially Iowa. Simply two depressions worn out by wagon wheels, with grass and weeds growing (shoulder high in some cases) on the ridge in the centre and on either side. That's on high ground, and in the bottoms after a slight rain the "gumbo" makes the road impassable to a bicycle and very hard wheeling for a wagon. I doubt that twenty continuous miles of good road can be found in Iowa.

Spencer, a small town in the northern part of the State, is blessed with a club of twenty-five wheelmen. Captain Snow, with three of the club, made a three-hundred-mile trip into Dakota last month.

While in Des Moines I learned that active preparations were being made for the division meet in connection with the State fair (September 3, 4, 5) The Chamber of Commerce has aided the cyclers in building a cinder track, and bicycling is on the boom in Des Moines. Mr. Hobson told me that the ladies were beginning to realize the pleasure and benefit derived from the two-wheeler, and that four young ladies had come to him for instructions and machines.

I wheeled over the paved boulevard that links Omaha to Council Bluffs, and as I flew along I could but think that that five mile level highway ought to develop some of the fast flyers in this section, and the miles of asphaltum pavement in Omaha gave me a clew to the strength of the Omaha Wheel Club.

With fear and trembling each week I read of the large number of ladies that are joining our ranks. I tremble for the appropriateness of the name of the League, for if this enrollment continues we will have to cast about for some other name. *Wheelmen* would hardly be in order.

BALTIMORE.

"NORVAL."

Rev. Sylvanus Stall, pastor of the Second English Lutheran Church, has returned to the city, after an absence of five weeks. Mr. Stall is an enthusiastic bicyclist, and during his vacation, in addition to other sports rode on his bicycle some five hundred miles through the Cumberland and Shenandoah Valleys.

The Frederick, Md., Cycle Club is making arrangements to establish itself in permanent headquarters, and to open a school for winter, and it is expected that the Armory building will be secured for that purpose. It is the desire of the club to be able to properly entertain the wheelmen of Baltimore and Washington when they visit that city, as they so frequently do. It is also the desire of the officers to increase the membership of the club.

A delegation representing the property owners, the cyclers of Baltimore and the drivers generally, had a talk last week with Mayor Latrobe with reference to improving the condition of Pimlico drive. The Mayor promised to contribute personally and also said that anything he could do in the matter should be done.

The meet of the Virginia Division at Norfolk, Va., last Monday, was attended by a number of Baltimoreans, among them Isaac Hinds, Armistead Webb, Chas. R. Eisenbrandt and Walter Ash.

The Chesapeake Club's moonlight excursion down the bay on the steamer Tolchester was an enjoyable one. The party numbered about 300. including many members from other clubs.

Louis Warrington has been elected Secretary of the Baltimore Club, in place of James Warwick, who resigned.

BUFFALO.

"ALI BABA."

A certain member of the Buffalo Bicycle Club now sings a cold water song. He is not a Prohibitionist; far from it. But he took to water last week as gracefully and naturally as if to the manner born. He did the gallant to one of his lady friends by inviting her to occupy the front seat on a tandem safety. They wheeled round the Front and saw the beautiful sunset reflected on the lake and river. After several moments of rapturous gazing they re-mounted and wheeled by way of the long route to the Park. The moon had risen and the night was perfect. Arriving at the Park Lake they dismounted as with one impulse, and the happy fellow engaged a boat, and in it they floated away, singing, dreaming and *perhaps* cooing. The conversation never lags. For the fortieth time they exclaim "isn't this beautiful?"—"charming, perfect?" etc. He can resist no longer; he suggests that the rear seat is too narrow. Wont you sit here? I will rest the oars. She rises; a happy smile illumines his countenance; she comes toward him. He is entranced; he moves to give place on his seat, the boat receives a sudden motion, she lost her balance and falls overboard. In an instant he plunged into the water, for where his heart is there is he also. By main strength he assisted her into the boat, and when he got in himself saw that it was half-filled with water. They stared at each other; she was frightened, and a trifle hysterical, while he is damp but still happy. After what seemed like an age, they arrived at the dock. The moon is still shining as they are homeward bound and happy, but they have had a thrilling experience, a very damp time.

Messrs Frank M. Brinker and John D. Milley, of the Buffalo Bicycle Club, issued a challenge several weeks ago, which has not been accepted. They offer to race any two wheelmen on the tandem safety residing in this city. The winners each to receive a medal or badge, of the value of fifty dollars each, at the expense of the losers. Let us by all means have this race. There will be no better time or place than this week or next at the International Fair grounds.

President Luscomb visited this city last week. He is a Captain in the Thirteenth Regiment, Brooklyn.

NEWS AND COMMENT.

Another painful chapter in connection with the history of poor "Jack's" death, is the story of a twin disaster in England. "Jack" was a warm friend of Sidney Lee's, of England, and the White Flyer Co. cabled him at once after the drowning. This cable was handed to Mr. Lee while he was at the Southern Counties' Camp, and within half an hour from the time of receiving cable announcing "Jack's" death Mr. Lee was in the water vainly trying to recover the body of another dear friend, Mr. S. Groves, who had been drowned within the previous thirty minutes. In fact, while he was reading the cablegram his friend in the water near by was drowning.

W. D. Banker, of Pittsburg, Pa., is credited with doing a half-mile straight-away in the splendid time of 1.12 2-5.

Chief Consul Emery of Massachusetts will take a party of Boston wheelmen down to Portland, Me., September 8, and will join the Portland Wheelmen in a run to Old Orchard and Prout's Neck.

Fred Coningsby, of Brooklyn, N. Y., wants to know why the New Jersey Division L. A. W. is so dilatory in sending him the medal he won in a hill-climbing contest a year ago.

Moses Sheriff and Clarence E. Temple, of Nashua, N. H., recently rode from that place to Boston and return, a distance of 110 miles, in the excellent time of 13h 42m., including stops of about 1h. 30m.

A member of the Elwell party thus sums up a few interesting facts of the great tour: "Since leaving Cork we have slept in forty-two different places and stopped at seventy-one hotels, twenty-nine of these being for dinner only. The distance ridden was about 1500 miles; some did more, others not so much, only one man rode the entire distance, W. H. Kirk of Philadelphia; R. B. White of Quincy, Ill., comes next. Photographs and pipes have been the articles most purchased, though quite a sum was put into watches, music boxes, wood carvings and dogs."

The programme of the Hartford tournament is at hand. It is replete with necessary and interesting information for those who will attend. It also contains a rousing appeal to wheelmen to join the L. A. W., and then gives knock-down arguments supporting the appeal. An interesting history of the Hartford Club is a feature.

A new asphalt pavement company has been formed in New York. The capital stock is $1,000,000. The new company is known as the Sicilian Asphalt Paving Company, and its directors are ex-Judge A. J. Dittenhoefer, C. S. Chamberlain, L. P. Mead, S. C. Clausen, W. C. Edgerton, Horace B. Freeman, H. W. Schmidt, Henry Balze and Julius Union. Among the above names will be recognized those well known in politics and business in New York. The company will make a strong bid for New York city contracts. Commissioner Gilroy in speaking of the new company says: "This new company uses the Sicilian asphalt. This, however, is an inferior article, and its use has been discontinued by London and Paris, where the best asphalt pavements are laid." The best asphalt comes from Trinidad, W. I.



The EAGLE Wins at Montreal.

Montreal Bicycle Club, Annual Race Meet, Aug. 24th, 1889.

1 Mile Open Won by Wm. Van Wagoner on an EAGLE.

5 Mile, Open Won by Wm. Van Wagoner on an EAGLE.

Although the only pattern of Eagle built this season, is a regular Road Machine and not designed for lightness, the riders of it are doing very fast work on the track. The model and construction of the Eagle is such that a rider can make faster time on the Eagle than on any other machine of the same weight.

Send for Catalogue. Agents Wanted.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



THE COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - Boston, Mass.

Many riders desire a spring fork. To such we offer the Club Spring Fork, (patented).

We claim for it the following advantages:—

It is the only spring fork that can have the tension of the springs adjusted to the weight of the rider.

It has absolutely no side play.

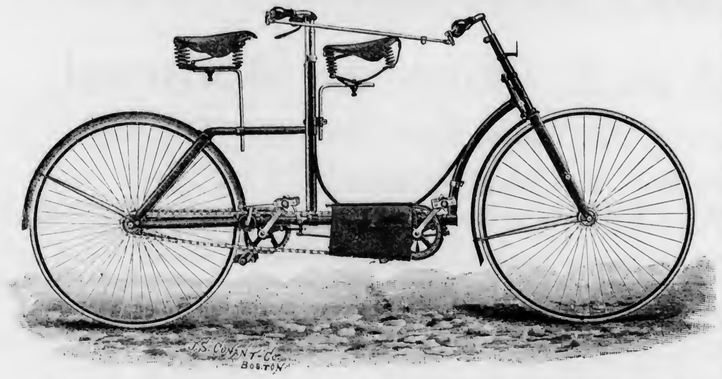
The springs give only when going over some obstacle, and therefore do not cause unnecessary vibration.

It can be converted into a rigid fork when desired.

It has had the test of two years service, and we have never had one break.

We are able to deliver Swifts, with spring fork, on receipt of order.

The Premier Months



for Enjoyable Cycling are September and October. The Roads are at their Best, the Air Clear and Bracing. The Happy Possessor of a Good Safety Spins along without Care or anxiety, and Fortunate, indeed, is the Man or Woman, who, owning a PREMIER, takes an Outing a-wheel at this time. We have the most Complete Line of Safety Bicycles on the market, perfectly adapted to the needs of Every Class of Rider and Either Sex. We do not believe in "all round" machines; a pair of cow-hide boots on the dainty feet of a society belle or patent-leathers in the farm-yard.

If you are interested send for a Copy of our New Illustrated Catalogue, describing Premier Safeties.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 MAIN ST., - - ORANGE, N. J.

MR. HARRY PARK of Washington, D. C., says that we did not get the time between the cities of Baltimore and Washington low enough in the issue of 16th. The actual time made in riding from Baltimore to Washington was 5 h. 30 m., which is claimed as the record.

NO. 079, New Bedford—See Massachusetts Road Book, Route (20) 2, Route (25), Route (20) 1, and Route (5). By studying these, you will find a good route from Taunton to Lowell, Mass.

THE York, Pa., meet of the Pennsylvania Division promises to be a most enjoyable affair. See "Coming Events."

THE Washington Cycle Club of Chicago, Ill., have formally opened and "warmed" its new club house. The affair took place Aug. 24th.

A MCKEESPORT, (Pa.) exchange speaks of Crist and Wilhelm as *professional* bicyclers!! How pleased our friends C. and W. will be to see that item.

A COMPANY of blind English students will tour on bicycles from Boulogne to Paris, and they will visit the exposition. The bicycle used has four to eight wheels and can carry eight people. The blind men propel the machine, but it is a man who can see guides it.

THE next Union Run of the Mass. wheelmen will be to Nantasket Beach, Sept. 15th. Captains of clubs are requested to call their runs in accordance with the above notice and notify C. P. Cubberly, Somerville, Mass., as to the probable number of men that will attend.

THE Orange (N. J.) Wanderers have resolved to re-organize on a more economical basis, give up its club house, do away with the admission fee and reduce the annual dues, which will, however, include the members' dues in the League of American Wheelmen.

MONTPELIER, VT., authorities have adopted a set of rules regulating cycle riding in the parks. The fourth rule is we think the most remarkable "rule" we have ever seen; it reads, "no rider shall pass a pedestrian going in the same direction." The absurdity of that rule will be apparent to our readers.

THE Scranton, Pa., tourists have been having a fine time on their trip. In one or two cases where weather interfered they had to resort to railroad trains in order to make schedule time.

GEORGE W. BURSTON and H. R. Stokes, of the Melbourne, Australia, Bicycle Club, now in England, started on their trip Nov. 1, 1888. Out of nine months' touring, four months has been on the bicycle, an average of about 85 miles a day. They have ridden about 7000 miles. After riding about 1000 miles in Australia they went to Java, riding 150 miles, 50 miles to Penang, steamer to British Burmah, overland to Calcutta, 150 miles in Rangoon. In India they covered 2000 miles, remaining two months. Then the route lay through Egypt and Palestine, where 400 miles were ridden. Europe was entered at Sicily, and 50 miles were covered there. Across Europe they rode 1500 miles, and in England and Scotland as many. The route in Europe was Naples, Rome, Florence, Venice, the Italian lakes, Milan, across Switzerland and down the Rhine valley.

F. P. PRIAL, of the New York Bicycle Club, defeated G. B. Watts of the same club, by a vote of 125 to a vote of 121, as Representative for his club and district. Prial is a good worker, and it will be found that he will not be a nonentity in the official councils.

THE initial number of the *Cyclist's Companion* is at hand. It is issued monthly by Saml. A. Miles, 134 Van Buren St., Chicago. The first number contains a photo of A. Lumsden and A. B. Barkman, with an article on the former. Best world records are given, and the names of all Chief Consuls, League Hotels and other useful information will be found. The book is of convenient size to carry in the pocket. It occupies a field hitherto fallow, and the enterprise ought to succeed. Each issue will contain photographs of well known wheelmen.

LAST week Tuesday night, after dark, Mr. Marshall P. Allen of Worcester, while riding along on the right side of the boulevard, was deliberately run into by a horse and carriage driven by W. H. Putnam and H. B Francis. The rider was thrown high in the air over the carriage, and struck upon his head and shoulders on the hard road. He was picked up in a semi-conscious condition, but he rallied sufficiently to be taken home in a carriage. Putnam and Francis were arrested by Detective Colby. Both men admitted that they were the persons in the team. Both Putnam and Francis claim that they were on the left side of the street and that Allen tried to pass from behind, but failed. They were not released, but the bail was fixed at $3000 each. The case will be continued until Allen is able to appear. At last advices Allen is conscious, but complained of severe pains in his head and back. His physician fears concussion of the brain.

REV. PAUL A. JACKSON, a colored clergyman, while riding recently on a tricycle, between S and T streets, Washington, D. C., was run into by a buggy driven by Mrs. Dr. Baggett. The tricycle was wrecked and Mr. Jackson thrown to the ground, and a hoof of the horse striking him in the fall he was badly cut, besides being bruised about the body. He was attended by Dr. Mannery, who sewed up the wounds, which it is said are not serious. The driver was not arrested.

W. D. BANKER accepts the challenge of Hal Greenwood, of St. Louis, for a hill-climbing contest for the championship of the world, the contests to take place, one in St. Louis, one in Pittsburg and one on some neutral ground mutually satisfactory, and the contests to take place some time in the latter part of September.

DAN CANARY, will appear at Hartford not only as a trick rider, but it is *said* he will contend for honors in the safety races. This cannot be considered as reliable, as Mr. Canary is a professional.

A CLERGYMAN on the North Shore has been fined $2 and costs for riding a bicycle on the Danvers, Mass., sidewalks. The defendant stated that he did not wilfully disobey the law, but thought that he obeyed the spirit of it by using care not to discommode pedestrians.

A PARTY of New York cyclists lately wheeled to Albany and then returned to Gotham by the night boat.

THE safest "elixir of life" is out of doors exercise in moderation, and the best exercise is cycling.

OUR old friend Louis Harrison is summering at Lake Mahopac, New York. We wish Harrison would show up in Boston. Many of his old friends would like to press his hand in welcome.

A CARD OF THANKS.

The Massachusetts cyclists, who visited Halifax, N. S., during the Carnival holidays, desire to tender their sincere thanks to the Ramblers' Club of that place, for their many courtesies and unvarying kindness.

Notwithstanding that the Ramblers are not an active organization, each member did all in his power to make things pleasant for the visitors; and should the members of that club ever visit this place, we ought to vie with each other for their comfort and pleasure.

A VISITOR.

FOURTH ANNUAL TOUR OF THE OHIO DIVISION L. A. W.

ON the morning of August 13th about fifty members of the Ohio Division, under the direction of Chief Consul Kirkpatrick, formed in line in front of the Phillips House in Dayton, and at 8 o'clock started for Troy, twenty miles away. All arrived at this place in good time for dinner. The afternoon's run of twenty-two miles, to Sidney, via Piqua, was made at a rattling pace between showers of rain. A delegation of Sidney wheelmen met the tourists at Piqua and piloted them to their city. A band concert was given in the Court House square for the amusement of the tourists.

The business meeting was held at 9 P. M., of which your readers will be informed in the official columns. On Wednesday morning the start for St. Mary's, twenty-six miles away, was made at 8 o'clock. A hard shower during the night had washed the pike clean and the riding was most delightful. Three miles out of St. Mary's a stop was made, in the midst of St. Mary's gas field, the largest in Ohio. A well was "fired" and afterward "blown off" for the amusement of the wheelmen. For this entertainment and for many like favors the tourists are indebted to Mr. Willis Kishler, of St. Mary's. At this place Mr. Kirkpatrick was compelled by illness to give up riding, but managed to meet the tourists at each stopping place by rail. At 2 P. M. the tourists started for Lima, under the leadership of Mr. Morrow, the one-armed wheelman, who made the pace for the rest of the tour. The run to Wapakaneta, ten miles, was made in 52 minutes. After a brief stop saddles were resumed, and at 9 P. M. Lima was reached. No effort was made to entertain the wheelmen collectively, but individually they were the recipients of many kindly attentions from the Lima wheelmen.

On Thursday morning the start was made at 8 o'clock, and a lively run of nineteen miles brought us to Ada at 10 o'clock. This is the home of Mr. Morrow, and he had caused to be provided for us a bounteous lunch in the little park adjoining the depot. At 10.30 we were again on the road, and at 12.15 arrived at Kenton, having been met several miles out by a party of Kenton wheelmen, to whom we owe thanks for many favors. At 2 P. M. the start for the final run was made. This proved to be equally as pleasant as the preceding ones. The twenty-eight miles to Marion were made in three hours by the entire party. The distances covered were: Tuesday, 42 miles; Wednesday, 48 miles; Thursday, 64 miles; making a total for the three days of 154 miles. The attendance was

not up to that of previous years, but the enjoyment to those who follow wheeling for the pleasure of riding was greater than on any previous tour. The roads were perfect, the weather superb, and a quiet night's rest at the end of the day's run far more enjoyable than an elaborate entertainment would have been. May we have many more of the same kind. "1346."

WITH THE IRISH CAMP IN THE HIGHLANDS.

IN CAMP, INVERUGLAS, LOCH LOMOND, AUGUST 10, 1889.

After a long day in the Scotch express from London to Glasgow the latter place was reached at 9 P. M. Then, after an hour, which we improved in getting supper, we continued on by the train to Balloch at the foot of the loch. It being too late to proceed further the night was spent at the C. T. C. Hotel in Balloch, and at 9 the next morning we were on the boat at Balloch pier for Tarbet, where the camp is pitched.

The boat carried its usual summer load of tourists—American and otherwise. It being close to the opening of the shooting season many amateur sportsmen, replete in all their glory of tweeds and knickerbockers, and with their guns, game baskets and dogs, were also aboard.

The sail up the beautiful Loch Lomond has been so often and so eloquently described that repetition here is hardly necessary. Suffice it to say that what with the mirror-like water reflecting all the glories of the purple heather-clad mountains, the charming wooded islets and the bright blue sky, the picture was one to stir the poetry in the soul of the veriest clod.

After zigzaging across to Luss and Rowardennan, and after 18 miles of the finest succession of picturesque views the boat arrived at Tarbet.

Thence a ride of three and a half miles of splendid road by the shore brought us to Inveruglas Water, a short distance from the side of which stream the Macredy tour had pitched its little village of tents. It was in the midst of a shower when we got in view of the camp, but that did not prevent good old Jack White, Mecredy and the other boys from rushing out to welome us.

This time it was "Welcome to Scotland!" "Welcome to the Land o' Cakes!" but none the less cordial than when some months back we were all greeted at Queenstown with "Welcome to Ireland!"

Ten minutes sufficed to become settled in comfortable quarters and get introduced to all. Then for a look about, the shower having ceased. There are 16 or 18 in camp, Irish, Scotch, English and the two Americans from the European tour, Mr. Fessenden and your humble servant. Additions were expected and that afternoon arrived, several Glasgow men and Mr. Jamieson from Dublin.

The six tents comprising the camp stand on a little plateau not 50 yards from the shore, with a high mountain wall behind, and before us a view for miles down the lake, with a wooded, castle-crowned islet in the near foreground, and old Ben Lomond lifting his cloud-capped head just across the loch.

The evening before we arrived all described as grand. The full moon shone in a cloudless sky just over Ben Lomond, every tree and mountain side being mirrored in the calm waters, and all sat up till after midnight singing the good old songs as only the Irish boys can sing them, and enjoying the magnificence of the scene.

To switch off to more prosaic subjects, the commissariat, which is excellent, is under the control of a good-natured Dublin man, "Brien O'Linn," specially engaged for the tour. This relieves the party from all the labor of getting meals ready and doing kitchen work. Brien, who by the way has fought both in Afghanistan and Egypt, as well as in India, hails from New Haven, Conn., and consequently we look on him as in some sort an American. All the day long, amid his pots and kettles, he is the jolliest story-teller, and in the evenings when the "Ballyhooley" circulates and all are gathered round the camp-fire, Brien's songs are among the best of the lot, and what is more, of his own composing. Thus we have for a cook a traveller and a poet.

Breakfast anywhere from 8 to 10 A. M., lunch about 1 P. M., and dinner at 7 in the evening. After dinner when darkness has come on all gather round the fire and sing.

We have "Ballyhooley" (the song as well as the genuine article), "Killaloo," "Enniscorthy," "Father O'Flynn," and many another roaring chorus from both Irish and Scotchmen. At the end of the evening comes a medley of national songs ("Hail Columbia" not forgotten), "Auld Lang Syne," and ending of course with a reverential "God Save the Queen" (forgive us); then to the tents, and soon all is silent and the photograph fiends are changing their plates.

The days were spent at Inveruglas in wheeling excursions for those who wished, in rowing (visiting across the loch Rob Roy's Cave and Inversnard), and in bathing, photo-ing and lounging. The weather, save for one bad day and sundry showers, has been propitious, for which all are thankful.

To-day, Sunday, Aug. 11th, was fine, without heat or cold in excess. In the afternoon a service was held on the island opposite the camp, for those who wished to attend. Many ladies and gentlemen came from Tarbet and Ardlin, so that there was quite a congregation. Afterwards many of them paid us a visit and took tea around our camp fire. It is early to bed to-night, for to-morrow morning we strike camp and then off through the Trossachs to Callander and so to Loch Tay, at Killin, our next camping place.

In camp at Killin, Loch Tay, Monday, Aug. 12th, P. M.—Up at 6 A. M., we had breakfast over and the camp struck before 7.30. At 8 came the van into which all the tents and chattels were loaded, Brien taking charge of them as well as of all our personal luggage. He had fourteen miles to the train, while we riding to Tarbel took steamer across to Inversnaid.

Here may be mentioned what to American eyes may seem an imposition One must pay a trifle (three-pence) for the use of the pier in order to board the boat, and again at Inversnaid a man stands at the gate demanding blackmail for using the pier to debark from! If a railroad company should collect toll for the use of its stations what an outcry there would be! It strikes me that the case in point is similar, since the steamboat company could not carry on its business without landing places, which are built not so much for their patrons' convenience as for their own.

However it may be, this item shows one difference between America, a free country, and Great Britain, where one almost pays for breathing. Pardon the digression. From Inversnaid, the road (only fairly decent) runs through the wild passes to Loch Katrine six miles. At Stronachacher pier all took boat up the gem of the Highlands, Loch Katrine, past Ellen's Isle, and Ben Venne to Trossachs pier. Here, after photoing extraordinary, wheels were mounted and the nine or ten miles of coach road through the Trossachs made through heather clad hill-sides, and past lovely loch and tarns to Callander, the road, twenty-three miles, lay up hill past Loch Lubnaig, Loch Earn, and through Glen Ogle to Killin on Loch Tay.

On arriving, eight by rail, the others by wheel, we found Brien had the camp pitched a mile outside the town in a meadow on the bank of River Lochaya, a most beautiful spot.

Whatever remained to be done was soon over and then after tea and chops all were glad to turn in by 10 P. M. At Callander we were joined by two Scottish cyclists who were on a camping tour of their own. They camped the night with us, but were up and off early this morning.

This our second camp is situated in Glen Lochray, a mile from Killin. The winding river makes our camping ground almost an island, and on every side about half a mile distant circles the ampitheatre of purple mountains. The tent flags float bravely in the breeze, the sun shines brightly, and everything points to a pleasant camp.

Wednesday morning we strike camp for Perth where we are to be dined and meet a great gathering of Scotch cyclists at their annual race-meeting. There also Kirk, Schnieder, and others of the European Tour should join the party, which now numbers nearly thirty. A dance is on the programme for to-night. Bagpipes furnish the melody (?) and the villagers have been invited. Runs are on to-day to Loch Tay and Glen Ogle. Of our futher journeyings in Perth Edinburgh and Galashiels, more hereafter.

PEDALS.

IN THE LAND OF THE "MIDNIGHT SUN."

"Say, fellows, what's i-j-k?" "Don't know; let's go in and bite some," replied the other three to Rosey's inquiry in Rotterdam, upon seeing a sign in the window of a bakery. So the four of the Elwell European tourists who were going to Norway entered, called for four pieces of i-j-k, and had some ice cream brought out. This shows one of the delights of travelling abroad, to see what the people eat and what they call it, and many a time did we call for some oddly named dish only to find an old friend oft times partaken of at home.

It took only two days in Rotterdam to become thoroughly disgusted with Dutch cheating and over-charging, caused perhaps by high taxation of the people. Why, even the number of windows and servants are taxed in Holland. Accordingly Frank Elwell, Harry Wilson, W. C. Roseboom and J. E. Beal took ship and left Rotterd—n (accent on last syllable), glad to get away. A pleasant three days' sail due north, up the North Sea, brought us to Bergen in Norway, the time having been well passed in learning Norwegian from the pretty stewardess of the steamer, a tall Swedish blonde, who hailed from Christine Nilsson's home, she herself being a fine singer.

At Bergen everything was found more new and strange than had been experienced. Here we were as far north as Greenland and

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Alaska, yet we could sit out in the park, listening to the band, at nine in the evening without an overcoat. Moreover, at 9 P. M. it was light enough to read fine print out of doors. Here we start in on a fish diet, which is to be maintained through the country, interspersed with reindeer meat and cheese, four kinds of which are always on the table at every meal. One cheese is brown and made of goat's milk, having but little taste.

A little railway of 67 miles starts us up the unrideable mountain, charging us over a cent a mile for the wheels, but it takes half a day for the little engine to puff up the grade, for it had to back up several times and try again the stiff ascent. When the safeties were mounted the mountain was found still above us, and we kicked up to a post station called Vinje, where supper, breakfast and a good room cost only 84 cents. Norway is the cheapest country to travel in, as $15 a week will give a wheelman the best the country affords.

The summit is crowned by an elegant hotel where there was an immense rush for dinner, the tourists arriving in carrioles from both directions. However, with our wheels we always beat them and got into the hotels in time for rooms, although many others coming in late had to move on to the next station, usually ten miles away. This they would do after the due amount of "cussing," to our considerable amusement. There were no towns of any size for the 160 miles across country, and the station houses could only accommodate twenty or thirty guests.

The view from Stalheim's hotel on the summit is a most magnificent one of snow-capped mountains on all sides and a deep valley in front, down which we are to plunge 900 feet in a half mile. Of course we promenaded, holding the wheels back with all our might, and were guyed by some jolly English girls who were walking up, who asked us why we did not ride down. Below, a fine road brought us to a narrow arm of one of the fiords of the sea running far inland. Thence by steamer to Laerdalsoren, through the most majestic scenery, of mountains rising straight up from the water to a height of 2000 and 3000 feet, with snow on their crowns and huge waterfalls pouring down their sides into the sea. The rocks had but little verdure, and as no one could live in those barren places nothing could be wilder. The boat landing two kilometres from the hotels there was a wild scramble ashore to grab carrioles and rush to town. By the aid of our trusty wheels we arrived first, had rooms engaged in time to see the crowd puff up and cuss.

Next morning the ride across Norway began in earnest, by a 42-mile ride up hill to Nystuen, a post station on the summit, 3250 feet above our breakfast place. Walking was quite good enough for the steeper places, yet the grade was remarkably even, with many a mile of it cut out of the solid rock along deep ravines. Great waterfalls were continually falling into the little roaring stream which we ascended, and all the way across the country one is not beyond the sound of falling waters. Half way up an old stavekirke, built in the twelfth century, arrested our attention. It is the best preserved "old timer" in Norway, and had the most extraordinary and fantastic gables, steep roofs and external passages, but the most remarkable thing about it was the total lack of windows. Only two doors admitted air and people and light. Inside was an altar and reindeer horns. The building somewhat resembles a Chinese pagoda and is one of the architectural curiosities of the world. On one of the doors is a Runic inscription: "Thorer wrote these lines on St. Olaf's fair."

At Nystuen it was very cold and it took three undershirts to keep us comfortable with the able assistance of a fire. Near by a herd of 1400 reindeer was feeding, tended by some Lapps. The deer's food is the short grass growing between the rocks in high altitudes, while their meat is tender and without much fibre. Good fishing and hunting abounds up in these ranges.

On starting the next morning we found the bottom had dropped out of the country and a descent of nearly 1400 feet was to be made in the next ten miles. So we loaded the wheels on a cart and walked down, but the twenty-seven miles afterwards to dinner were rapidly reeled off with plenty of coasting helped by a lively breeze astern. We rode through pine forests, skirted great lakes with awful names and over capital roads. Occasionally a stop was made to grab a dish of berries which little girls came out to offer. Then when we gave them a coin they would shake hands with us very gravely, this being the Norwegian custom to denote satisfaction at the fee given.

The afternoon was passed in coasting again along lakes with the wind still with us, and through ravines where cataracts shot under the road all white in their swift descent from the snow above. At Fagernaes, the stopping place for the night, Wilson and "yours truly" took a swim in the lake whose waters were clear as crystal and just off the ice. It goes without saying that we did not dally long in the water after swimming out a ways and back to shore.

A goodly climb awaited us next forenoon up to a noted resort called Tonsaasen's Sanatorium, where people go to take needle baths, the pine needles making healthy bathing water. These baths are about 40 cents, and are like those given at Sharon Springs for $1.50. While we were busy eating, the weather was busy raining; but when we had cleared the table the wind had cleared the clouds, and we proceeded to a lively coast of seven miles, scarcely touching the pedals. Although there was mud, and a little head-wind the road was so well laid out and made that your correspondent easily made the 24-mile run in two hours and a half, without a stop or leaving the saddle. This town of Odnaes is on the lake where we take boat and car for Christiana, passing through, along the lake, quite a wild mountainous region, while the train took us down into a country like the Mohawk valley.

Notwithstanding it is said to rain six days out of seven along the western shore, we were in luck in having it rain in the nights after our day's run. In consequence of this the farmers have to dry their hay and wheat on wires stretched from poles, hanging it across like clothes on a line, making a field look as though it had so many hurdles up for a race.

English went well enough usually, but Rosey was kept busy along the road for two days getting string to tie on his tire, which had become loose. The more the peasants did not understand, the louder Rosey would yell "string," spelling it out: "s-t-r-i-n-g."

The honesty of the people is marvellous, and their trust in travellers equally so, as in settling a hotel bill they leave it to you to tell what extras you had. For instance, as you enter the general room you will ordinarily see a box of cigars standing on a table and close at hand another table with photographic views and trinkets for sale. No one about the hotel is around, and if you want any of these things you help yourself, telling the landlord about it, if you choose.

Their simplicity, too, is often amusing. For instance, the chamber maid at the hotel, soon after your arrival comes in without knocking, to fix the room- Elwell was not familiar with this little "custom of the country" and was surprised while taking a sponge bath. He was more scared than the girl was.

Norway is just becoming popular and tourists are already rushing in; occasionally a "bold bicycler," and in the near future "wheels" will be a common way of "doing" this country. It certainly is the ideally independent way to see the land of the Vikings.

"QUAD."

Christiana, Norway, Aug. 2.

COMING EVENTS.

AT PEORIA, ILL.—The Peoria Bicycle Club will give a tournament October 4 and 5, and a cordial invitation is extended to all amateur wheelmen to attend. The half-mile track is of a clay surface and is one of the fastest in the country. A programme for the entertainment of visiting wheelmen is in preparation, and will include many runs to various points of interest within easy riding distance from Peoria, over fine gravelled roads to Prospect Hill, Big Hollow, the River Road, etc., a theatrical party or complimentary concert, etc., etc., and probably a ball. The Peoria Bi. Club will keep open house during the meet, and particular pains will be taken to entertain visiting wheelmen—particularly those from a distance. Peoria is the second city in the State, and there are thirteen railroads passing through it, thus it will be seen that it is easy to get at. The town is happy in the possession of pretty girls, good hotels, well paved streets and excellent roads.

Next week we shall publish a list of events and prizes.

AT WILMINGTON, DEL.—A twenty-five-mile club handicap road race will be held by the Wilmington Wheel Club on Saturday, October 19th, 1889. A time limit of fifteen minutes will be placed on the local men, and Messrs. Dampman, McDaniel, Merrihew, Elliott and perhaps one or two others from the Wilmington Club will start from scratch. Entries are invited from riders from other cities who will be placed on scratch with them. The time limit and the fact that the best men of the Wilmington Club will start from scratch, make it practically a scratch race. A bicycle (probably a Victor) will be given as first prize, and there is a possibility of two bicycles being offered. The minor prizes will consist of cycling accessories, etc., and the total number of prizes will not be less than ten and probably will much exceed this. The first and third prizes will be awarded to the makers of the fastest and next

fastest times, and the second and all other prizes will go to the men as they finish, except, however, that the winners of the first and third prizes shall not be entitled to any others, no matter what position they get. The course is twelve and one-half miles straight-away and return, starting at Wilmington and going south on the State road. The start and finish are on an oyster shell road extending about one and one-half miles, which is usually as good as a race track. The remainder of the road is composed of gravel, clay and sand, and while it is by no means "sand-papered" yet it can easily be ridden without a dismount. Judging from the time that has been made on the road, it should be ridden in a race in 1.40 or less. The entrance fee is $1, and must invariably accompany the entry. Send entries and apply for all information to S. Wallis Merrihew, Chairman Race Committee, 906 Jackson street, Wilmington, Del.

SPRINGFIELD, MASS.—The Springfield (Mass.) Bicycle Club has arranged for a fifty mile road race September 13, to be ridden from Springfield to Hartford Ct., and return, in which several Hartford riders will probably enter. The first prize is a new bicycle.

BINGHAMTON, N. Y., Sept. 10-11.—Wheel Tournament.—The Hotel Bennett will be League headquarters. There are other first-class houses, the Arlington, Lewis, Crandall and Globe; plenty of room for the biggest kind of a crowd. Chief Consul Bull will referee the races. Official programmes have been sent to every League member in New York State and Pennsylvania. If you have not received one send to E. H. Towle, Binghamton, N. Y.

PENNSYLVANIA DIVISION STATE MEET.—The committee for the Pennsylvania-Division Meet of the League of American Wheelmen have concluded arrangements with the Trunk lines to issue return certificates to all points east of Niagara Falls, Buffalo, Salamanca, N. Y.; Pittsburgh, Pa.; Bellaire, O.; Wheeling and Parkersburg, W. Va.; except in the New England States. Parties training to the Pennsylvania meet at York, Sept. 2nd and 3rd, will pay full fare to York, asking for return certificates, and upon leaving York they will pay but one-third return fare. Those coming from New England or points west of the above named places, should procure certificates from the nearest station to their starting point. Taxis of the Athletic Club, and the Schuylkill Navy, has entered all the races.

AT WORCESTER, MASS.—Further particulars are at hand in regard to the cycle races to be held under the auspices of the Bay State Wheelmen, Sept. 14th. The following prizes have been given by business firms. Worcester *Daily Telegram*, a gold medal for the 2-mile county championship race; this medal to be won three times before it becomes the property of any one man; Heywood Boot and Shoe Co., one pair of bicycle shoes; W. E. Bowen, one pair of bicycle shoes; A. L. Burbank & Co., a revolver; Iver Johnson, breech-loading shot-gun; E. B. Clapp, bicycle jersey; W. H. Larkin, traveling bag; Edward Moulton, a silver cup; Samuel Winslow, Jr., a pair of fine ice skates; Charles M. McFarland, an elegant siver cup; C. B. Fellman, a box of Havana cigars; Overman Wheel Co., one pair of ball pedals; J. Frank Quinn, a silk umbrella; F. S. Holland & Co., a Safety bicycle lantern; Kenworthy and Chadwick, silk umbrella; J. K. Brown, one pair of bicycle shoes.

HARTFORD, Sept. 2, 3.—There are over three hundred entries on the programme of the Hartford Tournament. Among them are George M. Hendee, who enters in all the safety races; F. F. Ives and L. A. Miller; A. C. and W. D. Banker, tandem champions; C. E. Champbell, the New York State champion; P. S. Brown, Bailey Brothers, the well known tandem and safety racers; Clark, Schofer and Rich; Clark of Plantsville, the champion Yale rider; Forster, Harding, Cornell, Dresser, Wood, Shea and King of the Hartford Wheel Club; Pickett and Backus; Mount Scott, the Rhode Island champion, and B. T. Bruce, F. A. Dellebarre, and many other fast riders well known throughout the country. Van Wagoner of Newport, who made the phenomenal time of 2.48 with his hands tied behind him, will be on hand and race.

AT BERKELEY OVAL, NEW YORK.—On September 7th, the Berkeley Athletic Club will give its second annual race meeting, rain or shine, open to all amateurs; L. A. W. rules to govern. The right is reserved to reject entries. Gold, silver and bronze medals will be given in each event where four or more come to the scratch. Prizes on exhibition at A. G. Spalding's, 241 Broadway, and G. R. Bidwell's, 313 West 58th street. Events—1, quarter-mile heat race, open; 2, half-mile dash, open; 3, one-mile open; 4, one-mile 3.10 class; 5, one-mile 3.00 class; 6, one-mile safety, rover type, open; 7, two-mile tandem, open; 8, two-mile lap race; 9, two-mile handicap, open; 10, three-mile team race (three men); 11, one-mile novice Grounds may be reached in 17 minutes from Grand Central Depot, and in six minutes from Sixth Avenue elevated by N. Y. and Northern R. R. Entrance fee $1 for one event and 50 cents for each additional. Team race entrance fee, $3 per team. Prize, an embroidered banner. Entries close September 3d, with Dr. W. L. Savage, 19 W. 44th street, New York City.

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.)

AT MONTREAL, CANADA, August 24.—Track.—At the Montreal Bicycle Club's annual meeting last Saturday, W. Van Wagoner of Newport, R. I., won the five-mile race in 15m. 37 4-5s., and the mile race in 2m. 56s.

AT CARTHAGE, OHIO.—The weather was very favorable for the races at Carthage, Ohio, last week, and the track in as good condition as it ever has been. A strong head wind, however, was blowing up the home stretch. First race 2 miles. Foddy took the lead and Rowe 2nd. This position was kept until reaching the one-and-three-quarter mile pole when Rowe spurted and gained a lead of 100 ft but when within the same distance from the finish he ran into a hole in the track and took a bad header. D. V. Knight of Washington, C. H., finished first in 6 33, Walter Foddy 2nd in 6 34. Four starters. Second race half mile dash, 4 starters. R. C. Anderson 1st in 1.22 4-5, Lev. Perin 2nd in 1 23, Robt. Bahmann 3rd in 1.30, "Teddy" Allsup dropped out. Third race 1 mile, 4 starters. C. M. Holloway 1st in 3 09 1-5. Chas. Roth 2nd in 3.10 Fourth race 3 miles, 3 starters. Vint Perin 1st 10.8 1-5; Lev. Perin 2nd by 6 inches. Watcher 3rd by 10 ft. This race had the appearance of an attempt on the part of Lev. to keep Watcher in a pocket so that Vint could win. From Vint's frantic efforts and the way his wheel wobbled no one thought he would win, as Watcher's steady and easy riding made him the favorite from the start. Lev. admitted that he had fouled Watcher, but when brought before the referee he denied it. Fifth race 1-2 mile Rover type safeties, best two in three. Won by Theodore Klaus in 1.36 1-5 and 1.37. 4 starters. Sixth race 1-4 mile Rover type safety, boys under 14. Won by Stanley Hooker in 59 1-5, 5 starters. The attendance of wheelmen was unusually large.

The Carthage fair is held at Carthage Ohio 4 miles outside of the city limits.

AT CHICAGO, Aug 24.—Road.—The long talked of Chicago-Illinois Club team race is now a matter of history. The excitement was at fever heat and partisanship ran high. The hour for starting was set at 4.30, and at this time the sun had come out and a warm and agreeable breeze was blowing from the westward. The race was over the Madison Street Course, from Oak Park to Fortieth. Distance 4 1-2 miles. Part of the route was rutty and dusty enough to suite the taste of the roughest road rider. At the hour of starting 1000 spectators were assembled; one-third of this number were ladies wearing the club colors of the favorite club. Exactly at 4.30 Van Sicklen, Geo. Thorne, Lumsden, Winship, Bogue, for the Chicago team and, Tuttle, Meyers, Loveday, Otto Maas and Corlin for the Illinois club, got the word "go" from starter Fordham. Tuttle at once cut out a hot pace for two miles; Winship tried his best to head the Illinois crack. Tuttle wouldn't have it and Win. had to drop back to fifth place. Then Van Sickler went for the leader, but the white-clad Tuttle still stuck to the first place and was never headed. It was exciting time at the finish, as the Illinois man (Tuttle) showed up with a good lead. My! how those Illinois fellows did shout; but then came four Chicago men all in a string, and then the Chicagos went wild as they knew they had the race. The results:

	Name and Club.	Time. M. S.	Illinois. Points.	Chicago. Points.
1.	Tuttle, Illinois - -	11 55	10	—
2.	Van Sicklen, Chicago -	12 20	—	9
3.	Geo. Thorne, Chicago -	12 20 1-2	—	8
4.	Lumsden, Chicago - -	12 40	—	7
5.	Winship, Chicago - -	12 42	—	6
6.	Meyer, Illinois - -	13 01	5	—
7.	Loveday, Illinois - -	13 20	4	—
8.	Otto Maas, Illinois - -	13 50	3	—
9.	Bogue, Chicago - -	14 00	—	2
10.	Corlin, Illinois -	Did not finish.	1	—

Chicago, 32 points. Illinois (counting Corlin), 23.

Tuttle was used up and had to be helped down, but he soon recovered. Bogue took a header but finished. Corlin took two headers and was trken home in a carriage. The Illinois refused to race unless the Chicagos would put up a forfet of a certified check for $50. The Chicagos did so and then made the Illinois club follow suit. The prize will be an elegant silver cup purchased with the $50. Now if the directors of the Chicago club could only absorb some of the "get up and get" of its team they can keep the Chicagos at the head of the list.

The third of the Illinois Club road races resulted as follows: Simmons, handicap, 3. 15., time 38 10. 1: Tuttle, scratch, 35 10. 2: Dole, handicap 1.30 3: O'Connell, h. 3.15. 4: Street, h. 2.15. 5: Ottoman, h. 1.06. 6: Henninger, h. 3.06. 7.

AT HAMILTON, ONT.—Aug. 21.—Track.—The inaugural meet of the Hamilton Bicycle Track and Athletic Association was held last week Wednesday; the races were witnessed by fully 5000 people. The track, which is a new one, was good, but the corners were not banked enough. The American contingent did well. Campbell and Connolly took the cream of the open events. The events and results were: Two miles novice, D. S. Gibson (1), G. S. Dunn (2); time 7.08 One mile open, W. S. Campbell (1), J. Rassicoe (2); time 3 19 4-5 One mile, 3 40 class, G. S. Dunn (1), D. S. Gibson (2); time 3.19. Three mile lap race, W. S. Campbell (1), J. Rassicoe (2); time 9.56 One mile safety, W. F. Gassler (1), C. J. Connolly (2); time 3.07 1-2. One mile Wentworth County championship, C. S. Dunn (1), H. Duffield (2); time 3.33 2 5. Half-mile open, W. S. Campbell and J. Rassicoe ran a dead heat, but on Campbell refusing to run it over Rassicoe was awarded the first prize, time 1.27. One mile, 3.10 class, W. S. Campbell (1), W. M. Carman (1); time 17.56 In this race P. A. Pratt of Rochester, N. Y., who finished 4th, rode a safety. How will this effect the L. A. W. standing of the contestants? Two mile club handicap, C. S Dunn scratch (1), N. Dixon, 75 yards (2); time 6 33. Half mile, hands off, J. H. Gerrie (1), E. W. Walbourne (2); time 1.45. Half mile, ride and run, C. J. Connolly(1), J. D. Lamont (2); time 2.07.

AT EAST GREENWOOD, R. I., August 22.—Road.—The 17-mile handicap road race, from East Greenwood, R. I., to Silver Hook, took place last week Thursday, and was handsomely won by Charles H. Weld, from scratch, with W. Weeden (6 minutes handicap) 23 seconds behind Weld. W. C. Miller (2 minutes handicap) finished third, about 4 minutes behind the second man, Weeden. The only accident was that of L. W. Fiske, who took a bad header and had to be taken home in a carriage. The injuries were more painful than dangerous. The results are: Charles H. Weld (scratch), first: W. S Weeden (6 minutes), second; W. C. Miller (2 minutes), third; time, 1h. 4m. 50s.

IN ENGLAND.—In the 10 mile professional race, run at Wolverhamton Monday, Aug. 6, Ralph Temple ran second to R. English after a very hot finish, beating such cracks as Robb, T. English, Allard, R. Howell and W. Wood. The first three ran Howell and Wood clean off their feet. The record-beaters have also been paring down the records across the pond, and the following are samples: At Paddington, July 30, J. E. L. Bates, on a safety, took into camp from 26 to 40 miles the world's record for safety and the English record for any kind of cycle:

Miles.	H. M. S.	Miles.	H. M. S.
26 - - -	1 17 39 4-5	34 - - -	1 44 40
27 - - -	1 20 47 4-5	35 - - -	1 47 54
28 - - -	1 23 58	36 - - -	1 51 10 3-5
29 - - -	1 27 15 4-5	37 - - -	1 54 55
30 - - -	1 30 33	38 - - -	1 58 54 2-5
31 - - -	1 33 51 2-5	39 - - -	2 02 28
32 - - -	1 37 13 3-5	40 - - -	2 05 56 4-5
33 - - -	1 39 53		

At Paddington, Aug 1, Dr. E. B. Turner of the Ripley Road Club cut the tricycle world records of Edge, Moorhouse and Bower from 22 miles to 50 inclusive, as follows:

Miles.	H. M. S.	Miles	H. M. S.
22 - - -	1 06 18 4-5	37 - - -	1 55 01
23 - - -	1 09 20 3-5	38 - - -	1 58 47 3-5
24 - - -	1 12 25 2-5	39 - - -	2 02 10 2-5
25 - - -	1 15 32 4-5	40 - - -	2 05 36 1-5
26 - - -	1 18 44 1-5	41 - - -	2 08 58 2 5
27 - - -	1 21 57 4-5	42 - - -	2 12 20 1-5
28 - - -	1 25 09 2-5	43 - - -	2 15 40 1-5
29 - - -	1 28 26 1-5	44 - - -	2 19 19 1-5
30 - - -	1 31 40 4-5	45 - - -	2 22 53 2-5
31 - - -	1 35 15 2-5	46 - - -	2 26 17 1-5
32 - - -	1 38 31 4-5	47 - - -	2 29 34 1-5
33 - - -	1 41 50	48 - - -	2 32 42 3-5
34 - - -	1 45 09 1-5	49 - - -	2 35 48 3-5
35 - - -	1 48 24 1-5	50 - - -	2 38 44 1-5
36 - - -	1 51 40 4-5		

AT MONTREAL, CANADA.—The Montreal Bicycle Club's fall open meeting took place August 24, before a larger crowd of



Chas. F. Stokes,

OF

CHICAGO,



Has just given the Springfield Bicycling Manufacturing Co. the largest order for high-grade Bicycles (for immediate delivery) in the history of the trade. Several hundred Speedwell Safeties are now on their way to the great metropolis of the West, whilst Stokes' gold is clinking in the coffers of their makers. Our motto is "Buy for cash and get all there is in it." We bought for **spot cash** and **can sell accordingly,** therefore they go fast. The "Speedwell" lists at $115—just $20 less than any other wheel of a like grade. **They must be sold inside of the next 60 days. They have got to go.** East, West, South or North, it matters not so long as **they go** and **cash comes in!**

If you are in want of a thoroughly reliable, high-grade Safety that will give satisfaction to all, place your orders early. They won't stay long at the prices we intend to sell them to the trade.

The Springfield Bicycle Mfg. Co. are famous as makers of high-grade bicycles and their name is a guarantee of the best that can be made. The "Speedwell" cannot be surpassed for strength and durability, elegance in design and finish, lightness in running and steering, and simplicity of construction. The material used is absolutely the best that money can buy or experience select.

The Stokes' "Leader" Safety for boys is still on top. It stands in a class of its own, and, in accordance with its name, leads all other 24-inch safeties. We have several hundred now ready for immediate delivery and more coming. This wheel is suitable for youngsters ranging in age from 8 to 16 years; price $40. Liberal discount to agents. Write quick for prices on as many as you can use. All the wheels must go with the season, the best riding part of which is yet to come.

We do not expect to have to advertise these wheels again, and would advise you to "get inside now" and save money. Agents and wheelmen, both present and prospective, are requested to write for circulars and prices.

CHAS. F. STOKES,

MANUFACTURERS' AGENT,

293 WABASH AVENUE,

CHICAGO, ILL.





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Seem to be infusing into the SUPERANNUATED and infirm the country over, the idea that, by a squirt of ELIXIR VITÆ they are to be rejuvenated, join the festive youth in CYCLE RIDING, BASE BALL, LAWN TENNIS, DANCING, "SITTING UP WITH THE BEST GIRL," &c., &c.

Will they accomplish these wonderful results?" "QUIEN SABE?"

We all know the magic effects of TRANSFUSION of BLOOD, the restoration of circulation, the pink tinge to the pallid cheek, the gradually-increasing strength, the return to health of the apparently MORIBUND. We know the OLD BEAU, or mayhap the FADING BELLE, simulate youth by an appeal to RECAMIER, HAIR VGIOR and VEGETINE, and with restored confidence—— but away with all this. What is the need of growing old?

We will give you a recipe for perpetual youth——

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Agents Wanted Everywhere. *Catalogues Free on Application.*

See Page (498.)

ACENTS!!

WRITE for Descriptive Circular of Our

NEW SAFETY BICYCLE

PRICE $115.00.

LIBERAL DISCOUNT,

PROMPT SHIPMENT.

Capital Cycle Company,

WASHINGTON, - - - - - D. C.

spectators than has ever turned out before on a similar occasion. The track was in splendid condition, and the time made was good. W. Van Wagoner, of Newport, R. I., won the five-mile open in 15m. 37 4-5s., and the one-mile in 2m. 56s. He also entered in the half-mile, but did not finish. This race was won by W. A. Langham, of Belleville, Ontario, in 1m. 21 4-5s., being two fifths of a second under the record. The other events were only of local importance.

IOWA CENTURY RUN.—Mr. J. E. Babcock, of Muscatine, Iowa, claims the honor of making the first century run for that State. He left Muscatine at 4.25 and went through Sweetland Centre and Blue Grass to Davenport, Iowa, and crossing the Mississi, pi there he went through Rock Island to Moline, Ill., and then back to Rock Island, where he arrived at 9.20, with 40 miles to his credit. After a short rest he returned the way he had gone to Sweetland Centre and then came home through Wilton, which place he left at 6.15, with 86 1-2 miles, and arrived home at 8.02, with 100 1-32 miles, cyclometer measure, in the total time of 15 hours and 37 minutes, and a net riding time of 12 hours and 7 minutes.

AT MANHEIM, PA., August 24.—Track.—Half-mile novice, Aloni Reist (1), J. C. Tragressor (2); time, 1.26. Half-mile open, W. W. Taxis (1), D. H. Miller (2); time, 1.28 1-4. One-mile Manheim Club championship, R. Ressler (1), P. C. H. Sharpe (2); time, 3.45 1-2. One-mile handicap, W. W. Taxis, 20 yards (1); Geo. F. Kahler, 80 yards (2); time, 2 55. One-mile tandem race, a walk-over for Messrs. Rose and Rudy; time, 3.12 1-2. Two-mile lap race, W. W. Taxis, 11 points (1); D. H. Miller, 6 points (2); time, 7m. One-mile open, W. W. Taxis (1), H. Y. Yost (2); time, 3 16. One-mile consolation, Jno. Firrell (1), W. S. Oberlin (2); time 3.22.

AT SEDALIA, MO., August 23.—Track.—The Sedalia Fair Association gave a number of bicycle races in connection with their other attractions, Friday, August 23, and it seems wired to St. Louis for racers. For some reason the affair was kept very quiet, and as a consequence the only local rider who competed for the prizes was V. P. Ring, who had a walk-over, winning the half-mile Central Missouri championship in 1m. 22s; Don Lingo (2), Joe. H. Kelly (3). Medals won in this manner may be nice to look at, but are no criterion of a racing man's speed. LINNEUS.

AT CAMBRIDGEPORT, MASS.—Capt. Kehew, of the Port club are perfecting arrangements for the annual twenty-five mile road race for the championship of the club and the Sanborn gold medal now held by Charles E. Fay. A dozen members have already signified their intention of participating. The race takes place the latter part of September.

THE Warwick Cycle Mfg. Co., of Springfield, Mass., has for the past two weeks been hard at work taking inventory and getting matters and machinery in shape for a big and increasing business for 1890. The cycles they will turn out will practically be the same as this year's, with such modifications and improvements as experience has taught will enhance the excellence of the machine.

A CORRECTION.—Catford Premier Safety. In our notice of this machine the types made us say 3-16, instead of 13-16 diameter of rear tire. The generous rubbers of the Catford in combination with its light weight, constitutes one of its greatest advantages.

A SHORT time ago we recorded the assault of a lady and gentleman while riding a tandem bicycle through Edgeworth by a so-called man. We are pleased to be able to add the sequel which we take from the court news of a Malden, Mass., paper: "Edward Nagle of Malden, for assault upon Mr. and Mrs. McArthur, while they were journeying through Edgeworth on their bicycle, was fined $10 and costs."

MR. STILLMAN G. WHITTAKER has lately made arrangements whereby he becomes a member of the Strong & Green Cycle Co., of Philadelphia, Pa. Mr. Whittaker is well known to the cycling world, not only as a phenomenal rider, but also as a hustler in the cycle trade. His long connection with Messrs. Gormully & Jeffery has given him great experience in the trade. Mr. Whittaker sailed for England, on "City of Paris," last Wednesday, on business bent. We wish the new combination success.

IN a recent second-hand list and in advertising a job lot of 300 Vineyard bicycles recently purchased by Rouse, Hazard & Co., they are in error in describing them as the same as the Recruit "Columbia," built under the supervision of the Pope Manufacturing Co. They are in fact the same as the "Recruit," formerly sold by the Pope Manufacturing Co., but the Pope Co. never gave them the name Columbia, simply calling them the Recruit, and did not supervise their manufacture.

MR. E. L. WHITNEY, of Kingsville, Ohio, writes: "I would like to inquire the *best* route from Cleveland, O. to Delaware, also concerning hotels." Will some one help the gentleman out?

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

A FULL-LENGTH PHOTOGRAPH OF "JACK,"

With an interesting Biography, will appear in the September Issue of the CYCLISTS' COMPANION, ready September 10. *Two Photos of prominent Wheelmen each month.* No woodcuts or engravings, but *beautifully finished photographs*, ready for mounting. Send 10 cents for a sample copy to

S. A. MILES,
21 Exchange Building, - - - - - - CHICAGO, ILL.

Last issue contained Photos of A. E. Lumsden, Chicago, and A. B. Barkman, New York.

Alliteration Always Attracts Attention

HELLO! HELLO!! HELLO!!! CENTRAL.

CLOSELY CONFINED CLERGYMEN,
LIGHTS OF LEGAL LORE,
ALLEVIATORS OF ANGUISH AND AGONY,
EVERYBODY ENDURING ENDLESS ENNUI,
READY, RELIABLE RELIEF RENDERED.

N. B.

SECURE A SAFE, SIMPLE SWIFT STEEL STEED.

Buy a BEAUTIFUL BICYCLE.

THE WHITE FLYER SAFETY BICYCLE,

PRICE $135.

Agents Always Acceptable. Address

Catalogues, Circulars, Cheerfully Contributed.

WHITE CYCLE CO.,

WESTBORO', MASS.

See Page (496).



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

WE have had several communications appealing to the National organization for assistance in the prosecution of legal contests. These have come from States where there are well-organized divisions and all such have been referred to the division officers. The system under which the League is now organized puts upon the divisions all such work as this, and that they may have the wherewithal to carry on the work they are allowed $1.50 on every fee of $2. The Executive Committee expects every division to give good account of the money sent to it and to protect the rights of wheelmen within its limits.

Delegates to the National Assembly.

Below we give a list of Divisions which are entitled to send delegates to the National Assembly L. A. W. under Article 4, section 4, of the Constitution, which reads:

Sec. 4.—Each Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one delegate for each 200 members upon its roll on Sept. 1. Such delegates, together with the Chief Consuls of Divisions and Sub-Divisions and Vice-Consuls, shall constitute the National Assembly of the League of American Wheelmen.

Divisions.	Membership.	Delegates.
California	376	1
Connecticut	539	2
Illinois	777	3
Maryland	493	2
Massachusetts	1478	7
Michigan	380	1
Missouri	274	1
New Jersey	547	2
New York	1929	9
Ohio	800	4
Pennsylvania	1312	6
Rhode Island	300	1
		—39

The Assembly will have one delegate less than that of last year. Massachusetts has gained two. New Jersey loses one. New York loses two. The other Divisions have the same representation as last year.

Massachusetts Division.

Circular No. 33.

BOSTON, Aug. 20, 1889.

The following are hereby appointed L. A. W. hotels. League tickets must be shown to ensure reduced rates:

Boston—Tremont House.
East Boston—Maverick House.
Hudson—Mansion House.
Millbury—Tourtellotte House.
Northampton—Boyden's Restaurant.
Rockland—Rockland House.
South Framingham—Old Colony House.

Fraternally,
W. H. EMERY, Chief Consul.

Circular No. 34.

BOSTON, Aug. 20, 1889.

Members are hereby warned that anyone loaning his League ticket to a person not a member of our organization for the purpose of securing to such person the advantages of League membership will incur the risk of expulsion from the League. If any person desires these advantages let him become a member and thus obtain them honestly.

Fraternally, WM. H. EMERY.

To Racing Men.

The races to be run at York, Pa., announced as L. A. W. championships have been properly corrected to read "State Division L. A. W. championships." Racing men may now compete without fear of suspension.

CHAS. S. DAVOL, Chairman L. A. W. R. B.

New York State Division.

Following is the full text of the amendments which will be moved at the annual meeting of the Board of Officers, in accordance with notice given last week:

First (as to voting proxies at Board meetings)—In sec. 4 of Art. 1, strike out all after the word "Division" and substitute the following, beginning a new sentence: "Eleven members present in person or by proxy shall constitute a quorum, but no one except a board member shall be entitled to hold a proxy for another member, and no member shall hold proxies for more than one member not resident in the same election district as himself.

Second (as to voting proxies at Division meetings)—Add to sec. 6 of Art. 2, "Proxies for members not belonging to League Clubs may be cast, but no member may cast more than ten such proxies."

Third (as to new system of elections)—Amend sec. 3 of Art. 3 by striking out the words "and shall receive and in the presence of the Committee on Rights and Privileges open and canvass all the mail votes and certify," substituting therefor the following: "shall receive and in the presence of the Committee on Rules and Regulations open and canvass all mail votes on amendments to the by laws and all returns of elections from the several districts, certifying." Also amend sec. 3 of Art 5 by striking out the last two lines of the section, as printed in the Division Handbook, and substituting "published in the first issue of the official organ after receipt by him of the nominations in which it may be practicable for him to insert such notice."

Also in sec. 4 of Art. 5, substitute "tenth day of June" for first day of July," and strike out all that portion of section which follows.

Also strike out secs. 5 and 6 of Art. 5, substituting therefor the following new sections:

Sec. 5. Should any of the nominating committees fail to perform the duty imposed upon them within the required time, it shall be the duty of the Chief Consul and Secretary-Treasurer conjointly to act in their stead, and also to nominate additional candidates for any district whose enrollment on the first day of July shall entitle it to a larger representation than provided for by its Nominating committee.

"Sec. 6. Any one hundred or more members of the Division may certify to the Secretary-Treasurer in a writing or writings a candidate for each or any of the offices of chief consul, vice-consul and secretary treasurer, and any ten or more members resident in an election district may certify to the Secretary-Treasurer in like manner a candidate or candidates for Representative not exceeding the number to which such district may be entitled under the Constitution, provided that all such nominations must be filed with the Secretary-Treasurer not later than the tenth day of July."

"Sec. 7. The Secretary-Treasurer shall publish all nominations received by him in accordance with the foregoing sections on or before the twentieth day of June in the next issue of the official organ but one thereafter; and shall also prepare ballots for each district, bearing the names of all candidates for Division offices and of all candidates for Representative from such district, who may have been nominated or certified to him in accordance with the foregoing sections on or before the tenth day of July. Each ballot shall also contain a sufficient blank space for the writing of additional names, a place for the voter's signature, and instructions as to how many candidates may be voted for for each office. Said ballots, when prepared, shall be distributed to the members of the division together with envelopes marked "Mail votes" and addressed to the Chairman of the Nominating Committees for the district in which the member receiving the ballot may reside, and it shall thereupon become the duty of said nominating committees to act as election boards for the several districts."

"Sec. 8. The Chief Consul may in his discretion order a poll in any election district, and at the written request of not less than twenty five members of any district shall do so, for the reception of unsigned ballots; but any duly qualified member who does not vote at such a poll sh ll have the right to vote a signed and sealed ballot addressed to the Chairman of the Election Board for his district, and filed with the chairman not later than the fifteenth day of August. In case a poll is held the time and place thereof shall be prescribed by the Chief Consul. Each voter shall clearly designate his choice for each office by placing a cross mark (x) opposite the name of the candidate or candidates for whom he desires to vote; and no ballot shall be counted upon which more names are so designated for each office that the district is entitled to elect.

The Election Board in each district shall, within three days after the fifteenth day of August, meet and canvass all votes deposited with them and make return thereof to the Secretary-Treasurer, who shall certify the final result of the election to the Chief Consul as provided in sec. 3 of Art. 3."

Fourth (as to duties of Consul.—Add new section to Art. 3, to read as follows: "Sec. 5. Local consuls to be appointed or removed by the Chief Consul at his pleasure, shall act as his deputies and under his orders in the selection of and arrangements with League hotels or repairers, and for such other local work as may be assigned to them by him, such as the collection of reports upon the condition of roads or the action of local authorities in relation to cycling. They shall furnish to individual members such reasonable information and assistance as they may be call d upon to give, and shall use their best efforts to maintain and increase the membership of the League within their several localities by such services as the Chief Consul may require them to render, including the solicitation of applications and renewals, but shall not be required to entertain touring wheelmen or to furnish, unless they so elect, any information other than may be covered by the general rules laid down from time to time by the Chief Consul, for which purpose he shall supply them with printed blanks at the expense of the Division.

Fifth (as to definition of League Clubs).—In sec. 1 of Art. 4 strike out the words "the annual dues being paid by the club."

Sixth (giving League Clubs right to vote by delegate).—Add to sec. 1 of Art. 4 the following: "and shall be entitled to cast, through duly accredited delegates, at any division meeting, one vote for each member of said club in good standing upon the rolls of the Division."

Seventh (as to power of Executive Committee).—Amend sec. 3 of Art. 6 to read as follows: "The Committee on Executive and Finance shall have general supervision and control over the finances and expenses of the Division subject to such instructions as may be given by the Board of Officers, and shall designate from time to time what newspaper or other medium is to be accepted as the official organ of the Division, but shall have no power to render the Division liable for any expense in connection with such organ without authority from the Board of Officers."

Eighth (as to duties of other Committees).—Amend sec. 4 of Art. 6 to read as follows: "The duties of the Committees of Rights and Privileges, Rules and Regulations and Improvements in the Highways, other than those assigned them by any specific provision of these by-laws, shall be for each such as are the duties of the Corresponding Committees of the National Association. Decisions of the Rules and Regulations Committee upon matters arising for interpretation under these by-laws shall be accepted as the law of the Division unless reversed by the Board of Officers."

Ninth (as to amending By-Laws).—Add to sec. 1 of Art. 8 the following: "but upon petition to the Chief Consul signed by not less fifteen members of the board or one hundred members of the Division; a mail vote of the entire Division shall be ordered on the question of sustaining or reversing the action of the Board, which shall be decided by a majority of the votes so cast.

E. J. SHRIVER, Chairman R. and R. Committee,
N. Y. State Divison.

Indiana.

At the annual election of the Indiana Division of the L. A. W. the following officers were elected for the ensuing year:

Chief Consul—J. Fred Probst, Terre Haute, Ind.
Vice Consul—Harry Pontius, Crawfordsville, Ind.
Sec.-Treasurer—A. N. Smith, Terre Haute, Ind.
Representative—Jos. Zimmerman, Indianapolis, Ind.

A. N. SMITH, Sec.-Treasurer.

Kentucky Division Election.

Upon counting the mail vote of this Division I find there were in all 90 votes cast. Of these Mr. Andrew J. Lamb, for Chief Consul, received 38, and Mr. G. E. Johnson, for Secretary-Treasurer, received 48. Both gentlemen are residents of Louisville.

Yours fraternally,
A. M. WATCHER, Sec.-Treas.

Illinois Election.

The Canvassing Board of the Illinois Division L. A. W., having duly counted the ballots cast at the annual election of this Division, hereby declare the following officers and representatives elected for the ensuing year:

Chief Consul—W. A. Davis, Chicago.
Vice Consul—W. H. Osman, Ottawa.
Sec.-Treasurer—T. F. Sheridan, Springfield.

REPRESENTATIVES.

E. C. Randall, Chicago. Ed. Knight, Kankakee.
F. W. Gerould, Chicago. T. C. White, Quincy.
Fred Pattee, Peoria. D. E. Avery, Jacksonville.

T. L. SLOAN,
WM. C. THORSE,
J. M. ERWIN,
Canvassing Board.

Rhode Island.

The result of the voting for officers of the Rhode Island Division for 1889-90 is as follows:

For Chief Consul:

Whole number of votes cast.....117
Chas. S. Davol of Warren.....116

For Vice Consul:

George L. Cooke of Providence.....115

For Secretary-Treasurer:

Nelson H. Gibbs of Providence.....117

For First Representative:

Charles W. Greene of Warren.....116

For Second Representative:

Geo. C. Newell of Pawtucket.....115

NELSON H. GIBBS, Sec.-Treas.

Tennessee Election.

To the Members of the Tennessee Division L. A. W.

Gentlemen:—Below you will find the report of the committee appointed by myself for the purpose of counting the mail vote in the election just over of chief consul and secretary-treasurer of the Tennessee Division.

Fraternally,
JOS. R. WILSON, JR., Chief Consul.

Clarksville, Tenn., Aug. 21, 1889.

"J. R. Wilson, C. C. Tenn. Div., Clarksville, Tenn.

Dear Sir:—We have received the mail vote for chief consul and secretary-treasurer for the Tennessee Division of the L. A. W., and we find 22 votes cast unanimously, as follows, viz.:

For Chief Consul—J. R. Wilson, Jr., Clarksville.
For Sec.-Treasurer—B. A. Patch, Clarksville.

ROBERT RODES,
F. R. BIRDSALL.

Nashville, Tenn., Aug. 19, 1889.

New Jersey Election.

The mail vote for the annual election of officers of the New Jersey Division L. A. W. was opened and counted Aug. 21 by the Chief Consul and Secretary-Treasurer. The result was as follows:

Total number of votes received.....177
Dr. Brown, for chief consul.....176
Dr. Benedict, for vice-consul.....177
G. C. Pennell, for secretary-treasurer.....176
Dr. Kinch, for representative.....175
J. B. Linger, " 175
G. H. Cain, " 177
A. T. Dodd, " 175
E. F. Burns, " 177
Scattering.....2

Yours respectfully,
ROBINSON POUND, Sec.-Treas.

Iowa Election.

Robert L. Thompson, Muscatine, Ia.:

Your committee on counting the ballots of the Division election would respectfully submit the following report of same:

For Chief Consul:

Whole number of votes.....45
James B. Green of Des Moines.....43
Robert L. Thompson of Muscatine.....2

For Vice Consul:

H. L. Chase of Cedar Falls.....42
C. W. Dibble of Osceola.....1
W. F. Bishop of Muscatine.....1
Blank.....1

For Secretary-Treasurer.

W. Seymour of Des Moines.....44
F. Beach of Muscatine.....1

For Representative:

F. B. Eckert of Dubuque.....44
J. E. Babcock of Muscatine.....1

In accordance with the above we find that the ticket as nominated by your committee, viz.:

Chief Consul—James B. Green of Des Moines,
Vice Consul—H. L. Chase of Cedar Falls,
Sec.-Treas.—W. Seymour of Des Moines,
Representative—F. B. Eckert of Dubuque,

were elected. Respectfully submitted,

J. E. BABCOCK,
AD. REULING,
E. J. RICHIE,
Committee.

Michigan.

The Committee appointed to count and report the mail votes cast for members of the Board of Officers of the Michigan Division L. A. W. would respectfully report as follows: Whole number of votes cast, 93.

For Chief Consul.

A. B. Richmond, Grand Rapids, received.....68
B. J. Holcomb, Detroit " 23
C. H. Smith, Detroit " 3
C. A. Lightner, Detroit " 1

For Vice-Consul.

William Seyllardt, E. Saginaw, " 61
Walter J. Graves, Agricultural Col. " 25
E. M. Moore, Grand Rapids, " 2
W. F. McBain, Grand Rapids, " 1
Chas. A. Kingman, East Saginaw, " 1
C. H. Smith, Detroit, " 1

For Secretary Treasurer.

C. A. Conover, Coldwater, " 68
W. H. Hayden, Tecumseh, " 23
J. E. Beal, Ann Arbor, " 2

For Representative.

J. E. Beal, Ann Arbor " 91
D. G. Jackson, Bay City " 24
Ed. Bush, Bay City " 1
M. D. Hayward, White Cloud " 1
William Seyllardt, E. Saginaw " 1
C. H. Smith, Detroit " 1
Irv. H. Finch, Adrian " 1

H. M. Snow, Detroit " 66
C. A. Palmer, Manistee " 24
J. H. Johnson, Detroit " 3

W. H. Hayden, Tecumseh " 65
E. H. Henderson, Three Rivers " 24
C. A. Conover, Coldwater " 1
L. H. Clement, Ann Arbor " 1

Respectfully submitted,
C. A. CONOVER, Sec.-Treas.

Coldwater, Mich., Aug. 24, 1889.

The following clubs have filed certificates with the Secretary-Treasurer of the election of a club representative on the Board of Officers:

Flint Wheelmen—J. Elmer Pratt.
Grand Rapids Bicycle Club—W. S. Turner.

Respectfully submitted,
C. A. CONOVER, Sec.-Treas.

Missouri Division L. A. W.

ST. LOUIS, Mo., Aug. 24, 1889.

Abbot Bassett, Esq., Secretary, Boston, Mass.

Dear Sir—Following is the result of the mail vote cast in this Division for officers for 1889-90, viz.:

Chief Consul—R. Holm, St. Louis.

Vice Consul—A. L. Jordan, St Louis.
Representatives—W. Jaccard, Kansas City; G. A. Case, Joplin.
Secretary-Treasurer—J. H. Kelley, Sedalia.
Racing Committee—N. T. Haynes, Chairman, Kansas City; F. C. Hoffmann, Sedalia; H. D. Wheeler, St. Louis; F. A. Scott, Moberly; J. E. Eberle, St. Joseph.
Touring Committee—C. B. Ellis, Chairman, Kansas City; G. E. Tivy, St. Louis; W. J. Staples, Maryville; W. H. Cameron, St. Joseph; C. A. Graves, Joplin.

There were 88 votes cast, all for the straight ticket with the following exceptions: Jordan was scratched from one ticket and Geo. H. Lucas substituted; Tivy was erased from one ticket, no one being substituted, and Ellis and Kelley scratched their own names from their respective ballots. Yours fraternally,

W. M. BREWSTER, Chairman Canvassing Com.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Aug. 30, 1889.

List 204—Total 61—11,650.

CALIFORNIA DIVISION—1—383.

Unattached.
24772 Black, Fred P., "The F. ir," San Jose

COLORADO DIVISION—1—30.

Social Wheel Club.
24773 Block, Louis, 2325 Washington ave., Denver

CONNECTICUT DIVISION—3—550.

Hartford Wheel Club.
24774 Shea, D. C., 308 Asylum s ., Hartford
Unattached.
24775 Steiger, Andrew W., 408 State st., Bridgeport
24776 Sperry, Wm. W., 208 Howard ave., "

DELAWARE DIVISION—1—39.

Unattached.
24753 Beadenkopf, Charles, 619 Van Buren st. Wilmington

DISTRICT OF COLUMBIA DIVISION—1—183.

Unattached.
24751 Estabrook, C. B., 711 Market space, Washington

ILLINOIS DIVISION—6—789

Lincoln C. C.
24743 Jenney, Geo. H., 53 State st., Chicago
24744 McVoy, Frank J., 25 Michigan st., "
24745 Almgren, E., 44 S. Clark st., "
24746 Herrick, Wm., 115 Madison st., "
Unattached.
24770 Ogle, B. Frank, Illiopolis
24736 Powell, C. U., Box 117, Polo

IOWA DIVISION—1—118.

Unattached.
24737 Peters, O car S., 731 Front st., Fort Madison

KANSAS DIVISION—1—120.

Unattached.
24747 Reichenbach, W. C. F., Box 205 Topeka

LOUISIANA DIVISION—3—75.

La. C. C.
24777 Shute, C. M., 188 Seventh st., New Orleans
24778 Scudder, R. B., Box 392, "
N. O. Bi. Club.
24792 Bowles, Henry B., Box 697, "

MARYLAND DIVISION—8—502.

Chesapeake Wheelmen.
24780 Becker, Charles W., 15 N. Howard st., Baltimore
24781 Feuss, Andrew W., 512 No. Carrollton ave., Baltimore
24769 Starkloff, Chas. V., 310 No. Carey st., "
Frederick C. C.
24757 Duvall, W. H., 122 So. Market st., Frederick
Unattached.
24738 Page, Dudley, Record st., "
24750 Hutton, Geo. H., cor. Eden and Chase, Baltimore
24755 Loane, Geo. E., 1234 No. Eden st., "
24779 Ijams, A. B., 21 E. Lombard st., "

MASSACHUSETTS DIVISION—5—1493.

New Bedford C. C.
24754 Prescott, Arthur R., 120 Middle st., New Bedford
Unattached.
24758 Jones, Arthur F., 2 Mason Bld'g, Boston
24742 Jones, W. C., 105 Market st., Lynn
24759 Swan, Robert H., 110 Richmond st., Mattapan
24782 McCauley, N. E., 440 Main st., Worcester

MICHIGAN DIVISION—2—308.

Unattached.
24783 Peck, E. E., 107 Monroe st., Grand Rapids
24793 Moore, F. A. R., Box 1250, Coldwater

MISSOURI DIVISION—2—276.

Unattached.
24761 Fath, Valentine A., 1202 S. Broadway, St. Louis
24760 Robert, Douglas W., 2028 Wash. ave., "

NEBRASKA DIVISION—3—80.

Kearney C. C.
24748 Tuttle, Fred B., Kearney
24749 Neely, W. H., "
Unattached.
24784 Bentley, Arthur F., 709 W. 2d st., Grand Island

NEW JERSEY DIVISION—3—558.

Unattached.
24739 Steffens, Henry A., 133 Maple st., Jersey City
24740 Richardson, Wm. J., 138 Second st., Newark
24785 French, I. Carroel, Box 0, Tuckerton

NEW YORK DIVISION—11—1951.

Knickerbocker Bi. Club.
24788 Frink, Fred H., 114 Shownard st., Syracuse
Rome C. C.
24766 Prescott, G. L., 110 W. Court st., Rome
Unattached.
24762 Holland, Geo., 471 DeKalb ave., Brooklyn
24763 Cushing, Theopilus, 21 Beaver st , "
24764 Constantine, Paul A., 144 Clinton ave., "
24765 Carpenter, J. Graham, Hudson
24741 Proctor, Thomas L., Newtown, L. I.
24786 French, Geo. W., 401 Broadway, New York
24787 Durvea, Albert, West Farms
24790 Ryer, Frederick, Jr., "
24767 Paige, George K., Perry

OHIO DIVISION—2—808.

Athletic C. C.
24791 Bing, Ben M., 157 W. 4th st , Cincinnati
24795 Spritz, David, 189 Race st., "

PENNSYLVANIA DIVISION—2—1320.

York Bi. Club.
24771 McLean, Alex E., York
Unattached.
24701 King, Geo. Ilgenfritz, 20 N. Beaver, "

RHODE ISLAND DIVISION—3—356.

Woonsocket Wheelmen.
24798 Higgins, Geo. F., L. Box 70, Woonsocket
Unattached.
24750 Morris, Joseph N., Box 184, Bristol
24797 Boyce, John A., 109 Washington st., Providence

TENNESSEE DIVISION—1—90.

Cleveland Bi. Club.
24761 Horner, Wm. O., Ocoee st., Cleveland

VIRGINIA DIVISION—1—70.

Portsmouth C. C.
24751 Mayo, Lemuel, 308 Court st , Portsmouth

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ . . . . . for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name*,..... ....

Club,..... ..... *St. and Number, or Box*,..... .....

References:..... .... *City*,..... .....

State,..... .....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

ARICKAREE TO THE FRONT!

We last week received two applications for Quadrant Catalogues from Arickaree. The fact is gradually but surely becoming known from one end of the United States to the other that the QUADRANTS are the

LIGHTEST AND STRONGEST

full roadster safeties ever built.

These light wheels are standing the test of

Heavy Riders and Rough Roads

better than any other machines on the market.

We can now fill orders the same day they are received.

Live Agents Wanted.

SOLE U. S. IMPORTERS:

STRONG & GREEN CYCLE CO.,

707 Arch Street, PHILADELPHIA, PA.

There were Many who Came to Scoff and Remained to Pray."

COTTAGE CITY, Aug. 10th, 1889. "In the one-mile race for safety bicycles Wm. Van Wagoner of Newport rode one of the Elliott Hickory wheels, and had no difficulty in winning first medal. So easy was it for him to win that he came down the home stretch hands off."—*Boston Globe.*

The interesting part of the above was that Mr. Van Wagoner had never seen the

HICKORY BICYCLE

until the day of the race. He had *read* of it, but felt as you, dear reader, may still feel. That it was the substance of things *hoped for*, rather than a tough and elastic *reality*. We blame no one for having doubts about these machines, for we know you are willing to investigate it at the first opportunity. We have never met but one man who refused to put himself in the way of being convinced. We forgive him freely, poor fellow; he has gone where he can't use a bicycle (certainly not a wooden one).

THE DIFFICULTY

of winning a race with the *hickory safety* will be obvious to our unconverted critics, when it is considered that the rider must not go so fast as to "jar the wood apart," and must still "get there" before it has time to "rot." It is also important to keep on the shady side of the track to avoid the "shrinking effects of the sun," and he must "know enough to come in when it rains," so that the spokes won't "swell up and burst the hubs." Verily, the introduction of a new and untried material (like hickory) for an unheard of purpose (the construction of wheels), is a very delicate matter, and calls forth a great deal of head shaking and dubious expression. We could hardly have scared up more doubts had we been so rash as to suggest the use of water as a beverage.

STERLING CYCLE CO., Newton, Mass.

P. S. To the hundreds (933 to be exact) who have asked for our catalogue since the first edition was exhausted, we have to say that the second edition is now being printed, and we can soon fill orders. Send along your good name, if you haven't, and we will enroll it among the elect.



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TESTIMONIAL.

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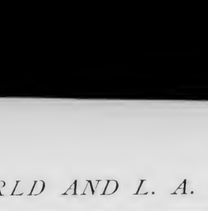
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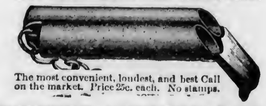
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636	48	Apollo Lt. Roadster,	135.00	75	3	1	1
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657	48	Columbia Standard,	85.00	25	4	4	6
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665	52	American Club,	130.00	25	1	2	6
667	52	Victor Light Roadster	145.00	90	4	1	1
668	53	Columbia Lt. Roadster,	137.50	70	3	1	2
670	50	New Rapid,	146.00	65	3	1	1
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682	52	Columbia Expert,	132.50	80	3	1	2
683	51	Special Star,	130.00	68	3	Ball	6
684	52	Columbia Expert,	141.00	78	7	1	1
685	52	Harvard,	130.00	35	4	2	3
686	—	Volant Safety,	115.00	100	4	1	1
687	52	Victor Lt. Roadster,	127.50	90	4	1	1
688	48	Special Star,	125.00	50	4	Ball	3
689	52	Columbia Expert,	130.00	85	1	1	2
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BICYCLE—48 in. Victor Junior, cheap for cash; nearly new. D. W. F., 38 Grove street, Brooklyn, N. Y.

$100.—**HUMBER TANDEM TRICYCLE**; balls all over; very light and fast; tires are not worn; 1887 pattern. ALBERT BEERS, Box 3495, Boston, Mass.

FOR SALE—50-in. Springfield Roadster; ran 300 miles; cost $100—$75. One National Safety, used one week; cost $90—$75. W. A. YOUNG, 912 North Collin, Joliet, Ill.

BARGAIN IN SAFETY—American Rambler, 1889 pattern; A1 condition. G. H. CROWELL, Paris, Ill.

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VICTOR TRICYCLE—Cheap; first-class condition; only ridden 100 miles; $65 cash. Address Box 68, Portsmouth, Va.

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SINGER & CO., Manufacturers and Importers,

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A RUSH That's What It Is A RUSH

We have had a Perfect Rush the past week for the Bicycle Bridles we advertised. It looks now as though we should send one to Every Safety Rider in the country. Orders come in by every mail, and many from the trade. It shows how good a thing it is, and how much it is wanted. We have ordered many more to be made at once. A Good Thing!

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CAN BE EASILY ATTACHED OR DETACHED.

TRULY A BIG THING!!

From the noted long-distance rider, Albert Beers, who has ridden already *4000* miles on a New Mail Safety:

EVERETT, Aug. 14th.

Dear Sir—I have used your Bicycle Bridle on my New Mail Safety and am more than pleased with it. My friends have pronounced it of great assistance in riding "hands off." If this is of any use to you, you are at liberty to use it.

Yours truly, ALBERT BEERS.

For Use on the Safety Bicycle.

This improvement obviates the only fault ever found with the Safety machine, namely; its sensitiveness in steering. By attaching this bridle, the machine is made to steer as easily as an ordinary, and, with five minutes' practice, can be ridden as readily with "hands off." It is a great comfort to the rider, especially on a long run, to have the free use and liberty of his hands. The machine will also lean against anything without the wheel turning, thus keeping right side up all the time, which is a great saving on the wear and tear of it.

Yet another advantage all wheelmen will appreciate, is in walking along by simply keeping one hand on the saddle, the forward wheel being central all the time, and enabling the machine to be propelled with perfect ease.

The attachment is so simple that any child can readily apply it. Full directions for applying sent with Bridle.

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BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 6 SEPTEMBER, 1889.

WE give up our issue this week largely to past and coming events on the track and road, and want of space this issue necessitates our refraining from editorial comment on current affairs.

IRISH CYCLISTS.

IN CAMP, ELCHO CASTLE, NEAR PERTH, AUG. 18, 1889.

SINCE the last week's letter from camp at Killin on Loch Tay the Irish Cyclist Camp has wended its way some fifty-odd miles eastward to Perth. Not however, did the party move until its visit to Killin had been rendered immortal among the villagers. This came about the second evening of our stay, when Jack White (the Goat) Mecredy, Burke, and two or three of the others, got up a concert in the Drill Hall of the town. A long programme of songs and recitations was rendered by the tourists, including Brian "O'Linn," "the Cook," "The Pike," "The Gander," "Mr. Barnes of New York," "Julia," "The Goat," "The Kid" and many of the others, all their titles being printed in the programme. The affair was a great success, a large audience being present and over five pounds (£5) was realized and devoted towards lighting the village street lamps.

The evening before the concert about 10 P. M., as we were all gathered round the fire enjoying mirth, song and lemonade (?), came a call from out the dark, and a moment later we were greeting good old Schneider and Cooper and Kirk of our Elwell party, who had ridden up from Glasgow to join us. They report having had a splendid time on their ten days' tour in Germany. Among other cities they visited Frankfort-on-Main, Dresden, Wiesbaden, Mayence and Berlin, and found better roads on the Rhine.

The night of the concert also arrived from Glasgow, Cake and Bob White, to see us for the evening only. With what warm feelings they were greeted and how we seven Americans made the welkin ring with the good old war cry, in answer to the genial host's "Hurroo!"

Next morning camp was struck and by ten A. M. all were *en route* for Perth! White and Cake parted from those who took train at Dunblane, and are now upon the deep on the homeward voyage. By four P. M. tents were pitched and supper was prepared on a grassy slope just outside the city, overlooking the winding Tay and its beautiful valley walled in by fertile hillsides.

By seven P. M. all had arrived, and they reported a weary pull through fifty-three miles of mud. That night on account of the proximity of dwellings and factory hands a watch was set in reliefs of three hours each.

Next morning after lunch it was decided to move camp further from town, and thus it was we hit upon the present situation, five miles from the city of Perth on the riverside. The tents stand beside the ancient Elcho Castle, and beneath a grove of huge walnut and oak trees.

A charming view of river and landscape framed in by towering trees lies in front of the camp. On the river-bank close by, the salmon fishers are hauling their nets, and from the Tay comes much of the salmon for London markets. Yesterday (Saturday) was the galaday of the town, being the Perth annual race meet. After a parade of visiting and local wheelmen, the Irish tourist party attended the races as the guests of the Perth Amateur C. C., and were afterward dined by the same club at the Salutation (C. T. C.) Hotel, about 150 cyclers sitting down to table. After the good things had been done away with came toasts, songs and music galore, followed by presentation of the prizes won at the afternoon races.

The track, a five lap one, was very good indeed, and the sport excellent. Unfortunately Mr. Bruce, Scotland's champion, took a bad fall early in the day, destroying his chances, and lessening the interest. The attendance, about 2500 or 3000, made the meet a financial as well as a sporting success.

About midnight in the cold blue moonlight the Irish campers took wheels for camp and for five miles ran a breakneck road race through the mud. Big Barry (the Gander) on his 58-inch ordinary loomed up against the moon like an obelisk, and daring indeed the safety rider who follows him through thick and thin.

This day (Sunday) has proved as fine and bright as the last few days. A service held this afternoon, Rev. Mr. Fessenden of the American contingent officiating, gathered a congregation of over a hundred cyclers and towns people from Perth. Afterward "The Goat" in all the glory of spotless white cook's apron and cap, made cakes and fritters *et al.*, for the delectation of the ladies and other visitors. The good old "Goat" turns up each day in a new *rôle*, and each day surpasses his *rôle* of the day before.

The glorious afternoon was spent in exploring the castle, which dates from the 14th century and is most interesting and picturesque, and in lazily enjoying the free air and the wild liberty of camp life, lunching *al fresco* on the grass, promenading by the riverside and making acquaintances among the many Scottish cyclers.

Mr. J. R. Nisbets, editor *Scottish Cyclist*, is a member of the tour, also Loganof Edinburgh with his camera and comic songs and many other good fellows of the Land o' Cakes.

To-morrow, up stakes and off via Queensferry (where we shall see the new Forth Bridge in construction) via Edinburgh, on thence eight miles to Roslin, where we camp near the famous Roslin Chapel. The last camp will be at Galashiels Wednesday, and Saturday all will be at Glasgow homeward bound to Erin, England and elsewhere.

PEDALS.

RESOLUTION OF RESPECT.

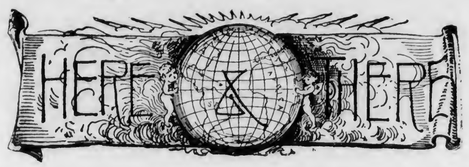
AT a special meeting of the Los Angeles Wheelmen, held Wednesday, August 21, for the purpose of taking action regarding the death of Samuel A. J. Preston, a late member of the club, who died Friday, August 16, a committee was appointed and reported as follows:

"In the death of our much-esteemed brother member and wheelman, Samuel A. J. Preston, the club loses a valuable member, an able counsellor and an enthusiast in the recreation he loved so well. By his death his host of friends lose a much-beloved associate. In this sad hour of her bereavement the club, in special meeting assembled, tenders his wife its heartfelt condolence, and may He, who does everything well, give her consolation in her affliction."

It was the sense or the meeting that the foregoing be entered in the minutes of the club and a copy thereof sent our late brother's wife. It was requested that the above be published in the press of Los Angeles and the official organ of the League of American Wheelmen, THE BICYCLING WORLD.

HARRY G. STUART,
J. FRANK PLANK,
H. C. F. SMITH,
Committee.

H. C. F. SMITH, Sec.



NEW YORK.

"HAWKSHAW."

I THINK it was Rip Van Winkle who sagely remarked, "How soon we are forgotten when we are gone!" and if he had never done anything else but utter these words the mighty truism contained therein would have made him famous. The moment we make our exit from the stage of life and hide ourselves behind the falling curtain, we are forgotten, and the world cheers and applauds those who take our places, forgetful of us as though we had never existed. An example of this came to my notice recently. A knot of the younger generation were talking in the smoking-room at the club, and by some means or other the name of Karl Kron was mentioned, and it was followed by the inquiry as to who he was. The question did not meet with a ready response, but, finally, one more wise than his audience vouchsafed the information that he was a fellow who wrote a book of some kind about bicycling. Think of it! But a few years since and every second line of wheeling literature contained the name of Karl Kron, and a reference to the early appearance of "X Miles on a Bicycle," and yet to-day having strutted for his brief time upon the cycling stage and made his bow of exit therefrom, the hero of "236," and the rider and writer of 10,000 miles upon a bicycle, is known to the wheelmen of the day only as "some fellow who wrote a book on bicycling." Thus is fame conquered ever by time.

MILEAGE and moisture are not friends, at least not when the latter appears in the form of rain, and this year's crop of miles has materially suffered from the plentiful sprinklings kindly nature has seen fit to favor our roadways with. Were I a Wall street man, I should be a bull on umbrellas and a bear on mileage, this season.

I NEVER so much regretted that I was not an amateur photographer armed with a camera, as I did to-day, when through not being a camera crank I failed to secure the likeness of the most outrageous specimen of wheeling bad taste that I have ever beheld. This individual was clad entirely in skin-tight black tights, save around his loins, where a velvet breechclout of the same color was worn. This was bad enough, but for appalling, Brobdignagian, Himalayan gall, mixed in equal parts with indecency, this individual eloped with the whole delicatessen, as clad in this rig he was actually riding with a lady. If anyone can give me the address of the fool-killer, I will liberally reward him if he will only come here and make way with this specimen, and will warrant him to go scot free before any jury among whose members the smallest atom of common decency exists.

BOSTON NOTES.

"TONEY."

THE wheelmen who raced at Franklin Park were greatly pleased by the treatment they received at the hands of the officials, but not so those who went to the Danvers Riding Park. All the men who entered and were patiently awaiting the handicap races at the latter place were sorely disappointed when they learned that the referee would not allow the handicap events to be run off, because the handicapping had not been done by League Handicapper Burnham. It is stated, on the best of authority, that one of the officers of the Danvers Cycle Club handed the referee a list giving the handicaps of the different contestants, and as the said officer was supposed to have compiled the handicaps himself the referee refused to allow the handicap races to be run. These events were consequently changed to scratch races, and the prizes were thus disposed of.

C. S. MERRILL, of the Roxbury Bicycle Club, is achieving fame in the amateur ranks, and his well-developed form is seen at all the race meets held in this vicinity. At one time he had an idea of racing at the Hartford meet, but upon thinking of the records of the flyers he would have to ride against, he very wisely cast his lot with the racing wheelmen at Franklin and Beacon Parks, and by so doing he became the proud and happy possessor of two first and one second prize.

THE racing representatives of the Hub, who attended the Hartford races, seem to have fared pretty badly at the hands of the Westerners, and instead of returning to their native heath crowned with glory and prizes, they come back rather crestfallen.

THE days are fast shortening, and the dancing cyclist looks forward to the time when he can reign supreme over the "scorcher" unfortunate enough to be ignorant of the fine art of dancing. Lucky is he who has combined the two accomplishments, as he will not fall beneath the good-natured scorn of the slow rider and proficient dancer.

VICE CONSUL ROBINSON and Mr. Mossman dropped rather unexpectedly in the city last Sunday morning, and so quiet did they keep the date of their intended return that none of the wheelmen had a chance to do the proper. Although Robinson had been travelling for the past month or so, he took to his wheel as natural as of old.

A MORE enjoyable three days' run than the last tour of the Massachusetts Bicycle Club has never been held in this section of the country, and its complete success reflects great credit upon Captain A. D. Peck, Jr., who worked so assiduously to attain that end. The touring party, among which were H. G. Martin, James Spiers and Allan Aldrich of the Rhode Island Wheelmen, left Boston by steamer for Gloucester, Saturday evening. The programme was carried out to the letter, and the result was that the party returned to Boston Monday greatly pleased with their outing. The Massachusetts men and their guests were delightfully surprised when they returned from their Sunday morning trip around the Cape, to find a large delegation of the Charlestown Rovers, with Vice Consul Robinson at their head, awaiting at the Pavilion House the return of the jolly Massachusetts men. After dinner the Charlestown Rovers resumed the tour with the representatives of the Massachusetts Club.

IT is welcome news to the members of the division that Massachusetts has gained two votes in the national organization. They ought to command considerable respect at the next meeting of the National Assembly.

CHICAGO.

"THE STROLLER."

THE long advertised run of the Chicago's from Indianapolis to Cincinnati—distance 140 miles—is over and, as predicted by me, was a regular "Thorne family scorch." Seven Chicago braves took the train Friday night for Indianapolis, accompanied by a tenderfoot in the shape of a reporter, who has made a trip to Pullman on the wheel once, and in consequence thinks himself an expert. The party was made up of the "Big Four," Thorne Bros., Capt. Van Sicklen, Tom Roe, who was happy in the possession of a "*Herald*" reporter's star. Tom prophesied that his paper (the *Herald*) would have a "scoop" in the shape of a full account of the run while the tenderfoot would be lost in the shuffle, and last but not least Barrett, the boxer of the three Cs. The road was found to be fearfully dusty and the day one of the hottest of the season, while the train being late caused the boys to lose some three hours' riding in the cool of the day. The distance—140 miles—was ridden in fifteen hours and forty minutes. Cincinnati being reached at 11.40 P. M. The boys immediately proceeded to make themselves as comfortable as possible after their hard day's ride, and to-day will be shown the sights by the Cincinnati wheelmen. Had this trip been made in two days as was originally intended, doubtless there would have been a party of forty or fifty, but it having been given out quietly that it would be a scorch, as the boys wanted to see if the run could be made in a day, the most of the riders concluded they would rather stay at home. Roe says his bosom friend, the "other reporter," hung on for about 20 miles, and then concluded that he had gotten enough, although urged to keep at it.

THE Chicago Wheelmen are to have a mass meeting Thursday evening, and see what they can do towards helping to get the World's Fair here in '92, and see that the wheelmen are properly represented on the World's Fair Committee here.

THE Æolus boys are still having a little internal fight, and as a result have dispensed with the services of the secretary. Bob Ehlert is likely to be elected captain at their next meeting, Monday night, and he will make a good one.

GARDEN has suffered a severe loss in the shape of "whiskerettes," and now sports simply a mustache and goatee. It's even money with his friends as to whether he most resembles Mephistopheles or M. Boulanger. It is privately whispered that this was brought about owing to Garden's rashness in betting on Lumsden for first place in the road race; had Lumsden won "Grandma" Sloan would have been obliged to have sacrificed his moustache.

THE Chicago wheelmen are actively engaged in circulating a petition for the reinstatement of L. D. Munger to the amateur ranks. Munger is a hail fellow well met, and as his racing days are over he is anxious to be taken back into the fold.

IT is stated as a settled fact that Spalding will build a first class bicycle track in the new ball grounds; the track will be second to none in the country and in all probability be of asphaltum.

HOSFORD has returned from his Eastern trip and speaks in flattering turns of Van Wagoner, the Eastern crack. The "Capitalistic" wheelman must have enjoyed himself well during his vacation, and to the surprise of his friends says he returned alone.

I HAVE been trying to find out the result of the late "alleged" election from some of the officials, but they are as close mouthed as a clam, probably waiting to see whether the Division will stand an election (?) of this kind. One member told me with a great deal of secrecy that Randall voted for himself for representative. Charley must have wanted the office bad. Stokes has resolved not to attend any more cycling races. Dunlap hats are too expensive.

SYRACUSE.

"SALINA."

SEVERAL men were admitted to the S. C. C. at their regular monthly meeting, held on Thursday, August 29. At this meeting it was decided to hold the second annual corn roast on Monday evening, September 9th, and a committee, with Bob Judd as Chairman, was appointed to make the necessary arrangements. Any wheelmen in or near Syracuse on that day will do well to notify the Secretary and join this gay and festive party. Corn, potatoes, coffee, speeches, etc., will compose the *menu*, and "Salina" will guarantee a good time to all participating.

WEDNESDAY evening, the 28th August, eight S. C. C. men rode to Cicero, ten miles, where an elegant supper was served. The first man in, H. A. Rounds, made the distance in 52 minutes.

NOT a few Syracuseans have asked "Salina" why the club did not put their minstrel performance on in this city. No doubt it could be made a paying move, but considering the labor connected with another production, "Salina" would advise the boys to leave the minstrels in their grave, where to all appearances they are resting most peacefully.

THE "Knickerbocker" Club is flourishing, and new men are finding their way to its portals every week.

A. I. FULLER, of Rome, has entered in the races to be held at Albany, Hartford and New York, and is expected to do great things by his numerous admirers. Captain Chapin will act as his coach and trainer on this trip.

THE S. C. C. will be well represented at the State meet, to be held in New York next week. Messrs Chas. W. Wood, Club Representative to the L. A. W., E. T. McDougal, Lieutenant Yale, Ted Hopkins, Howard Avery and Winnie Chapin will be there to represent Syracuse.

"ARIEL" A WHEEL.

Boston and Norfolk.

ARE you looking for a little vacation tour brother wheelmen? If a resident of the Middle States, I know of no more delightful trip than that from Baltimore to Boston by sea, stopping off a day at Norfolk. Leaving Baltimore on Monday afternoon, at four o'clock, a quiet night on Chesapeake Bay is enjoyed, and Norfolk reached early next morning. Here the steamship company furnish you with free transportation to either Fortress Monroe and Old Point Comfort, Ocean View or Virginia Beach, with a dinner at Hygeia Hotel, or the Princess Anne at half rates. Sailing from Norfolk the same evening, the novice will have a chance to try his sea legs before going to bed—with the additional opportunity of in all probability losing his supper. Still, the ocean breezes are so inspiring that he will begin to regret that the voyage is so nearly over by the time he has rounded Cape Cod, with Boston drawing into view on Thursday, and if he is a wise man he will long ere this have decided to return the same way. The fare is low: $12.50 one way, or $22, round trip, including meals and stateroom. The table is unsurpassed, and if it is your good fortune to book your passage on the good steamship Dorchester, Captain Howes, you are ensured a good time from the start.

THIS trip was taken last week by the writer, who spent a few days in and around Boston, sampling that city's beautiful roads (many and devious are the windings of its streets, by the same token), in company with Mr. C. C. Candy, of the O. W. Co.—everybody knows Candy—and Mr. Chas. T. Stran, of Baltimore—he of the old P. W. & B. It would be carrying coals to New Castle to describe the Boston riding district to the majority of Eastern wheelmen, yet I cannot refrain from a panegyric upon the roads in the vicinity generally. Sure a lovelier country was never seen than that surrounding Boston. The fair New England landscape is dotted with beautiful homes, the most charming characteristic of which to the stranger is the absence of the stiff and ungainly fencing which shuts in our Pennsylvania houses; and the terraced greensward, bearing its fruit trees, open to the street, speaks highly for Puritan honesty. But the roads—level, smooth and beautifully kept—well, it's my belief that they are not appreciated by the riders in that favored locality. It seems to me records should be easy of coinage on such surfaces. A party of riders from the Pennsylvania and Wilmington Clubs—among whom were Merrihew and McDaniel—after going to Boston by sea, rode home on their wheels, via the Berkshire Valley and the Hudson and they rolled up some exceptional milcages on these roads. One thing which surprised me most of all, at Boston, was Corey Hill. It is no insignificent mound, by any means, but I'll venture the assertion that there are a dozen members in the Pennsylvania Bicycle Club who can make the top, and as many more in the Century and Wilmington Clubs.—[Our correspondent does not appreciate the fact that *once* up and down Corey is not record. The record is to times up and down without a dismount. We should be glad to have the Philadelphia and Wilmington men try to down that record.—ED.]

PORKOPOLIS NOTES.

"STAR."

THE C. B. C. had a rather unpleasant experience with flannel shirts this season. They made a contract with a well known local shirt maker to furnish $5.00 shirts at $3.60. The shirts were made rather roomy but after the fourth visit to the wash tub they were like pawnbrokers' consciences—of no further use to their owners. The shrinkage of bicycle shirts is not wholly due to the method of washing, but is caused by excessive perspiration. Shirts that retail for from $1.50 to $2.00 are more serviceable and shrink less than those of a finer quality, perhaps because they contain a certain percentage of cotton.

FATHER A. ABRAHAM BENNETT, although an officer of the C. B. C., has attended but one club run this season; he frequently, however, accompanies the Athletic Cycling Club on their runs, but that perhaps is a matter of taste.

WHEN the first granite pavements were laid in our city, blocks were used that were believed to be the most durable. There is no discount on their durability, but they have become so smooth and polished that they afford a very treacherous footing for horses; in fact there is so much complaint about the slipping and falling of horses that the Board of Public Affairs are seriously considering the advisabliity of taking up, redressing and relaying the blocks on certain portions of Fourth street. The blocks used in the pavements laid in the last two years do not wear smooth and, when they are clean, are not slippery even if wet. The great trouble with our streets, however, is the way in which they are sprinkled or rather flooded. The dirt and filth on the surface is kept in such a pasty condition that only a small portion of it is removed by the sweepers, the rest being smeared over the surface of the blocks for the especial delight of our wheelmen.

WE are suffering from a protracted drouth. We have had but one shower since the middle of July. The dust is—inches deep on all the roads, and as a consequence club runs are at a discount.

THE time is at hand when the cycling tourist, returning from his vacation, delights in recounting to his less-favored brethren the many pleasures of his recent trip. We listen, we applaud and congratulate, for many of us are like the galley slave, whose only vacation will be spent in that narrow house that is built by the sexton. Yet, strange as it may seem, oftentimes, at the conclusion of our daily toil, we start off on extended tours. With sails unfurled and feet on foot rests we are wafted along over roads that are smooth and grades that are easy, now beside a stream whose noisy babbling seems to challenge us to a trial of speed, again through a forest where the breath of the flowers, the voice of the birds and the umbrageous retreats invite repose, now pausing at an inn where is served a banquet more sumptious than Aladdin ever dreamed of, and by a host who treats us as guests and will accept no remuneration. Where? Ah! in the Land of Nod.

THE Chicago Cyclone Club tour struck our city last night (Aug. 31). The party consisted of Van Sicklen, Roe, Barrett and four of the Thorne family. They made the distance from Indianapolis to Porkopolis, 145 miles, from 8 A. M. to 11.40 P. M. The C. B. C. took charge of them the next day (Sunday), and took them through the suburbs and to Coney Island for dinner.

GRAND RAPIDS, MICH.

"PRINCE."

I OFTEN wonder why it is that as soon as a person shoves his boat into the raging sea of literature, and carefully covers his head with the sail of a *non de plume*, that so many people are bent upon ferreting out his identity? Why this is universally the case is quite beyond my comprehension, unless it is the hereditary spirit of curiosity, for which they are not accountable—my initial letter has already stirred up the wise men of our club and elicited inquiries from other parts of the State. Suffice it, that as long as I have no confidants, I shall rest content, complacently watching their vain endeavors to locate "Prince."

AUGUST the 15th arrived on schedule time, and the votes of Michigan Division counted. My prediction of two weeks ago has been duly verified and the Grand Rapids Bicycle Club's ticket goes to the front by nearly three-fourths of the entire vote Surely virtue and good service hath its reward. There is no question but that the affairs of our division for the past year have been judiciously managed and much good missionary work done. New clubs have been organized throughout the State and many non-league organizations have been taken into the ranks. If the officers of the past year have given us a successful administration—how much more competent they are now, upon re-election, to grasp the helm and steer the craft safely.

NOW that the arrangements for the State meeting have all been completed, and official programmes will soon reach each member, let us be up and planning for our annual holiday. Every club should be represented, and a large majority of our membership present, for the success of the meeting will depend largely upon the number present.

I UNDERSTAND that all the fast men of the State are oiling their rat-trap pedals, preparatory for coming events, which, according to the old adage, "cast their shadows before." Be careful, or the Grand Rapids Bi. Club will cast a *shadow* under the wire first.

I. H. FINCH, a veteran Michigan wheelman and a former Adrian boy, but now with Finzer, of "Old Honesty" fame of Louisville, Ky., spent several days in this city the past week, and took in one of the club runs. He found many friends here, who remembered his trick and fancy riding at State meets during the past.

NEWS AND COMMENT.

MR. E. E. STODDARD and C. W. Kelly formed a partnership to carry on the bicycle business in Cleveland, where the firm was started. Kelly had the money and Stoddard the necessary "experience." Alas! it's an old story now. Kelly is out his cash to the tune of $700, while Stoddard with the cold money *en route* for Canada, sent word back to Kelly that he "hoped some time to reimburse" his victim.

MESSRS. S. H. PERKINS and C. H. HOWLAND have been elected representatives from the Rhode Island Wheelmen of Providence.

THE town officials in Essex County, Mass., are making it hot for the sidewalk fiend, and he who persists in riding on the sidewalk does so at the risk of arrest. In Danvers a lawyer, a doctor, and a minister have been arrested and fined, and the police are on the look-out for more offenders. The Peabody Selectmen have also taken the matter in hand and one arrest has been made in that town. Amesbury and Gloucester have taken up the aggressive, and with the press of the large cities agitating the matter, it would seem that a total annihilation of the sidewalk fiend in Essex county is imminent.

A CORRESPONDENT writes us: "The Everett Wheel Club disbanded Jan. 31, 1889, and the notice appeared in the *Herald* and *Globe*. Our secretary should have notified you some time ago. There was a surplus in the treasury and there was perfect harmony in the club. The cause of our disbanding was lack of riding members. I hope that at some future day there will be a club in our town."

THE interest shown by the citizens of St. Louis in the bicycle races held in that city last week, has encouraged the promotors to already lay plans for a big tournament for the year 1890.

THE hill climbing contest between Hal Greenwood and W. P. Banker, will probably take place within six weeks. There is to be a series of three climbs, one on Kimmiswick Hill, 20 miles below St. Louis, one on Murder Lane, or Sycamore St. Hill, Pittsburg, and a third, if neccessary, on neutral ground. The preliminaries are now being arranged.

A WRITER to a Philadelphia paper says: "Many of the pleasures of provincial life seem to me to be lacking in New York. The miles of asphalt streets of which many an interior city boats, and which afford safe pleasure to the male and female bicycle riders, are lacking. To be sure one can ride in Central Park or on the boulevards about Washington Heights, but from what I have seen I judge that there is little pleasure in it. Last Sunday I saw two wheels at the park. One was being ridden down the mall at a breakneck pace by a young man. The other was in the hands of a policeman, while its owner was making an equally lively trip in the bottom of a park department ambulance."

FRED A. BEARSE and Fred C. Graves started from Springfield, Mass., at 5 A. M. Wednesday last week, to ride to Boston. They arrived at Worcester, 53 3-4 miles, at 10.45, having done the distance in 5h. 45m., which we think is best on record for the route. They arrived at Boston at 5.30. Total time, 12.30; stopped for dinner at Lake Quinsagamond 2h. 15m.; net riding time, 10h. 15m., for the distance, 99.10 miles.

THAT our readers may have some idea of the aims and principles of the Washington Cycling Club of Chicago, we quote the following from a letter received from a prominent Chicago gentleman, who was asked to address the members and their friends at the recent opening of their club house: "It is impossible that I can be at the opening of the Washington Club house to-night. I know that you are sure I would be on hand if possible. I like your plan and aim; like the poor horse, our wheel has gone into bad hands; the jockey is omnipresent. It is singular that the animal supposed to be the noblest of all seems soonest to utterly unman and loaferize some men. It is impossible to keep the horse out of the hands of unworthy owners and driyers, and our poor wheel appears to be in the same danger. It hurts me to see notices of Sunday races and 'tours.' People do not discriminate, and I have been reproached for riding a wheel simply because some sinner has disgraced the 'silent steed.' Our old club was made up of gentlemen, and it is a pleasure to remember the splendid men who rode with us. Your new club may serve as a protest against this modern ruffianism, and therefore it has my heart. Please give my compliments to every member, and assure them that I shall keep track of the 'Washingtons'."

THE great difficulty of the manufacturers in this country and in England to secure enough cold drawn tubing for their purposes is well known. The Credenda Co. of Birmingham have lately added 17 acres of ground to their establishment, and will put in position machinery enough to supply all demands.

BICYCLERS for the first time in this country are taxed in Boston. They are taxed 51 cents each.

LITTLE five year old Eddie Schwalbach of Brooklyn, N. Y., rode 15 miles last Sunday and took many of the hills *en route*.

"GOOD roads are the basis of commercial prosperty."

MR. TEMPLE, writes us: "Moses Sherriff and Clarence E. Temple, of the Manchester Bicycle Club, rode from Manchester, N. H., to Boston, Mass., and return, Sunday, Aug. 18, a distance of 110 miles, (instead of from Nashua, N. H., as your paper stated.)

REPLYING to postal card of 19059, would say that Chas. Frazier, made a mile in 2.38. 2-5 at Lynn, and Joseph Powell made the mile at Springfield Mass., in 2.38 1-4, and in practice it has been done some 8 seconds under this. These are Star records.

ONE of the prizes given at McKeesport, Pa., was a relic of the Johnstown flood, a silver cup.

STOLEN, from W. F. Mitchell of Hyde Park, Mass., September 2, a Rudge Safety. Has new rear tire, rear mud guard broken off, solid handle-bar, cricket saddle, enamel and nickel.

Harpers Weekly has been doing good missionary work by printing most interesting articles on the Roads Improvement question. We would like to see that sterling publication keep up the agitation. Agitation is bound to bear good results.

PENNSYLVANIA DIVISION MEET. YORK, PA.

This thriving Pennsylvania town is attracting the wheelmen from all quarters and they are rapidly filling up the City Hotel, which has been made headquarters, and in whose parlors the business meeting will be held to-morrow morning, unless the crowd should prove so great that an adjournment to the Opera House will prove necessary.

The track is a half-mile one, located on the Fair Grounds, about a mile from the town, and is an excellent one. The buildings are all new and remarkably tasteful and ornamental. With a new grand stand capable of seating 800 people, and a wide track down the straight at the finish, there will be no difficulty in obtaining excellent views.

This afternoon a party rode in from Philadelphia which deserves more than casual mention. On Friday morning Mr. and Mrs. Chas. C. Carpenter, Miss Ida Kerbaugh and Mr. Frank Huet, all of Philadelphia, started from that city, coming via the Lancaster Pike,



The EAGLE Wins at Montreal.

Montreal Bicycle Club, Annual Race Meet, Aug. 24th, 1889.

1 Mile Open Won by Wm. Van Wagoner on an EAGLE.

5 Mile, Open Won by Wm. Van Wagoner on an EAGLE.

Although the only pattern of Eagle built this season, is a regular Road Machine and not designed for lightness, the riders of it are doing very fast work on the track. The model and construction of the Eagle is such that a rider can make faster time on the Eagle than on any other machine of the same weight.

Send for Catalogue. Agents Wanted.

The Eagle Bicycle Mfg. Co.,

STAMFORD, CONN.



THE COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - Boston, Mass.

Many riders desire a spring fork. To such we offer the Club Spring Fork, (patented).

We claim for it the following advantages:—

It is the only spring fork that can have the tension of the springs adjusted to the weight of the rider.

It has absolutely no side play.

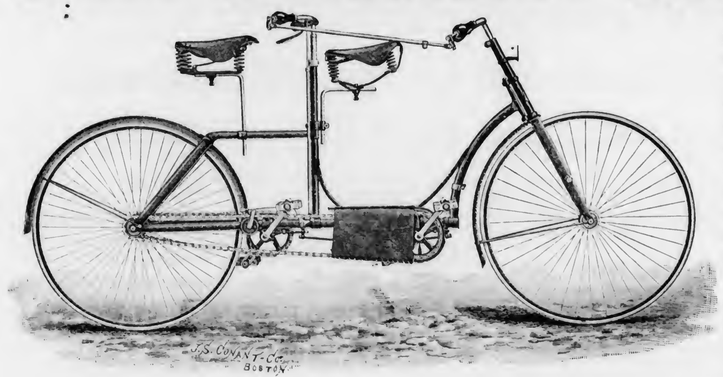
The springs give only when going over some obstacle, and therefore do not cause unnecessary vibration.

It can be converted into a rigid fork when desired.

It has had the test of two years service, and we have never had one break.

We are able to deliver Swifts, with spring fork, on receipt of order.

The Premier Months



for Enjoyable Cycling are September and October. The Roads are at their Best, the Air Clear and Bracing. The Happy Possessor of a Good Safety Spins along without Care or anxiety, and Fortunate, indeed, is the Man or Woman, who, owning a PREMIER, takes an Outing a-wheel at this time. We have the most Complete Line of Safety Bicycles on the market, perfectly adapted to the needs of Every Class of Rider and Either Sex. We do not believe in "all round" machines; a pair of cow-hide boots on the dainty feet of a society belle or patent-leathers in the farm-yard.

If you are interested send for a Copy of our New Illustrated Catalogue, describing Premier Safeties.

LLEWELLYN H. JOHNSON, Manufacturing Importer,

401 & 403 MAIN ST., - - ORANGE, N. J.

West Chester, Coatesville and Lancaster. Mr. and Mrs. Carpenter rode a tandem bicycle, while Miss Kerbaugh and Mr. Huet rode singles. The entire distance covered was 96 miles: 38 on Friday, 34 Saturday, and 24 to-day. The two last days were over roads so poor that the wheels were actually *carried* for over three miles, so that the mileage is no indication of the trip. To add to this, Miss Kerbaugh has only been riding for five weeks, and altogether the trip is one of the pluckiest I have heard of.

Monday, September 2d, was really the first day of the meet, as wheelmen were out in full force at an early hour. Under command of Mr. Swartz, a ten-mile run was taken this morning, over one of the pikes, through a most beautiful country. The road was not in very good condition owing to the recent heavy rains. Dampman and Downing of Lancaster were both along, but no one started in to scorch, consequently the return trip was made at a moderate gait. Had McDaniel been with the party, it is probable that he would not have been satisfied with a procession, but he, with Merrihew and the rest of the Wilmington men, have as yet failed to materialize.

The business meeting of the Division was held at ten o'clock in the parlors of the City Hotel. The official report of the Secretary-Treasurer will give the necessary details. The most important work brought up was the question of the Pennsylvania-New Jersey-Maryland road book, and it being the sentiment of the members that this unfortunate affair be looked into vigorously, a committee was appointed with plenary powers. The members of the Division can look for some definate information at an early day.

The parade started at 11 o'clock under command of Captain Swartz of the York Club, to whom is due nine-tenths of the success the York Wheelmen have unforseenly made of the meet. The route lay through the principal streets and there were probably between 100 and 200 in line, the Harrisburg Club sending the largest visiting delegation. The dearth of Philadelphia riders was particularly noticeable.

After the parade the photograph was taken at the Fair grounds, when a run in to dinner was made, following which, the entire party, accompanied by a very large proportion of the population, returned to the Fair grounds for the races. See racing news column.

THE HARTFORD MEET.

MONDAY.

A parade, headed by a band in a tally-ho coach, was the way the first day's meeting of the Hartford Club inaugurated. There were about 300 men in line, representing the Meriden, New Haven, Danbury, Stamford, Bridgeport and New Canaan clubs, with delegations from clubs of Fall River, Medford, Brooklyn and Albany. The procession was viewed by the judges at four different points along the route, and the following award of prizes was made: To the out of town club having the largest number of L. A. W. members in line, engraving "Le Parlimentaire," Meriden Wheel Club, first; for second largest, engraving to the New Haven Bicycle Club: to the visiting club presenting the best appearance on parade, engraving, to the Rambling Wheelmen of Bridgeport.

This evening the visiting wheelmen were entertained at Germania Hall with a concert, athletic exhibition and collation. Speeches were made by Dr. W. H. Emery of Boston, Maj. Burdett of Hartford and others. To-morrow morning the wheelmen will make a run to Wethersfield and will visit the State prison on invitation of Warden Chamberlain. Before returning to Hartford they will be tendered a lawn entertainment by Division Secretary De Blois. Fifty pretty girls have volunteered to make the occasion entertaining.

A meeting of the Connecticut Division L. A. W. was held at the United States Hotel Monday night, Chief Consul Post presiding. Major Charles L. Burdett, of Hartford, was elected the division lawyer to look after its interests. He was elected for five years, subject to removal for cause. Joseph Goodman, of Hartford, and T. W. Gillette, of Danbury, were elected Representatives to the national L. A. W. A committee of three was appointed to inquire into the probable cost and advisability of revising the road book. The committee was instructed to report at the next meeting.

On Tuesday a run was made to Wether-field. About 150 wheelmen rode on cycles, while accompanying the wheelmen were the officers of the tournament and members of the press, who completely filled the tally-ho. Passing the residence of Secretary-Treasurer DeBlois the procession was saluted by a bevy of young ladies, who were to assist in the entertainment on the return trip. Arriving at the prison the wheelmen dismounted, and were welcomed by Warden Chamberlain, who conducted the visitors through the prison corridors and workshops. Returning to the chapel the visitors were seated and Warden Chamberlain made a brief address, in which he said he was glad to meet the wheelmen, and hoped he would never meet them under circumstances peculiar to his calling. There is not a wheelmen in the prison, and no man that ever rode a wheel can be found within the prison walls. He believed the wheelmen had a mission to perform, in securing better roads throughout the State and looking after the erection of sign-posts.

At the home of Mr. DeBlois the wheelmen were handsomely entertained on the lawn, the refreshments being served by the pretty young ladies of Wethersfield. The house was tastefully decorated with bunting, and large flags were festooned about the lawn. Colonel Pope, of Boston, spoke in words of thanks for the hospitable treatment at the hands of Hartford and Wethersfield wheelmen and the ladies. Miss DeBlois pleasantly replied in a few well chosen words.

Weed's band furnished excellent music at the track during the races.

One of the most enjoyable features of the meet was D. J. Canary's wonderful trick riding. His programme cannot be described, it must be seen. He has improved greatly since his appearance in Hartford some four years ago.

A Hartford meet without any broken records would not seem natural, and so the boys proceeded to break 'em.

Joe Goodman is the best bicycle race manager in the country. "There is but one manager, and his name is Joe." Excuse the paraphrase.

It took a little while for the old-timers, Hendee and Ives, to warm up, but when they did get a-going they started in on their old trick of record breaking.

We are indebted to the Hartford *Times* for clippings used in above report.

"ARIEL" AT THE VIRGINIA DIVISION MEET.

RACES POSTPONED TO SEPT. 16.

The division meet of Virginia was held at Norfolk, Va., August 26 and 27, under the auspices of the Norfolk Club, and it was my happy privilege to be present.

The Virginia Division labors under the disadvantage of being few in numbers, but they make up for this by their enthusiasm. I heard complaints that owing to the hot suns of summer they kept up too slow a gait upon the road, but I did not find it so. I started out with Mr. A. A. O'Neill for a ten-mile spin over the shell roads, and with him setting the pace we covered what my cyclometer showed was over thirteen miles, in little over an hour, and under a broiling sun. I did not discover until afterwards that I had been riding behind the State champion of Virginia.

SUNDAY, AUGUST 25,

began bringing the visitors, large delegations from Baltimore and Washington being among the number. Impromptu runs to Ocean View, Kempsville, etc., were taken, while some of the wheelmen attended divine service.

Monday opened with threatening skies and an occasional drizzling mist, but nothing serious came of it and the several runs were carried out. A large collection of ladies were among the gathering at the club house for the Portsmouth run, which had been called for 9 A. M., but did not get away for long afterward. Portsmouth's streets are all shell pike, affording fine riding (as, in fact, do all the roads throughout this section, with but one drawback—there is no coasting), and the visit to the Navy Yard, Naval Hospital and grounds, was an enjoyable one. An evening excursion to Old Point, with supper and dancing, wound up the day, and a tired set were the members of the committee when they sought their beds, where, truth compels me to add, the wail of the plaintive mosquito *did not* enhance the pleasures of the downy couch.

Alas the rainy drizzle and clouds of Sunday had settled down to business and by Monday morning it was raining at such a rate that the parade had to be abandoned. The hopeful hoped that it would "clear in afternoon" for the races, but "ah me," it rained harder and the whole thing had to be postponed until Sept. 16.

If ever you get to Norfolk take your mount with you and hunt up the wheelmen, or if you can't take it with you you will be provided with one, for whole-souled fellows are they, and full to the brim of genuine Southern hospitality. Among so many I can scarcely name all, but thanks are especially due Chief Consul White and Mr. A. A. O'Neill.

Norfolk, August 27, 1889.

EASTERN CONNECTICUT—ROUTE GIVEN.

For the benefit of any wheelman who may contemplate touring through Eastern Connecticut, we would submit the following:

From Plainfield on the south to Putnam, following the Green Hollow road to Danielsonville, 9 miles, to Dayville, 12 1-2 miles, to Putnam via Alexander's Lake 18 miles, is fair riding after rains, some of it is fine.

Any attempt to go across country from Hartford to Providence will be productive of very severe experience. The best route from Hartford to Providence is still no route at all, on account of the tremendous hills which abound and the primative state in which the roads are left from one year to another. These small mountains occur something like one to the mile, and you plod up one only to see your road ascending tortuously another, seemingly higher hill, across the valley. In all seriousness, because we love a gentle speech and serenity of thought: "because we love the brethern;" do not attempt to cross Eastern Connecticut or the adjacent portions of Rhode Island en route to Providence or *vice versa*, Providence to Hartford.

We remember advising two tourists from Holyoke, Mass., no to attempt the road from this place to Providence, twenty-eight miles. They took not our advice, however, and we piloted them out over the hills to the eastward at the gray hour of five, on an August morn. That evening the Providence stage driver told us he had seen two wheelmen about eight miles from the city at 2 o'clock, P. M. They were pushing wheels through the sand. When we parted that morning the two gentlemen promised to write us what they thought of the road; but we have waited patiently now these dozen moons and no word comes. Perhaps one of those tramps will see this. If either of them would send us word that he is still in the land of the living, we would be greatly pleased.

Any inquiries concerning the roads in our section, will be answered with pleasure.

ARTHUR ALLEN DEAN,
Consul, Danielsonville, Ct.

HE WANTS NIAGARA ALSO.

Editor Bicycling World: I read and enjoy your paper each week, and am glad to see Niagara Falls being advanced for the L. A. W. meet of 1890.

I think the meets have been held long enough in large cities. Now let us have one at America's greatest resort. Nature's stupendous masterpiece, a spot that brings admirers from all parts of the world. A spot whose awful grandeur can never be told by tongue or pen. The climate is beautiful, the location is central and easily reached.

Frequent trains to Buffalo, with 60 miles of asphalt pavement. Boats twice daily to Toronto, and Rochester near by. There is a track at Niagara which has frequently been used for bicycle races. Wheelmen love nature; surely they will say this is the happiest nomination yet. L. A. W. 15642.

COMING EVENTS.

AT NEW YORK, Sept. 13 and 14.—All arrangements have been completed and now nothing remains for the programme as printed in our former issues to be carried out. The biggest theatre party that has ever been given in New York will be the one participated in by the New York State Division next week. For this event the entire Broadway Theatre has been taken and many special features have been added to the "Oolah" by its star and owner, Francis Wilson, who by the by, is himself a member of the division. The New York Club alone have taken one hundred seats, each one of which will be occupied by a uniformed member of the organization, and Brooklyn is coming over in a perfect blaze of glory. It will be a long remembered event by all who participate in it. The committee of arrangements who have in charge the outlining of the programme of the State Division meet, have, after due discussion, come to the conclusion to have a parade. At one time this week it looked as if the parade part would be abandoned, but the edict has gone forth, and a parade there will be.

AT NEW ORLEANS, LA.—The meeting of the Louisiana Division of the League of American Wheelmen will be held at New Orleans on Sept. 14. Following are the events: One mile, novice; one mile dash, open; two mile, L. A. W. National championship; half mile, boys' race; one mile, safety race; one mile, dash open to members of the Louisiana Division of the L. A. W.; half mile ride and run race; one mile, tandem tricycle; one mile, club championship of the Louisiana Cycling Club; one mile, club championship of the New Orleans Bicycle Club; two half-mile lap race; half-mile consolation race. The entrance fee for each event is fifty cents, and should be sent to R. P. Randall, 54 Barone street, New Orleans, La.

AT FORT EDWARD, N. Y.—The Fort Edward Bicycle Club will hold a tournament Sept. 12, in connection with the Washington County Fair then in progress. L. A. W. Rules to govern. The events will be one-half mile, for all classes of safety wheels, open to all amateurs; one mile championship, open to all amateurs in Washington, Warren and Saratoga counties; entrance fee fifty cents. One hundred yards slow race, open to all bicycles. All wheelmen are invited to participate. Badges for admission and full particulars as to races, entrance, etc., furnished by applying to Clayton Smith, President of Fort Edward Bicycle Club.

AT PEORIA, ILL.—The Peoria Bicycle Club will give a race meet on October 4 and 5, a complete programme of which will be found on page 529. For particulars and entry blanks apply to F. H. Bush, Peoria, Ill.

AT DETROIT, MICH.—Under the auspices of the Detroit Athletic Club, a race meet will be held September 21. We especially call attention of our readers to the advertisement on page 508. Address C. Lightner, 24 Compan Building, Detroit, Mich., for particulars and entry blanks.

The meeting will begin on Friday, Sept. 20, at Ypsilanti, thence to Detroit on Saturday. Racing men will find every convenience at the club-house for the accommodation of "wheels." Bath-room and plunge will be open to racing men; the entire club-house, with its fine gymnasium, billiard and reading rooms, its eight acres of grounds, including one quarter mile track, base ball diamond, tennis courts, cricket and football grounds, will be on that day for the exclusive use of the wheelmen. The track is a quarter mile of cinder and clay and is being put in the best of condition. On the day of the races the track will be one of the fastest in the country. We know this is always claimed by all the clubs giving races, but come and see the track and judge for yourself. The grand stand will accommodate 2500. Do not let this opportunity for a gala day pass by without being here. Come, and bring your friends Bring your L. A. W. ticket. Special excursion rates on all railroads.

AT NICHOLSVILLE, ILL.—Just before going to press we received a programme of races to be held at above place on September 9th. There are eight races on the programme, no entrance fee charged, and entries can be made up to 12 M. the day of the race. Delay in notifying us is cause for brevity of this notice.

AT CARTHAGE, ILL.—The Hancock County, Ill., Agricultural Board offer prizes for the two following bicycle races, to be run at their fair in Carthage, Ill., September 9 to 13, inclusive: One-mile county, one-mile open heat race. Entrance to first event 25 cents, second event 50 cents. On receipt of entry a season ticket to grounds will be issued. Entries close at noon on day of race. Entries can be made by addressing O. F. Berry, Secretary of the Fair Board, Carthage, Ill.

POSTPONEMENT—The Kings County, N. Y., 25 mile club handicap is postponed until election day, owing to their members being entered in so many races at the meets in the interim.

AT WORCESTER, MASS.—All the arrangements have been completed for the coming tournament under the auspices of the Bay State Bicycle Club, Sept. 14, and an "old time" Worcester race meet will be the result. The entries for the handicaps are to close September 7th instead of the 10th as in the other races. The official handicapper, E. P. Burnham, of Newton, will have to be notified seven days before the races, and the entries must be in by that time.

Other prizes announced are by the Pope Mfg. Co., elegant cup; Clark, Sawyer & Co., elegant parlor lamp; Hill & Tolman, 77 character World Typewriter; Hermann Lurke, silver cup; Dresser & Co., 38 bracket banjo; Holbrook & Dyer, fine pair patent leather shoes.

AT BINGHAMTON, N. Y.—Racing men from all over the country as well as from Central New York are looking forward to the races to be held at Binghamton Wednesday and Thursday next, Septemper 11 and 12. They will be the finest list of events ever run in Central New York. The Hotel Bennett is the headquarters, and E. H. Towle is the Secretary. Go to Binghamton and see some good sport.

PORTLAND, ME., will be the scene of the next Maine Division meet. Special rates at hotel and on the local roads will be obtained. The races will be held at Presumpscott Park. There will be a race for the League championship of the State, a three-mile race, a safety race, and several others. Among the races will be a boy's race, open to all. The date has not been positively settled as yet, but it will occur in the neighborhood of Sept. 20. A great deal of interest is felt in these races, and a large attendance and numerous entries will be the result. Chief Consul Dow of Portland, has the matter in hand, and the wheelman can rest assured that nothing for their comfort and convenience will be forgotten.

POSTPONEMENT—On account of rain, the races which were to be held at Norfolk, Va., last week, have been postponed until Sept. 16th.

AT YPSILANTI, MICH., Sept. 20—The L. A. W. Division of Michigan will hold a meet and tournament at Ypsilanti, Sept. 20, and below we give programme. At 11 A. M., hill-climbing contest. Gold and silver medals for first and second prize, third prize not decided; entrance fee, $1.00. Then 28 1-2 miles handicap road race to Ann Arbor and return; gold and silver medals, 1st and 2d prize, 3d and 4th prize not decided. Also a gold medal for the fastest time; entrance, $2.00 After dinner and at 2 P. M. grand parade to the track at which place the following events will take place: One mile open, ordinaries, one mile open, safeties, half mile tandem bicycle, fancy and trick riding, open to safeties and ordinaries, slow race, match race between two Ypsilanti 12 years old, grand lantern and dress parade headed by a band of music; entrance fees to above, $1.00, except slow race, which is 50 cents. Prizes, medals. Address G. H. Bogardus, Ypsilanti, Mich., for particulars and entry blanks.

Send to **WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.**

AT TORONTO, CANADA—Oct. 21 to 26—A grand bicycle tournament will be held at above place and on above dates in which $1200 in prizes will be given. A professional 72 hours' race will be given, in which $950 cash prizes will be distributed: $500 to first, $300 to second and $150 to third; entrance fee to this is $25 and 12.50 must accompany entry, and $12.50 before starting. This fee of $25 will be returned to winner in case he breaks the 72 hour indoor record. The start will be Monday, October 21, and the finish to be at 10 o'clock each evening. These cash prizes, $950, it is stated, has been deposited with the proprietors of the Toronto *Daily Globe*. It is also imperative that all contestants (in the seventy-two hour contest) to participate in the above mentioned cash prizes must cover not less than six hundred miles in the seventy-two hours. The right is reserved to withdraw the above deposit of nine hundred and fifty dollars, if the entries for the seventy-two hour contest do not reach ten by October 3d, 1889, and to return all entrance money received for the seventy-two hour contest. During the week a series of one, two, three, five and ten mile races for gentlemen, together with one and two mile bicycle and tricycle races for ladies, with several minor events for children will take place for cups and medals, open to amateurs only. Entrance fee for each amateur event, $1.00 To be mailed to F. W. Coulson, P. O. Box 266, Toronto, Can., on or before Oct. 14, 1889, so as to give sufficient time for preparation of official programme.

F. W. COULSON, Hon. Sec.-Treas.,
P. O. Box 266, Toronto, Canada.

AT PEORIA, Ill., Oct. 4 and 5.—As stated last week we present a partial list of events and the prizes. There are three prizes for each race and in some cases four prizes. The week of the tournament is that of the Great St. Louis Fair, Veiled Prophets, etc., which can be attended the first of the week if desired, when Peoria can be reached by boat after a charming ride up the Mississippi and Illinois Rivers, 150 miles, or by rail in a few hours. First day—1 mile novice, 1-2 mile dash State championship, 2 mile safety handicap, 1 mile 3.10 class, 5 mile Illinois Division championship, 1 mile, Peoria bicycle club, 2 mile handicap, 3 mile team lap race. Second day—1 mile boys under 16, 1 mile, open, 2 mile, 6.10 class, 2 mile tandem, 1 mile safety, open, 1 mile handicap, 10 mile scratch, 1 mile consolation. The partial list of prizes are: $200 Columbia Tandem bicycle, donated by Pope Manufacturing Co. and Rouse, Hazard & Co.; $125 Victor Bicycle, donated by Overman Wheel Co.; $105 Champion Bicycle, donated by Gormully & Jeffery Manufacturing Co: $90 Full Ball Crescent Safety, donated by Western Toy Co.; $25 Pope Manufacturing Co. silver cup; $60 Vineyard Bicycle; $40 office or library desk; $25 banjo, $10 full dress suit; gold watch; $20 combination toilet case; $25 pair mahogany vases; $50 two Illinois State Division prizes; gold medal; field glass; Knox silk hat; 2 fine silk umbrellas; fine travelling bag; fine piano lamp; $30 rug; 3 fine carving sets; fine set of books; piece Italian statuary; fine pipe. For further information and entry blanks address H. G. Rouse, care Rouse, Hazard & Co., Peoria, Ill.

AT CARLISLE, PA—Races will be given October 8 and 9, at the above place, under the auspices of the Cumberland Co. Agricultural Society. The events are as follows: Club team, $2 per club. First day—One-mile novice; one-mile open; three-mile lap; half-mile bicycle, hands off, Cumberland County Wheelmen only; two-mile 6.20 class; two-mile handicap; one-mile safety tandem; two-mile club team race. Second day—one-mile handicap; two-mile open; two-mile safety; ten-mile open; two-mile bicycle, Cumberland County Wheelmen only; half-mile bicycle open; two-mile tandem safety. L. A. W. rules will govern. Entries close September 30 with Jno. E. Steel, Carlisle, Pa.; entrance fee, $1. Gold and silver medals to first and second in each event. Address as above.

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.)

AT HARTFORD, CT.—Sept. 2.—Track.—The Hartford Wheel Club certainly should congratulate themselves on the fact that the Hartford public have still a strong liking for good amateur racing, as fully 5,000 people witnessed the opening day races at Charter Oak Park. There is not a race manager in the country but can get points from the Hartford Wheel Club as to how to run a tournament, and there is not a man in that club who knows more how to do things than "good old" Joe Goodman. The Hartford tournaments have a splendid world-wide reputation, and justly so. We give below the results of the first day's races: One mile novice, C. H. Wood, (1); H. A. King, (2); time, 3.05 1-2. One mile State L. A. W. championship, H. G. Cornell, (1); F. A. Clark, (2); F. F. Ives, (3); time, 2.52 1-2. One mile novice safety, (no wheel under 35 1-2)—Hayland Smith, (1); D. C. Shea, (2); D. A. Ross, (3); time, 2.52 3-4 Two mile tandem safety, W. D. and A. C. Banker, (1); A. P. Benson and W. S. Doane, (2); E. A. and E. W. Bailey, (3); time, 5.40. One mile open. In this event there were 16 starters, among whom were F. F. Ives, P. S. Brown, L. Forster, J. W. Schoefer, A. C. Banker and H. Hall, Jr. The race was won by W. S. Campbell of Niagara Falls, with F. F. Ives of Meriden 2nd, and Wm. Schumacher 3rd. The time was 2.43 3-4. One mile, three-minute class. This also brought out a large field of starters, 12 in number, and was won by H. G. Crowell, with L. L. Clark second, and F. A. Delabarre third. Time 2.50 1-2. Three mile National L. A. W. safety championship. This race was won by W. D. Banker with E. A. Bailey, (2); A. P. Benson, (3); time, 9.41 1-2. As a time limit of 9m. had been put on the race it was declared off, and will be run over on the second day. Two mile handicap brought out 18 starters, and luckily the track was broad. There were only two scratch men, A. C. Banker and F. F. Ives. The result was, A. A. Zimmerman, 150 yards (1); F. F. Ives, scratch (2); P. J. Berlo, 75 yards (3); time, 5.26 1-4. Ives, from scratch finished second in 5.27 1-4, which is record for 2 miles on that track. One mile safety handicap, Columbia Club, G. R. Secor, 100 yds. (1); F. F. Ellwood, 100 yds. (2); Geo. Smart, scratch (3); time, 2.54 1-2. (From scratch 2.59.) One mile safety. E. A. Bailey, (1); W. D. Banker, (2); W. Harding, (3); time, 2.48 1-2. One mile Conn. Club's Team race. F. F. Ives, J. E. Brainard, L. A. Miller, Meridan Club, 11 points (1); L. Forster, H. G. Connell, G. C. Dresser, Hartford Club, 10 points (2); time, for winners, (Ives) 3.52 1-4. The time in all races except the last one and the National L. A. W. Championship was good in every case. The "old timers" did not show up as well as might have been expected. Taken all in all it was a most delightful afternoon's sport, and has sharpened the appetite for "more" to-morrow.

THE second days racing at Hartford attracted almost as large a crowd as did the events on Labor Day, there being nearly 5,000 people on the grounds. Some excellent sport was enjoyed and the spectators were entertained by a few exhibitions of record breaking. In the one-mile tandem safety handicap, A. C. and W. D. Banker of New York, who finished second, made the full mile in 2m. 37s., beating the American record. In the mile safety race Hendee made up for yesterday's defeat by winning by 20 yards in 2m. 41 1-4s., beating the record by 5 3-4s. The third quarter of the three-mile safety race was run by W. D. Banker, of New York, in 35 1-4s. Following is the record of the events:

One mil safety handicap. First heat, W. Van Wagoner, at scratch (1); A. P. Benson, 75 yds. (2); W. Harding, 50 yds. (3); time, 2.46. Second heat, W. D. Banker, scratch (1); H. Smith, scratch (2); Geo. Hendee, scratch (3); time, 2.53. Final heat, G. M. Hendee, scratch (1); W. Harding, 75 yds. (2); A. P. Benson, 75 yds. (3); time, 2.41 1-4. This was a splendid race and the time made by Hendee, 2.41 1-4, is American record for mile safety bicycle. One mile handicap heats. First heat, Mont Scott, 75 yds. (1); Isaac Hinds, 150 yds. (2); L. Forster, 50 yds. (3); winner's time, 2.41; scratch man's time, (Ives), 2.45. Second heat, L. L. Clarke, 75 yds. (1); G. M. Worden, 200 yds. (2); L. A. Miller, 50 yds. (3); winner's time, 2.39; scratch man's time (A. C. Banker), 2.51 1-2. Third heat, E. R. Faxon, 200 yds. (1); F. A. Delabarre, 75 yds. (2); F. A. Clarke, 25 yds. (3); winner's time, 2.43 1-2; scratch man's time (Zimmermann), 2.48 1-2. Fourth heat, E. Dauchey, 100 yds. (1); T. W. Roberts, 75 yds. (2); C. H. Weld, 100 yds. (3); winners time, 2.42 1-2; scratch man's time, (Schumacher), 2.45 1-2. Final heat, G. M Worden, 200 yds. (1); F. A. Delabarre, 50 yds. (2); E. Dauchey, 50 yds. (3); winner's time,

2.34 3-4; scratch man's time (L. L. Clarke), 2.43 3-4. One mile State L. A. W. champion safety, Wm. Harding, (1); D. C. Shea, (2); Geo. A. Pickett, (3) time, 2.59 1-4. One mile Hartford Wheel Club handicap, E. Dauchey, 75 yards, 1; C. H. Wood, 125 yards, 2; L. Forster, scratch, 3. Winner's time, 2.43 1-2; scratch man's time (Foster), 2.49 3-4. One mile, 3.20 class, Wm Schumacher, 1; A. P. Benson, 2; H. Scott. 3. Time, 2.56 1-2. Five mile lap (11 starters): F. F. Ives, 10 points, 1; P. J. Berlo, 8 points, 2; Mont Scott, 4 points, 3. Time, 16.09. One mile handicap, tandem safety, H. C. Backus and G. A. Fickett, 150 yards, 1; W. D. and A. C. Banker, scratch, 2. Time of winners, 2.31; scratch men's time (Banker brothers), 2.37, which is the American time for one mile tandem bicycle. One mile, 2.50 class, L. Forster, 1; G. M. Worden, 2; F. A. Delabarre, 3. Time, 2.53 1-2. One mile consolation, W. G. F. Clark, 1; S. B. Bowman, 2; I. W. Roberts, 3 Time, 2.50 1-2. Three mile safety L. A. W. championship—This was the race No. 7 declared off on the first day because it was not run in the time limit of 9. On the second attempt a time limit of 9.15 was placed and again they failed to make the time as the following shows: G. M. Hendee, 1; E. A. Bailey, 2; W. D. Banker, 3. Time, 10.24 1-2. Declared off. With the above solitary exception the events were all well contested and the Hartford tournament of 1889 is closed with results the projectors must feel proud of. The races were well run and managed, and we are glad to believe that the enterprise of the Hartford Wheel Club has been repaid by a good fat cash balance on the right side of the ledger.

AT BOSTON, Sept. 2.—Franklin Park was the scene of some races on Labor Day. In each of the events two prizes were awarded. For the first, gold medals and for the second silver medals. Following is a list of the events and winners: One mile safety bicycle, F. W. Fisher, 1; C. T. Merrill, 2; time 2.45. One mile bicycle, for pupils of the public schools: W. Clark, 1; Daniel Connolly, 2; time, 2.40. One mile, ordinary, James Clark, 1; A. H. Morse, 2; time, 2.35. One mile, tricycles, T. Rothe, 1; Victor E. Means, 2; time, 2.45.

AT ALBANY, N. Y, August 31.—Track.—The third annual tournament of the Albany Wheelmen was successfully carried out on the Ridgefield grounds last Saturday. A good field of entries and capital races gave the 1200 spectators a splendid afternoon's sport. That the ladies of Albany enjoy a bicycle meet was evinced by the fact that nearly half the spectators were of the gentler sex. The track was in very good condition and the time made was fair. The events were: One-mile novice, E. Van Benschoten (1), Jno. A. Becker (2); time, 3.12 1-5. One-mile open, W. S. Campbell (1), Jno. W. Shoefer (2): time, 2.56. One-mile Star Club, E. E. Irving (1), Geo. Merrihew (2); time, 3.10 2-5. Two-mile L. A W. State championship, W. S. Campbell (1), Jno. Van Benschoten (2); time, 6.37. One-mile team, A. C. Banker, L. L. Clarke, Jno. W. Shoefer, Berkeley A. A., 45 points (1); T. W. Roberts, Elias Van Benschoten, Jno. Van Benschoten, Poughkeepsie Club, 18 points; A. C. Banker's time, 2.59 1-5. One-third-mile safety, W. D. Banker (1), E. A. Bailey (2); time, 54 3-58. One-mile club championship, F. A. Shields (1), E. E. Irving (2); time, 3.04. One-mile tandem bike, E. A. and E. W. Bailey (1), R. H. Robe and M. C. Furhmann (2); time, 2 52 2-5 (A. C. and W. D. Banker started but machine broke and so let them out of it). Two-mile handicap, J. W. Schoefer, 35 yards (1); W. S. Campbell, 20 yards (2); time, 6.02 1-5; a very close finish. One-third-mile consolation, L. L. Clarke (1), Jno. Van Benschoten (2): time, 53 3-58. [Did not both these men win prizes in the team race?—Ed.]

In the State L. A. W. championship race F. B. Hesse took a very bad header, and for a time was unconscious. A. C. Banker was close behind, and in trying to avoid Hesse he lost control of his wheel and dashed into an apple tree. A few bruises and loss of all chances for a place were the only results to Mr. Banker.

AT NEW ROCHELLE, N. Y., Sept. 2.—Road—The Westchester County Wheelman's race was run on the Larchmont Pike from New Rochelle to Rye and return, 15 miles. Prize, silver shaving set. Road poor; twelve starters out of 25 entries, numerous local race meets interfering with the W. C. W. in getting a larger number of starters. The starters were: Eugene Valentine, W. C. W., scratch; B. C. Lockwood, Yonkers B. C., 2 minutes; G. Burnham, Yonkers B. C., 4 minutes; J. Sturgiss, W. C. W., 5 minutes: S. Fuller, W. C. W., 5 minutes: Kellogg, Marsden, Hoyt, Kroebler, Dick, Yonkers B. C., 5 minutes; C. Le Count, 7 minutes; J. Abrahamson, W. C W., 8 minutes. There was no one in the race from the start but Lockwood, who finished an easy winner in 1h. 1m. 1-4 sec. Valentine second, 1h. 4m. 3-4 sec; Fuller third, 1h. 17m. 1-2 sec. The people in the neghborhood all thought Valentine would prove an easy winner and were much astonished at Lockwood's easy win. A challenge race between Yonkers B. C. and W. C. W. is likely to result.

AT ST. LOUIS, MO., Aug. 31.—Track—The annual race meeting of the St. Louis Bicycle Track Association came off duly as announced on Saturday, Aug. 31, in the presence of 1,500 spectators, among whom were a large number of ladies. Just before the start of the races a slight shower fell, necessitating a delay of about fifteen minutes for the track to dry, and after six of the events had been run one of the heaviest rains of the season fell, causing the postponement of the balance of the programme until next week. This is the third time Jupiter Pluvius has played havoc with the arrangements and in addition spoiled many of the beautiful toilets of the ladies, worn in honor of the occasion. The track was in fine condition had it not been for the rain. The events, as far as run, resulted as follows: 1. One mile novice, resulted in a big surprise for the parties who claimed to know it all. L. D. Cabaune (1), G. F. Peckham (2), W. B. Hassard (3). Time, 3 m. 14 2-5 sec. 2. Three mile match race, Ring vs. Harding. This was one of the most important races of the day. The pace was a waiting one until the last lap when both men put on their best spurt, Harding winning the event in 10m. 40 3-5 sec. 3. Half mile dash—This race was one of the most exciting of the day, and was anybody's until the last lap, when Tuttle put on a terrific spurt, closely followed by Barnard and Lumsden (and was won by Tuttle in 1 min. 25 2-5 secs.), and Lumsden close up in the order named. A claim of foul being allowed, caused by Barnard running Lumsden wide, the latter was given second place. 4. One mile, open—All of the St. Louis entries backed out of this race but Hurck, and it proved to be a hard tussle between Lumsden and Tuttle. A. E. Lumsden won in grand style, with Tuttle and Hurck following in the order named. Time, 1 m. 21 2-5 sec. 5. One mile safety handicap—The handicapping was very fine and time creditable was made. Jno. Hurck, 30 yards, after a hard struggle and close finish won the event, with Frank Fanning, 40 yards, second; Ronie O'Connell, 15 yards, third. Time, 3 m. 6 2-5 sec. 6. One mile Missouri Division championship—This race brought out a large field of starters, Richard Hurck leading for 3 1-2 laps when he was passed by E. Barnard, who won hands down. Richard Hurck, second; A. G. Harding, third. Time, 3 m. 17 2-5 sec. The case with which Barnard spurted away from the field proved him to be the fastest man in the State. Harry Gordon here gave a beautiful exhibition of fancy and trick riding, and was loudly applauded by the audience. Some of his tricks were marvelous and easily proclaimed him the Western champion at this business. Just as the bell sounded for the two mile lap race, the flood gates of Heaven were let loose and such rain has not been here for many a day. In spite of the drains, the water covered the track to the depth of four inches in places, and after waiting for half an hour the events were postponed until to-day on account of the visitors, who were unable to stay over longer, but as the rain is still falling at this writing they will be again postpored to some day during the week. The audience was an exceedingly good-natured one, and in spite of the fact that some of the ladies were drenched to the skin, not one word of complaint was heard. An excellent band of music was present and aided materially to make the affair all the more pleasant.

AT TAUNTON, MASS., Sept. 2.—Twenty-mile match race.—The match race between W. Van Wagoner of Newport and E. C. Anthony of Taunton for a $100 gold medal came off on Monday last, and resulted in a clean victory for Anthony. The race was scored by points, winner of the fifth mile counting one point, the tenth mile one, and of the twentieth mile one point. Messrs. Rogers, Perkins and Haskell acted as judges. Van Wagoner took the lead and held it to the last of the fifth mile, when Anthony made a magnificent spurt, scoring the first point, time 17m 32s. Anthony then resumed his former tactics, but again on entering the home-stretch of the tenth mile spurted ahead and crossed the tape before Van. Van Wagoner then gave up. Time for 10 miles, 33m. 53s. Anthony finished the 20 miles in 1h. 9m. 12s. A large amount of money changed hands on the result.

AT CHICAGO, August 27.—The fourth of the Illinois Club road races was run Tuesday evening last, over the Fortieth street course, nine miles, with the following result: Simmons, 3m. handicap, first, time, 30m. 56s.; Dole, 1m. 45s. handicap, second, time, 30m. 13s; Knisely, third, 3m. 15s handicap, time, 31m. 28s.

September 31.—Kohler, of the Æolus Club, won the two-mile handicap race, at the Wanderers' athletic games, Saturday; Arthur, of the Illinois Club, second.

AT BROWNSVILLE, PA., Aug. 28.—Following is report of races held at Brownsville, Pa., under auspices of Brownsville Cycle Club, Wednesday, Aug. 28, '89: Half mile novice, Arthur L. Banker, Pittsburg, 1st, 1.34; C. J. Isler, Brownsville, 2d, 1.34 2-5. One mile lap—W. D. Banker, Pittsburg, 1st, 3.12 2-5; George A. Banker, 2d. Half mile 1.35 class—John A. Caughy, 1st, 1.36 1-5; N. N. Madera, Brownsville, 2d, 1.37. One mile safety handicap—W. D. Banker, scratch, 1st, 3.06 4-5; H. F. Acker, Pittsburg, 160 yds., 2d. Half mile open—George A. Banker, 1st, 1.33 1-5; M. Killmer, Reading, 2d, 1.33 2-5. One mile 3.20 class—Arthur L. Banker, 1st, 3.19; John A. Caughy, 2d, 3 19 3-5. Two mile handicap—W. D. Banker, scratch, 1st, 6 43 1-5; M. Killmer, 155 yds., 2d, 6.43 2-5. Half mile horse vs. bicycle—C. J. Isler, bicycle, 1st, 1.39; A. M. Thompson, Brownsville, 1.40.

AT McKEESPORT, PA., August 29.—Track.—A more successful event than the opening bicycle tournament of the bicycle club could not be desired than that of to-day. There were 100 bicyclists present, and the city was alive with excitement. The attendance at the races was the largest ever seen at the driving park, over 1500 being in attendance. The hill-climbing contest, in which there were 50 entries, was won by W. W. Taxis, of Philadelphia, in 2.20, being 30 seconds ahead of M. Kilmer, of Reading. One-mile novice was won by A. L. Banker, in 2.49; J. A. Caughey second, and A. C. Smith third; this race was protested on the ground that Caughey and Banker had won prizes at Brownsville the day before. One-mile open, W. W. Taxis (1). W. D. Banker (2). M. Kilmer (3); time, 2.56 3-4. Half-mile safety, W. W. Taxis (1), W. D. Banker (2); time, 1.25 1-2. One-mile 3.20 class, George Banker (1), M. Kilmer (2), A. C. Smith (3); time, 2.52 1-2. Half-mile open, W. W. Taxis (1), W. D. Banker (2); time, 1.28. One-mile, boys under 16 years, J. M Hizrot (1), H. Van Kirk (2), Sam Leek (3); time, 3 27. Half-mile 1.35 class, A. L. Banker (1), J. A. Caughey (2); time, 1.21 2-5. Two-mile handicap, Geo. A. Banker, 215 yards (1); A. C. Smith, 250 yards (2); W. W. Taxis, scratch (3); time, 5.41 4-5. Half-mile club championship, J A. Caughey (1), A. C. Smith (2); time, 1.28 3-5. One-mile consolation, H. A. Davis (1), Sam Leek (2); no time. [Why was Leek allowed to start? He won a prize in the boys' race—Ed.] The track on which these races took place is a half-mile (?) horse track, and is very short. I tried last night and this morning to find out how short the track is, but the engineer is out of town.

AT PASSAIC, N. J.,—Aug. 31.—Track.—The Passaic City Wheeling and Athletic Association held their first annual athletic games yesterday afternoon on the three-quarter mile horse-racing track at Clifton, N. J. A large gathering of spectators were present. The owner of the grounds said there were fully 3,000 spectators, simply judging by the horse-race crowds which are known to attend there. The conditions for fast racing were excellent, as the good time proves. The track was smooth, and the weather fine. The management was somewhat slow in putting the events through. The two mile team race brought out W. Schumacher, W. G. F. Class, and L. L. Clark, for the Berkeley A. C.—E. A. Powers, F. R. Miller and J. W. Judge for the Riverside Wheelmen, and W. E. Shuit, W. E. Clark and C. Blizzard for the P. C. W., and A. A. The race was taken by the Berkeley team with 18 points,—Riverside, (2); with 16 points, and the P. C. W. and A. A. 11 points. Schumacher finished first, and Class 2d, time 5.51. Three-quarter mile handicap, A. A. Zimmerman, 25 yds. (1); D. Oakes, 60 yds. (2); time, 1.57 2-5 One mile safety, W. F. Murphy, scratch (1): F. Brock, 100 yds. (2); time, 2.56 2-5. One and 1-2 mile handicap, P. C. W. and A. A. trophy. C. Blizzard, 90 yds. (1); W. E. Shuit, scratch (2); time, 4.33. One mile handicap, W. F. Murphy, 10 yds. (1); C. M. Murphy, 15 yds. (2): time, 2 37 3-5. One mile novice, G. Van Riper, (1): S. K. Hastings, (2): time, 2.56 3-5. If the measurement of track and the timing is correct, the time made in the above events are remarkably fast.

AT DANVERS, MASS., Sept. 2d.—Track.—One-mile novice race, J. Gibbs (1), A. H. Morse, (2): time, 3 20. One-mile Essex County championship for safety bicycles, Fred A. Wallace (1), R. H. Robson (2); time, 3.17 1-4. One-mile Essex County championship, Hugh Robson (1), A. T. Nugle (2). One-mile open tricycle race, R. H. Robson (1), M. W. Robson (2); time, 4.30. Two-mile open bicycle race, C. James Clark (1), Hugh Robson (2); time, 6 40. One-mile tandem open race, R. H. Robson and mate (1), W. A. Sillars and mate (2); time, 3.33 1-4. One-mile club race, Hugh Robson (1), J. T. Nagle (2); time, 3.15. One mile safety race, F. A. Wallace (1), A. W. Porter (2), time, 3.19. One-mile open race, C. James Clark (1), A. K. Pressey (2), M. Lenfest (3). One-mile safety record race, F. A. Wallace (1), A. W. Porter (2); time, 3 01 1-2.

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2.34 3-4; scratch man's time (L. L. Clarke), 2.43 3-4. One mile State L. A. W. champion safety, Wm. Harding, (1); D. C. Shea, (2); Geo. A. Pickett, (3) time, 2.59 1-4. One mile Hartford Wheel Club handicap, E. Dauchey, 75 yards, 1; C. H. Wood, 125 yards, 2; L. Forster, scratch, 3. Winner's time, 2.43 1-2; scratch man's time (Foster), 2.49 3-4. One mile, 3.20 class, Wm Schumacher, 1; A. P. Benson, 2; H. Scott. 3. Time, 2.56 1-2. Five mile lap (11 starters): F. F. Ives, 10 points, 1; P. J. Berlo, 8 points, 2; Mont Scott, 4 points, 3. Time, 16.09. One mile handicap, tandem safety, H. C. Backus and G. A. Fickett, 150 yards, 1; W. D. and A. C. Banker, scratch, 2. Time of winners, 2.31; scratch men's time (Banker brothers), 2.37, which is the American time for one mile tandem bicycle. One mile, 2.50 class, L. Forster, 1; G. M. Worden, 2; F. A. Delabarre, 3. Time, 2.53 1-2. One mile consolation, W. G. F. Clark, 1; S. B. Bowman, 2; I. W. Roberts, 3 Time, 2.50 1-2. Three mile safety L. A. W. championship—This was the race No. 7 declared off on the first day because it was not run in the time limit of 9. On the second attempt a time limit of 9.15 was placed and again they failed to make the time as the following shows: G. M. Hendee, 1; E. A. Bailey, 2; W. D. Banker, 3. Time, 10.24 1-2. Declared off. With the above solitary exception the events were all well contested and the Hartford tournament of 1889 is closed with results the projectors must feel proud of. The races were well run and managed, and we are glad to believe that the enterprise of the Hartford Wheel Club has been repaid by a good fat cash balance on the right side of the ledger.

AT BOSTON, Sept. 2.—Franklin Park was the scene of some races on Labor Day. In each of the events two prizes were awarded. For the first, gold medals and for the second silver medals. Following is a list of the events and winners: One mile safety bicycle, F. W. Fisher, 1; C. T. Merrill, 2; time 2.45. One mile bicycle, for pupils of the public schools: W. Clark, 1; Daniel Connolly, 2; time, 2.40. One mile, ordinary, James Clark, 1; A. H. Morse, 2; time, 2.35. One mile, tricycles, T. Rothe, 1; Victor E. Means, 2; time, 2.45.

AT ALBANY, N. Y, August 31.—Track.—The third annual tournament of the Albany Wheelmen was successfully carried out on the Ridgefield grounds last Saturday. A good field of entries and capital races gave the 1200 spectators a splendid afternoon's sport. That the ladies of Albany enjoy a bicycle meet was evinced by the fact that nearly half the spectators were of the gentler sex. The track was in very good condition and the time made was fair. The events were: One-mile novice, E. Van Benschoten (1), Jno. A. Becker (2); time, 3.12 1-5. One-mile open, W. S. Campbell (1), Jno. W. Shoefer (2): time, 2.56. One-mile Star Club, E. E. Irving (1). Geo. Merrihew (2); time, 3.10 2-5. Two-mile L. A. W. State championship, W. S. Campbell (1), Jno. Van Benschoten (2); time, 6.37. One-mile team, A. C. Banker, L. L. Clarke, Jno. W. Shoefer, Berkeley A. A., 45 points (1): T. W. Roberts, Elias Van Benschoten, Jno. Van Benschoten, Poughkeepsie Club, 18 points; A. C. Banker's time, 2.59 1-5. One-third-mile safety, W. D. Banker (1), E. A. Bailey (2); time, 54 3-5S. One-mile club championship, F. A. Shields (1), E. E. Irving (2); time, 3.04. One-mile tandem bike, E. A. and E. W. Bailey (1), R. H. Robe and M. C. Furhmann (2); time, 2 52 2-5 (A. C. and W. D. Banker started but machine broke and so let them out of it). Two-mile handicap, J. W. Schoefer, 35 yards (1); W. S. Campbell, 20 yards (2); time, 6.02 1-5; a very close finish. One-third-mile consolation, L. L. Clarke (1), Jno. Van Benschoten (2): time, 53 3-5S. [Did not both these men win prizes in the team race?—Ed.]

In the State L. A. W. championship race F. B. Hesse took a very bad header, and for a time was unconscious. A. C. Banker was close behind, and in trying to avoid Hesse he lost control of his wheel and dashed into an apple tree. A few bruises and loss of all chances for a place were the only results to Mr. Banker.

AT NEW ROCHELLE, N. Y., Sept. 2.—Road—The Westchester County Wheelman's race was run on the Larchmont Pike from New Rochelle to Rye and return, 15 miles. Prize, silver shaving set. Road poor; twelve starters out of 25 entries, numerous local race meets interfering with the W. C. W. in getting a larger number of starters. The starters were: Eugene Valentine, W. C. W., scratch; B. C. Lockwood, Yonkers B. C., 2 minutes; G. Burnham, Yonkers B. C., 4 minutes; J. Sturgiss, W. C. W., 5 minutes: S. Fuller, W. C. W., 5 minutes; Kellogg, Marsden, Hoyt, Kroebler, Dick, Yonkers B. C., 5 minutes; C. Le Count, 7 minutes; J. Abrahamson, W. C W., 8 minutes. There was no one in the race from the start but Lockwood, who finished an easy winner in 1h. 1m. 1-4 sec. Valentine second, 1h. 4m. 3-4 sec; Fuller third, 1h. 17m. 1-2 sec. The people in the neghborhood all thought Valentine would prove an easy winner and were much astonished at Lockwood's easy win. A challenge race between Yonkers B. C. and W. C. W. is likely to result.

AT ST. LOUIS, MO., Aug. 31.—Track—The annual race meeting of the St. Louis Bicycle Track Association came off duly as announced on Saturday, Aug. 31, in the presence of 1,500 spectators, among whom were a large number of ladies. Just before the start of the races a slight shower fell, necessitating a delay of about fifteen minutes for the track to dry, and after six of the events had been run one of the heaviest rains of the season fell, causing the postponement of the balance of the programme until next week. This is the third time Jupiter Pluvius has played havoc with the arrangements and in addition spoiled many of the beautiful toilets of the ladies, worn in honor of the occasion. The track was in fine condition had it not been for the rain. The events, as far as run, resulted as follows: 1. One mile novice, resulted in a big surprise for the parties who claimed to know it all. L. D. Cabaune (1), G. F. Peckham (2), W. B. Hassard (3). Time, 3 m. 14 2-5 sec. 2. Three mile match race, Ring vs. Harding. This was one of the most important races of the day. The pace was a waiting one until the last lap when both men put on their best spurt, Harding winning the event in 10m. 40 3-5 sec. 3. Half mile dash—This race was one of the most exciting of the day, and was anybody's until the last lap, when Tuttle put on a terrific spurt, closely followed by Barnard and Lumsden (and was won by Tuttle in 1 min. 25 2-5 secs.), and Lumsden close up in the order named. A claim of foul being allowed, caused by Barnard running Lumsden wide, the latter was given second place. 4. One mile, open—All of the St. Louis entries backed out of this race but Hurck, and it proved to be a hard tussle between Lumsden and Tuttle. A. E. Lumsden won in grand style, with Tuttle and Hurck following in the order named. Time, 1 m. 21 2-5 sec. 5. One mile safety handicap—The handicapping was very fine and time creditable was made. Jno. Hurck, 30 yards, after a hard struggle and close finish won the event, with Frank Fanning, 40 yards, second; Ronie O'Connell, 15 yards, third. Time, 3 m. 6 2-5 sec. 6. One mile Missouri Division championship—This race brought out a large field of starters, Richard Hurck leading for 3 1-2 laps when he was passed by E. Barnard, who won hands down. Richard Hurck, second; A. G. Harding, third. Time, 3 m. 17 2-5 sec. The ease with which Barnard spurted away from the field proved him to be the fastest man in the State. Harry Gordon here gave a beautiful exhibition of fancy and trick riding, and was loudly applauded by the audience. Some of his tricks were marvelous and easily proclaimed him the Western champion at this business. Just as the bell sounded for the two mile lap race, the flood gates of Heaven were let loose and such rain has not been here for many a day. In spite of the drains, the water covered the track to the depth of four inches in places, and after waiting for half an hour the events were postponed until to-day on account of the visitors, who were unable to stay over longer, but as the rain is still falling at this writing they will be again postponed to some day during the week. The audience was an exceedingly good-natured one, and in spite of the fact that some of the ladies were drenched to the skin, not one word of complaint was heard. An excellent band of music was present and aided materially to make the affair all the more pleasant.

AT TAUNTON, MASS., Sept. 2.—Twenty-mile match race.—The match race between W. Van Wagoner of Newport and E. C. Anthony of Taunton for a $100 gold medal came off on Monday last, and resulted in a clean victory for Anthony. The race was scored by points, winner of the fifth mile counting one point, the tenth mile one, and of the twentieth mile one point. Messrs. Rogers, Perkins and Haskell acted as judges. Van Wagoner took the lead and held it to the last of the fifth mile, when Anthony made a magnificent spurt, scoring the first point, time 17m 32s. Anthony then resumed his former tactics, but again on entering the home-stretch of the tenth mile spurted ahead and crossed the tape before Van. Van Wagoner then gave up. Time for 10 miles, 33m. 53s. Anthony finished the 20 miles in 1h. 9m. 12s. A large amount of money changed hands on the result.

AT CHICAGO, August 27.—The fourth of the Illinois Club road races was run Tuesday evening last, over the Fortieth street course, nine miles, with the following result: Simmons, 3m. handicap, first, time, 30m. 56s.; Dole, 1m. 45s. handicap, second, time, 30m. 13S; Knisely, third, 3m. 15s handicap, time, 31m. 28s.

September 31.—Kohler, of the Æolus Club, won the two-mile handicap race, at the Wanderers' athletic games, Saturday; Arthur, of the Illinois Club, second.

AT BROWNSVILLE, PA., Aug. 28.—Following is report of races held at Brownsville, Pa., under auspices of Brownsville Cycle Club, Wednesday, Aug. 28, '89: Half mile novice, Arthur L. Banker, Pittsburg, 1st, 1.34; C. J. Isler, Brownsville, 2d, 1.34 2-5. One mile lap—W. D. Banker, Pittsburg, 1st, 3.12 2-5; George A. Banker, 2d. Half mile 1.35 class—John A. Caughy, 1st, 1.36 1-5; N. N. Madera, Brownsville, 2d, 1.37. One mile safety handicap—W. D. Banker, scratch, 1st, 3.06 4-5; H. F. Acker, Pittsburg, 160 yds., 2d. Half mile open—George A. Banker, 1st, 1.33 1-5; M. Killmer, Reading, 2d, 1.33 2-5. One mile 3.20 class—Arthur L. Banker, 1st, 3.19; John A. Caughy, 2d, 3 19 3-5. Two mile handicap—W. D. Banker, scratch, 1st, 6 43 1-5; M. Killmer, 155 yds., 2d, 6.43 2-5. Half mile horse vs. bicycle—C. J. Isler, bicycle, 1st, 1.39; A. M. Thompson, Brownsville, 1.40.

AT McKEESPORT, PA., August 29.—Track.—A more successful event than the opening bicycle tournament of the bicycle club could not be desired than that of to-day. There were 100 bicyclists present, and the city was alive with excitement. The attendance at the races was the largest ever seen at the driving park, over 1500 being in attendance. The hill-climbing contest, in which there were 50 entries, was won by W. W. Taxis, of Philadelphia, in 2.20, being 30 seconds ahead of M. Kilmer, of Reading. One-mile novice was won by A. L. Banker, in 2.49; J. A. Caughey second, and A. C. Smith third; this race was protested on the ground that Caughey and Banker had won prizes at Brownsville the day before. One-mile open, W. W. Taxis (1), W. D. Banker (2), M. Kilmer (3); time, 2.56.3-4. Half-mile safety, W. W. Taxis (1), W. D. Banker (2): time, 1.25 1-2. One-mile 3.20 class, George Banker (1), M. Kilmer (2), A. C. Smith (3): time, 2.52 1-2. Half-mile open, W. W. Taxis (1), W. D. Banker (2); time, 1.28. One-mile, boys under 16 years, J. M. Hizrot (1), H. Van Kirk (2), Sam Leek (3); time, 3 27. Half-mile 1.35 class, A. L. Banker (1), J. A. Caughey (2); time, 1.21 2-5. Two-mile handicap, Geo. A. Banker, 215 yards (1); A. C. Smith, 250 yards (2); W. W. Taxis, scratch (3); time, 5.41 4-5. Half-mile club championship, J. A. Caughey (1), A. C. Smith (2); time, 1.28 3-5. One-mile consolation, H. A. Davis (1), Sam Leek (2): no time. [Why was Leek allowed to start? He won a prize in the boys' race—Ed.] The track on which these races took place is a half-mile (?) horse track, and is very short. I tried last night and this morning to find out how short the track is, but the engineer is out of town.

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Route 22; pages 2 and 3; distances in Hoosac Valley seem to be taken from railroad, which is shorter than carriage road. Cyclometer shows Eagle Bridge to Johnsonville 8 miles, not 7; Johnsonville to Valley Falls nearly 4 miles, not 3; discrepancies probably true of other sections of same route.

Route 39. Best way to enter Wallkill Valley, joining this, said to be from Highlands (opposite Poughkeepsie) to Walden, about 14 miles.

Route 36. Section from Bushkill to Water Gap now in better condition than for years, most of it having been surfaced with shale, and should be rated A 2 to 3 "condition at best." Going south, which is easiest way, take Stroudsburg pike, at Bushkill and

turn left 4 1-4 miles out to Shawnee, going north turn left at Shawnee, 3 miles from Water Gap village, about 4 from hotels.

If you were to invite notes similar to the above, for regular publication, as rideea might discover alterations. I think it would be of valuable assistance to tourists, and even aid the road book committees very materially. Yours truly, E. J. SHRIVER.

MR. JOS. HOLROYD of the Bay City Wheelmen, San Francisco, has returned from a pleasant eight week's trip in England. While in New York he was the guest of Mr. Fink.

A WORD FROM FLINT MICH.

Editor Bicycling World: As my eagle eye has vainly scanned the columns of your paper week after week for a reference to things bicycular as happening in this burg it occurs to me that the apparent neglect may be due to lack of information, being aware from past personal experience in the "art preservative" that ye editor does not intuitively become aware of the happenings of the world at large. That you may no longer remain in ignorance of our small but enthusiastic contingent of the great fraternity of wheelmen. I send you the enclosed copy of our by-laws, etc., and the following regarding us, of which you may make such use as seems best.

"The Flint wheelmen" number now about 30 wheels, including nearly all varieties of the first class wheels, belongs to the L. A. W. and numbers among its members the holders of several fine medals and trophies, won at state meets and tournaments. An idea of the timber we have, may be formed from the enclosed report of a series of races we are holding among ourselves for what is called the Willett trophy, a silver pitcher and cup. The races being held on the ordinary trotting track, which has been in very poor condition this season, and the best time consequently to secs. slower than was made by same men on it last year. Each race is witnessed by large and enthusiastic crowds, who vociferously cheer their favorites. A nominal fee being charged for admission, to pay for the grounds. The club is thriving, financially and otherwise, receiving new applications for membership at nearly every meeting.

Aside from the club there are in the city about thirty unattached wheelmen, and half a dozen high-grade tricycles, mostly ridden by ladies. There are a number of charming rides about the city, the favorite being to long lake, a charming summer resort, thirteen miles distant, on a good road. Many of the roads are, however, of a nature to develop the muscles rather than to promote enjoyment, and it probably due to this fact that a large portion of our club are unusually "hard riders." As other clubs who sometimes attempt to "show the road" to them often learn to their sorrow.

Fraternally yours, L. A. W. 22223.

IN the matter of the past and present of the Harrowgate meet in England, the *Cyclist* draws comparisons favorable to the present. In the course of the srticle it says: "There were, we fear, many wild jokes, the perpetration of which could scarcely be excused at other times by the most lax, and which had not even a basis of fun for their foundation; but those who have attended the more recent gatherings can congratulate themselves that they have found a better state of things than when it was deemed to be the height of wit and cleverness to steal out silently in the dead of night and startle a fellow-camper by loosening or cutting the ropes, and so bringing the tent down on his unsuspecting head. Happily, however, a change has come over the state of affairs, and, although the chroniclers of the times made no attempt to explain or palliate such *leches* as those to which we have referred, we cannot but think that their cessation is in some degree due to the publicity which they received. Of this happy change those who have had experience under both *regimes* will speak in no terms other than praise, and the improvement is quite as noticeable in the manner in which the entertainments of the camp are conducted, as well as a quieter demeanor in the habits of most campers."

LOZIER & YOST BICYCLE CO.

WE have it on the very best authority that a concern for the manufacture of cycles has been formed in Toledo, Ohio. The gentlemen whose names figure at the head of the company are Mr. H. A. Lozier and Mr. J. L. Yost, the latter who for the past two years has been so long connected with the Springfield Bicycle Mfg. Co.

A SCHOOL TEACHER

once read to a class of YOUNG IDEAS an account of the **Landing of Columbus;** then she requested the aforesaid Y. Is. to put on paper in their own individual HEN TRACKS the story as they remembered it, using their own language, but getting in all the "FAX."

ONE BRIGHT BOY

of nine OPEN WINTERS produced the following: "When Columbus got as close as he could he took off his shoes and stockings and waded ashore. There was some funny looking folks there, with nothing on but feathers, and Columbus asked them, "BE YOU THE INGUNS?" And the HIGHASTIGHEE said: "WE ARE; BE YOU COLUMBUS?" And COLUMBUS said, "I AM." Then the BIG CHIEF said to his folks: "IT'S NO USE BOYS; WE ARE DISCOVERED."

Had conversation continued the Red Teetoken would undoubtedly have asked the Seeahpoo: "KIT, ME DARLINT, HAV VEES ONY WHOITE FLOYERS ABOORD THE VOLUNTEER BEYANT?"

See Page (524.)

The plant and factory purchased by the Lozier & Yost Co. was formerly owned by the Jewell Mfg. Co. and was used for the purpose of manufacturing sewing machines. There are three acres of ground, a three story building, 240 feet long by 40 feet wide with L 100 feet long by 40 feet wide, two stories high. Besides these buildings there is a separate pattern room and wood working shop fitted with modern wood working machinery. The buildings are practically new, only having been built four years, and the machinery is of a modern and improved pattern. The Lozier Yost Co. have already some 35 skilled tool and pattern makers at work. The machines this concern will have out will be for boys, young men and ladies, also a 30-inch safety for general use, particulars of which and prices, will soon be given. The officers of the company are H. A. Lozier, President; J. L. Yost, Treasurer and C. J. Moore, formerly with the Overman Wheel Co. and later with the Springfield Bi. Mfg. Co. as superintendent. The concern expects to have some of the wheels ready for shipment by the first of November. Further particulars will appear in these columns from time to time, or can be obtained from the company at Toledo, Ohio. P. O. Box No. 412.

STOVER BICYCLE COMPANY.

THE Stover Bicycle Co., of Freeport, Ill., has recently organized under the State laws with a capital stock of $100,000, for the manufacture of high grade safety bicycles. The necessary machinery, stock, &c., has been purchased. The company is composed of leading business men and capitalists of that city, among them being a number of inventors of note. The company is made up of D. C. Stover as president; F. Bartlett, vice president; M. Hettinger, treasurer; W. A. Merrifield, secretary; Wm. C. Smith, superintendent; C. O. Collman, auditor—who are also directors together with C. Nieman, M. Hettinger, Jr., A. S. Held, O. J. Ziegler, W. A. Hance. The Supt., Wm. C. Smith, acquired a thorough knowledge of bicycle making in England, first employed by Singer Manufacturing Co. and subsequently by Coventry Machinists' Co., as foreman, and later by the Gormully & Jeffery Manufacturing Co., Chicago, where he held the position of foreman five years, and is thoroughly posted in all the details of making wheels and special tools and machinery pertaining thereto. The company start out under most auspicious circumstances with plenty of capital and energy. Patents are now pending for valuable improvements in bicycles, which improvements will be incorporated in the first lot of wheels, which is said will place it at the front at once.

A HAVERHILL, Mass., exchange thus puts the road question: "In no way can the interests of Haverhill be more economically conserved than by the construction and maintenance of good roads. In fact, nothing is a better test of civilization. A sleepy, impecunious city or town always has poor streets and roads; an enterprising, wide-awake one always has good ones." * * *

VAN WAGONER rode his 46 1-2 pound Eagle in the races at Montreal, Canada, last month, and the way he left the boys who were mounted on 22 1-2 pound racers in the 5 mile and 1 mile events, made the Montrealers start. "There *must* be something in the Eagle," said they.

EVERY cyclist out to cut out this advice, given by an Englishman, and patt it in his hat. It is so thoroughly in accord with our own ideas: "So long as you do not overtax yourself, and you ought to have the sense to know when you do; so long as you do not tie yourself down to any particular distance, or ride every hill, or try to race every trap that comes along, I care not what your age, sex, or physical condition, cycling ought to be a tonic.

HENDEE, in establishing the American one mile safety record at 2 41 1-4 rode a Swift safety.

FIXTURES.

SEPTEMBER.

10, 11—Binghamton, N. Y., race meet—two days.
12—Fort Edward, (N. Y.,) Tournament.
13, 14—New York State Division Meet at New York.
14—Louisiana Division Meet and Races at New Orleans, La.
14—Springfield (Mass.) Bicycle Club, 50-mile road race.
14—Tournament, Worcester, Mass., under auspices of Bay State Wheelmen.
15—Union run of Massachusetts Wheelmen to Nantasket.
16—Virginia Division Meet (postponed) at Norfolk, Va.
20—Michigan State Div. L. A. W. Meet at Ypsilanti, Mich.

OCTOBER.

4, 5—Peoria (Ill.) Bi. Club Tournament.
4, 5—Peoria, Ill., Race Meeting.
8, 9—Cumberland County (Pa.) Agricultural Society, Carlisle, Pa.
10—Road race, Wilmington (Del.) Wheelmen.
21, 26—At Toronto, Can., Bicycle Tournament. T. W. Coulson, P. O. Box 266.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street.
BROOKLYN, N. Y.

A FULL-LENGTH PHOTOGRAPH OF "JACK,"

With an interesting Biography, will appear in the September Issue of the CYCLISTS' COMPANION, ready September 10. *Two Photos of prominent Wheelmen each month.* No woodcuts or engravings, but *beautifully finished photographs*, ready for mounting. Send 10 cents for a sample copy to

S. A. MILES,
21 Exchange Building, - - - - - - CHICAGO, ILL.

Last issue contained Photos of A. E. Lumsden, Chicago, and A. B. Barkman, New York.

The only reply that C. C. could have made would have been, "HOLD YOUR HOSSES, MY GAY and FESTIVE HAIR LIFTER. OOKOOK ILLEHEE is the ONLY COUNTRY that can produce WHITE FLYERS. If you are careful about your DIET, keep GOOD HOURS, &c., you can look for WHITE FLYERS at WESTBORO', MASS., in 1889. TWO LOOKS—and a RIGHT SMART CHANCE—N. W. FROM HERE"

Kit would have fired no BLANK CARTRIDGE in such a FORECAST of EVENTS. HERE THEY ARE:

White Flyer Safety Bicycles,

PRICE ONLY $135.

Send for CATALOGUES and AGENTS' TERMS.

WHITE · CYCLE · CO., · WESTBORO', · MASS.

See Page (522).

We intend to have an Agent in every town in the U. S., and it will pay you to write us for descriptive circular of our new $115 High Grade Safety. WE QUOTE AGENTS A LIVING DISCOUNT.

In addition to above we will mail you one of our beautifully illustrated ART CALENDARS and Catalogue of our PSYCHO CYCLES, worth 100 times your postal card. You will kick yourself if your neighbor gets ahead of you.

Capital Cycle Company,

WASHINGTON, - - - - - D. C.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

TO those who have made inquiry regarding road books we desire to say that a new edition of the Massachusetts and Rhode Island Book is now in press. It should be out in a short time, and when issued it will be sent to every member who has joined the League from these States since the supply of books was exhausted last summer, and to all who may join in the future. The books will be sent to the addresses as published in the application lists. Those who have changed their addresses since publication should notify the State Secretary-Treasurer at once. The Pennsylvania, Maryland, and New Jersey Road Book will soon be issued and will also be sent free to members. This book has been promised for about a year, but the printers have repeatedly disappointed the State officers and no book has been forthcoming. Arrangements have now been made which guarantee an early distribution of the book. In reply to a query sent to the New York Road Book Committee we have received this letter:

Dear Sir—Replying to your favor of the 23d, there are about twenty copies of the New York Road Book, present edition, on hand, and there may probably be none of these left by the middle of September. Nothing has been done about getting up a new edition, but it is probable that a new edition will be issued next spring. I hardly think any new edition will be issued before that time. The book is supplied to League members at $1 per copy. Yours, ALBERT. B. BARKMAN.

Chief Consuls of Divisions that are about to issue road books, or those that may have books, on hand for sale or for distribution will confer a favor by making announcements in this column of what is being done in this respect.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 235—Queen's County Wheelmen, Richmond Hill, L. I., New York. Sec., ROBT. B. KIMBER.

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 96—Orange Wanderers, East Orange, N. J., John B. Dodd, Sec.

No. 197—Kankakee Ramblers, Kankakee, Ill., C. G. Todd, Sec.

Maine Election.

The mail vote in Maine resulted in the re-election of the following officers: Chief Consul, Dr. G. E. Dow of Portland; Vice-Consul, Cyrus B. Batchelder of Sanford; Representative, James O. Whittemore of Fairfield.

During the month of September, in the absence of the Secretary-Treasurer, Chief Consul Dow of Portland will attend to the secretary's duties.

A. L. T. CUMMINGS, Sec.-Treas.

Biddeford, Sept. 5, 1889.

California Election.

We hereby submit our report on the election of officers for the California Division L. A. W. for the ensuing term, 1889-90.

For Chief Consul:

Total number of votes cast.....130
R. M. Thompson, San Francisco.....128

For Vice Consul:

J. Phil Percival, Los Angeles.....128

For Secretary-Treasurer:

W. D. Sheldon, San Francisco.....130

For Representative:

C. C. Moore, Stockton.....130
Dr. J. W. Gibson, San Francisco.....130
A. C. McKenney, San Jose.....130

J. Phil Percival received 1 vote for Chief Consul; R. M. Thompson received 1 vote for Vice Consul.

Respectfully submitted,
J. M. CURRAGH, S. F. Bi. C.,
RICH J. MIER, O. C. C.,
R. N. SMYTH, B. C. W.,
Judges of Election.

Ohio.

H. Otto Barth is appointed local consul for Cincinnati.
M. A. HIGH, Chief Consul, Ohio.

Illinois.

I hereby appoint E. J. Norton of Macomb, E. C. Bradbury of Abingdon, L. L. Wickersham of Princeton, H. Hegelere of La Salle local consuls for the above named places.
W. A. DAVIS, C. C.

Iowa Division.

Financial report of Secretary-Treasurer for term ending Aug. 31, 1889:

Date.	Cash.	Cr.
April 11.	To balance from H. B. Cropper,.....	$25 00
May 15.	To cash from A. Basset, account due,.....	42 05
July 1.	To cash from A. Basset, account dues,.....	26 00
		93 05

	Dr.	
May 21.	By warrant No. 1, C. C. postage account.....	2 30
"	By warrant No. 2, printing warrants,.....	2 00
"	By warrant, No. 3, printing Constitution and By-laws,	11 75
"	By warrant No. 4, membership books.....	50
Aug. 13.	By warrant No. 5, printing election circulars.....	1 50
"	By warrant No. 6, postage election circulars.....	1 50
Aug. 31	To balance transferred to W. Seymour, Sec. Treasurer C. C.,.....	73 50
		93 05

Respectfully submitted,
FRED BEACH, Sec.-Treas.

Muscatine, Iowa, Sept. 1, 1889.

Michigan.

The half and one mile bicycle State championships, are awarded to the Detroit Athletic Club, to be run at the State meet, to be held in Detroit, September 21st.

The three mile State championship has been awarded the Ypsilanti Wheelmen. To be run at Ypsilanti, Sept. 20th. The first day of State meet.

W. E. METZGER, Chairman Racing Committee.

Massachusetts Representative.

At a regular meeting of this club, MR. John S. Lowell was elected a member of the Massachusetts Division State Board of Officers as representative of this club. Fraternally, J. J. FERITT, Sec.

Louisiana.

I have this day appointed the following Local Consuls to act for the coming year:

J. B. Walters, Local Consul, Shreveport, La.; Jeff Frederick, Local Consul, New Orleans, La.

Fraternally yours, H. H. HODGSON,
C. C. La. Division, L. A. W.

New Orleans, August 25, 1889.

Transportation Committee.

This committee still continues to receive complaints from League members of charges exacted by baggagemen on different roads for the transportation of bicycles. It is the same old story; the rapacious baggageman and the wheelman who don't read his Bulletin, for in no instance have the complainants taken receipts for the money paid. Without this evidence of payment it is practically impossible for this committee to do anything towards heading off the pestiferous baggageman. The Railroad officers who have made agreements with the League to carry wheels free are just as anxious to prevent these illegal charges as the wheelmen and are always prompt in correcting such abuses when properly presented to them. In this locality, wheelmen take receipts and the result is that complaints of overcharge are seldom heard of. A number of baggagemen have lost their positions in consequence of their greed and the remaining ones understand that they will suffer a like fate if they attempt similar practices. The committee is now preparing a revised list of the free roads and will publish the same as soon as possible, but as the work calls for tedious correspondence it will be some time before the list is ready. In the meantime take receipts in all cases where charge is demanded and send same to the Chairman.

It has been suggested by a number of wheelmen that the transportation companies should be requested to extend the free carriage privilege to League members only and that League tickets should be presented in all cases. This suggestion will be brought before the annual meeting and in the meantime I would be glad to get the views of the members concerning its feasibility.

Fraternally, W. M. BREWSTER,
Chairman.

Pennsylvania Consuls.

List of additional Consuls for Pennsylvania approved by Chief Consul, Jno. J. Van Nort:

Athens, F. J. Cheney.
Bethlehem, Ellis C. Kent, 123 South High street.
Blossburg, E. L. Russell.
Bloomsburg, J. W. Niles, 5th and East street.
Barnhardt Mills, Geo Glass.
Bell Vernon, Froman Speers.
Canton, Wm. M. Trippe
Catasauqua, Dai T. Williams, 039 2d street.
Clark, W. G. Lowry
Clermont, A. D. Nichols.
Connellsville, F. E. Tyler.
Councilsville, S. D. Wood.
Coatesville, W. K. Allison.
Castle Shannon, T. A. Englert.
Dingmans Ferry, John P. Tait, High Falls Hotel.
Danville, John G. Brown, 78 Mills street.
Dixmont, W. Brown Ewing, M. D., Penn. Hospital.
Downington, Dr. J. Thos. Lippencott.
Driftwood, Dr. S. S. Smith.
Dunbar, Harry W. Hazard.
Denver, Frank D. Leinbach.
Duryea, Jno. R. Wilson.
Ebensburg, H. B. Esterline.
Gettysburg, G. H. Buehler, Baltimore street.
Greenville, Harry Brown.
Gold, F. F. Cutler.
Green Village, L. M. Rhinehart.
Glen Mills, Robt. Harper.
Hazleton, R. B. Barber, Jr.
Homestead, Robt. Nicholson.
Hero, Dr. S. Harper Smith, Sinclair and Ann
Hellam, Clayton E. Eming.
Kane, A. D. Clark.
Kingston, H. G. Root.
Lehighton, E. G. Zern, Bank street.
Leamon Place, W. R. Esbenshade.
Lebanon, R. C. Geer, 773 Cumberland.
Leechburg, J. C. Breedin, 3rd street.
Mansfield Valley, R. L. Walker.
Mechanicsburg, Chas. J. Brandt.
Meadville, Dr. Cyrus See, Phoenix Block.
Muncy, L. J. Larzelere.
New Bloomfield, W. N. Seibert.
New Castle, W. A. Crawford, 26 So. Jefferson.
North Clarendon, E. S. Taylor.
Oswayo, Thos. Clarendon.
Phoenixville, J. W. Sigman, Main and Bridge.
Pittston, R. D. Larroe.
Paoli, Edmund C. Alsop, care Henry Hall & Co.
Reedsville, F. M. Sterritt.
Susquehanna, Henry C. Miller, 34 Main.
Shamokin, A. J. Kurtz.
Selinsgrove, T. C. Kantz, Water street.
Slatington, W. O. Davis, Lower Main.
Sunbury, Chas. S. Bigony, Neil House.
Tacony, Chas. McCuliy.
Tarentum, James Staley, So. Canal.
Wiconisco, W. H. Kissenger, Pottsville street.
Wormelsdorf, H. S. Filbert, 2d and Main.
Waynesboro, W. B. Stewart, 33 East 2d street.
West Chester, H. C. Beebe, East Gay.
Wyncote, F. H. Mayo.
Wyoming, Dr. A. C. Shoemaker, Main.
West Newton, S. S. Sutton, Vine.

Pennsylvania members to whom consuls circular and postal cards were sent and have made no answer as yet, are requested to do so at once to John J. Van Nort, Secretary-Treasurer, Scranton, Pa. Respectfully,
J. G. CARPENTER, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Sept. 6, 1889.

List 205—Total 78—11,134.

CONNECTICUT DIVISION—11—561.

Columbia C. C.

24854 Lancaster, E. J., 75 Flower st., Hartford
24853 Wilcox, Harry E., W. S. M. Factory., "

Hartford Wheel Club.

24851 Kohn, Albert M., 347 Main st., "
24852 Pittman, E. H., Box 228, "

Unattached.

24855 Berry, F. D., 107 Hungerford st., "
24858 Beach, Chas. C., 110 High st, "
24860 Bradley, W. G., 63 Pine st., "
24857 Lyman, Frank P., 764 Jefferson st, "
24859 Nason, Chas. R., Box 895, "
24861 Seymour, Howard, 69 Seymour st., "
24797 Furniss, Walter H, 63 Columbia, Meriden

DISTRICT OF COLUMBIA DIVISION—1—184.

24843 Schneider, Jno. A., 212 12th st., N. W., Washington

ILLINOIS DIVISION—11—800.

Washington C. C.

24823 Agnew, Ross A., 1057 W. Jackson st., Chicago
24821 Chisholm, Ed A., 74 Throop st., "
24825 Chisholm, Geo. B., 74 Throop st., "
24826 Craigie, R. C., 252 Marshfield ave., "
24827 Davidson, W. M., Jr., 53 Lake st., "
24828 Heuer, Wm., 1758 Deming ct., "
24829 Montross, W., 653 W. Adams st., "
24830 Whitson, Wm. L., 147 Fifth ave., "
24831 White, Burton F., 532 Washington Boul. "

Unattached.

24823 Dunn, Chas., 158 Lake st., "
24814 Heywood, C. G., Elgin

INDIANA DIVISION—1—138.

Indianapolis Wheelmen.

24861 Haines, G., 334 N. California st., Indianapolis

IOWA DIVISION—1—119.

Ottumwa Bi. Club.

24862 *Eaton, Mrs. A. L.*, 303 East Fourth st., Ottumwa

KANSAS DIVISION—3—132.

Wichita C. C.

24863 Glass, Alex, 130 S. Lawrence ave., Wichita
24864 *Glass, Mrs. Mary L.*, 130 S. Lawrence ave., "

Unattached.

24870 Gilmore, D. S., Box 19, Topeka

LOUISIANA DIVISION—3—78.

La. C. C.

24815 Harris, A. B., 35 Union st., New Orleans
24842 Campbell, Frank, 606 St. Charles st., "

N. O. B. C.

24833 Salomon, Geo. A., 266 Josephine, "

MAINE DIVISION—3—145.

Kennebec Ramblers.

24817 Gilmore, Fred C., Waterville
24816 Gilmore, Frank P., "

Unattached.

24865 Parks, John Kimball, 29 Mechanic st., Portland

MARYLAND DIVISION—4—560.

Unattached.

24790 Schlutter, Frank, 1400 Chew st., Baltimore
24800 Schlutter, John, 1400 Chew st., "
24801 Schlutter, Wm., 1400 Chew st., "
24844 Cloud, W. W., 1807 Bolton st., "

MASSACHUSETTS DIVISION—9—1502.

Dudley Assn. Bi. Club.

24818 Hunnaman, J. A., Box 4810, Boston

Roxbury Bi. Club.

24846 Reardon, John H., 729 Parker st., Roxbury
24845 Young, J. J., 143 Eustis st., "

Unattached.

24808 Warren, Calvin E., 159 Devonshire st., Boston
24809 McLean, S. F., 36 Bromfield st., Boston
24819 Wells, John T., Jr., Hunnewell ave., Newton
24810 Cooper, D. C., West Newton
24860 Macomber, Chas. F., 5 Emerson st., New Bedford
24867 Arneth, John M., 352 Acushnet ave., "

MICHIGAN DIVISION—2—400.

East Saginaw Bi. Club.

24834 Lyons, Geo. W., 416 Potter st., E. Saginaw

Unattached.

24835 Harris, W. J., 935 No. Jefferson, "

MINNESOTA DIVISION—1—126.

Unattached.

24817 Clark, H. W., 809 15th st., East Minneapolis

MISSOURI DIVISION—1—277.

United Wheelmen.

24869 Lewis, A. B., 501 Main st., Kansas City

NEBRASKA DIVISION—1—81.

Fremont Wheel Club.

24868 Nicodemus, C. B., Fremont

NEW HAMPSHIRE DIVISION—1—69.

Manchester B. C.

24798 Welch, Andrew J., 353 Laurel st., Manchester

NEW JERSEY DIVISION—2—560.

Unattached.

24820 Appleby, J. C., 29 Butler ave., Jersey City
24872 *Schmidt, Mrs. Kittie R.*, Box 36, Hackensack

NEW YORK DIVISION—14—1665.

Albany Wheelmen.

24805 Griffin, Wm., 24 So. Knox st., Albany
24806 Graves, Frank D., 438 Broadway, "
24807 Reilly, Henry, 59 So. Lansing, "

Binghamton Wheel C.

24849 Cox, Frank S. 231 Oak st., Binghamton

Brooklyn Ladies C. C.

24863 Martin, E. Bertha, 453 Pacific st., Brooklyn

Citizens Bi. Club.

24821 Brown, Geo. Whitfield Jr., 137 B'dway, New York

Illinois C. C.

24871 Wilson, Francis, 353 W. 57th st., "

Queens County Wheelmen.

24814 Asbury, Harry F., Richmond Hill, L. I.

Unattached.

24836 Migel, S. Lafayette, 931 Butler st., Brooklyn
24812 Freudenrich, Maurice B., 215 E. 126th st., New York
24818 Frydstadt, V. A., 475 Broadway, "
24811 Haight, James P., 212 West st., "
24802 Skelton F. E. 308 Mercer st. "
24837 Scott, Frank. Walden

OHIO DIVISION—4—812.

Wheeling Wheelmen.

24848 Lott, Alvin W., West Wheeling

Unattached.

24874 Pille, Louis A., Massillon
24850 Shipley, Jerome F., "
24873 Davis, E. T., Springfield

PENNSYLVANIA DIVISION—1—1321.

York B. C.

24813 Craver, C. A., 519 W. Market st., York

WEST VIRGINIA DIVISION—4—55.

Wheeling Wheelmen.

24830 Walden, Otto, 1029 Main st., Wheeling
24840 Stevenson, W. L., 1208 Main st., "
24841 Smith, O. T., 98 Alley 13, "
24842 McClure, James, care Nicll & Ellighath, "

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267. Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*.....

Club..... *St. and Number, or Box*.....

References:..... *City*.....

State.....

Enclosed..... *for Holder.*

(**Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.**)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

ARICKAREE TO THE FRONT!

We last week received two applications for Quadrant Catalogues from Arickaree. The fact is gradually but surely becoming known from one end of the United States to the other that the QUADRANTS are the

LIGHTEST AND STRONGEST

full roadster safeties ever built.

These light wheels are standing the test of

Heavy Riders and Rough Roads

better than any other machines on the market.

We can now fill orders the same day they are received.

Live Agents Wanted.

SOLE U. S. IMPORTERS:

STRONG & GREEN CYCLE CO.,

707 Arch Street, PHILADELPHIA, PA.

WHAT DOTH IT PROFIT A MAN

To gain a good bicycle and lose his wind in pushing it for want of a proper oil?

OLEUM

IS A CHEMICALLY PURE OIL. But one man in the world has succeeded in producing it, and we have arranged with him for its entire sale. It is as much better than any other oil as the Hickory Bicycle is better than you think it is (if you haven't seen it).

Oleum is a Latin word meaning clear grease, and it means the same at this time, and we want you to understand it LITERALLY. IT NEVER GUMS, IT NEVER EVAPORATES. It is of itself a BALL BEARING.

The property of "slipperiness" found in oil and other substances, and due to the shape of its molecules, may be illustrated by rubbing between the hands a quantity of fine shot and then trying the experiment with gravel of about the same size. The remarkable difference in feeling is caused by the uniformly spherical shape of the shot as compared with the irregularities of the gravel.

The molecules of pure Oleum are spherical and roll readily upon each other, while the presence of any foreign matter has the same effect that gravel would have if mixed with the shot.

All other oil contains from 9 to 28 per cent. of substances which have little or no lubricating qualities. The difference between ordinary oil and our Oleum is so marked as to be plainly noticeable to the average bicycle rider, while a scientific test will often show a difference in its favor of more than 100 per cent. It is a well founded belief among cyclers who are using our oil that they can ride at least another mile per hour faster than with any other.

To get the best results on machines where other oil has been used the bearings should be thoroughly cleaned either with kerosene oil, or, still better, taken apart and wiped, then oil thoroughly with Oleum, and you will believe all we have said—and more.

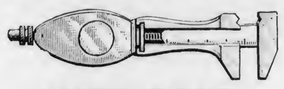
For Lamp—Oleum gives a steady, clear light, and is perfectly safe. Both lamp and wick should be clean and free from any other oil.

Price, including tin cans with screw top, One Pint, 50c.; One Quart, 90c.; One Gallon, $3.50.

WE SHALL MAKE LIBERAL ARRANGEMENTS WITH YOUR DEALER to handle this oil, but if he doesn't get it in time you may send to us direct and we shall be pleased to fill your order.

STERLING CYCLE CO., Newton, Mass.

Something New for Wheelmen!



WILGUS'

Combined Wrench with Oil Can, Spoke Tightener & Screw Driver.

Will exchange for Billings & Spencer Four-inch Wrench, in good condition, as we are using the jaws of their Wrench. Send old Wrench, with $1.25, and we will return our Combination Wrench, Full Nickel Plated. Will send Wrench, Postpaid, for **$1.90.** Address

LOS ANGELES TOOL WORKS,
Los Angeles, - - - - CAL.

FOR YOUR SAFETY.
The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.

The Billings & Spencer Co., Hartford, Conn. U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

Sporting Goods of Every Description.



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Nos. 121 and 123 Fulton St.
NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliott W. Johnson
A. Malcolm Beckwith *Committee*
E. P. Bissell

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40
Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

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Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

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Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

HOLMES & CO.



109 KINGSTON STREET BOSTON.

JERSEY FITTING UNION UNDER GARMENTS

TRADE MARK

High grade [illegible] all Jaeger's Silk and Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn in Summer, Winter, and extra heavy Weight.

Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

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Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,
109 Kingston Street, Boston, Mass.

STRICKLAND & PIERCE,
RANDOLPH, MASS.



Pat. Aug. 1, 1882.

No. 1 Shoe Bears Our Label.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched,	$5.00
No. 2, " " " "	3.50
No. 1, Ladies' Tricycle Shoe,	4.50
Ideal Racing Shoe,	5.00
Sprint Running Shoe,	5.00
Gymnasium Shoes,	$1.50, 2.50, 3.00

☞ Ask your dealer for them.

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Should use the **"Daily Cash Balance Book"** recently gotten out by W. L. Surprise, Ex Chief Consul, State of Tennessee. It is neat, handy, and the best method of balancing your Cash every day, that was ever introduced. Send for circulars, sample sheet, etc.

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The Kingston Knitting Co.,
OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

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Improved Automatic Telephones.

Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

Price Per Set, $7.50.

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

EDW. E. HARBERT & CO.
Dealers in Telephone and Electric Supplies of Every Description.
132 W. Van Buren Street, - - Chicago, Ill.

GRAND
BICYCLE TOURNAMENT,

GIVEN BY

Peoria Bicycle Club,

—AT—

LAKE VIEW PARK,

OCTOBER 4th and 5th.

PROGRAMME.

FIRST DAY.

1. One Mile Novice.
2. Two mile Tandem.
3. One Mile, 3.10 Class.
4. Two Mile Safety, Handicap.
5. Five Mile State Championship.
6. One Mile, Peoria Bicycle Club.
7. Two Mile, Handicap.
8. Three Mile Team Race.

SECOND DAY.

1. One Mile (Boys under 16).
2. Two Mile, 6.20 Class.
3. One mile (open).
4. Half-mile State Championship.
5. One Mile, Handicap.
6. One Mile Safety (open).
7. Ten mile, scratch.
8. One Mile, Consolation.

Entries close on September 25, 1889.

For entry blanks and further particulars apply to

FRANK H. BUSH, Sec.,
Peoria Bicycle Club, Peoria, Ill.

L. A. W. RULES TO GOVERN.

$1,500 + IN + PRIZES.

Fine Half-Mile Track.

Entrance Fee 50 cents for each event, cash to accompany all entries.

WEATHER DEVICE INVENTED. **LYNCH LOCK BUCKLE**
Used with strap or chain.



SECURES Satchels to Seats in Cars or Waiting Rooms. FASTENS Bicycles, Grips, Packages, Robes in Buggies, Dog Collars, Horses, Trunk, Telescope and Valise Straps. Complete little Yale Lock. Neatly made and Nickled. NO TRAVELER CAN AFFORD TO BE WITHOUT IT.

LYNCH MFG. CO.
75 Cents. Madison, Wis



New York Bicycle Co.

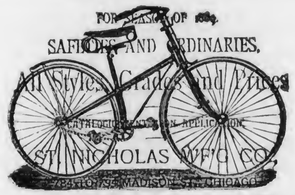
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NEW YORK,
DEALERS IN
New & Second-hand Wheels
Of Every Description.
Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING ! NICKELING ! ENAMELING !

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 30x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

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PUNNETT, Merchant Tailor & Athletic Outfitter,

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Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks

Bicycles Bought, Sold and Repaired.

Largest Repair Shop in the West.

BROWN BROS. MFG. CO., - - Chicago, Ill.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

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PROVIDENCE, R. I.

SIDWELL & SABEN,

New and Second-Hand Wheels
OF EVERY DESCRIPTION.
Repairs Executed Promptly and at Reasonable Rates.

152 CONGRESS STREET,
BOSTON, MASS.

PRIZE MEDALS,

Badges, Emblems & Pins
Made to Order.
J. HARRIOTT,
3 Winter Street, Boston.

MAGIC CEMENT for repairing Bicycle Tires.

Just what every Wheelman needs. Sent postpaid on receipt of **50 cents.**

MACIC CEMENT COMPANY,
NEWTON, MASS.

$75.00 to $250.00 A MONTH can be made working for us. Agents preferred who can furnish a horse and give their whole time to the business. Spare moments may be profitably employed also. A few vacancies in towns and cities. B. F. JOHNSON & CO., 1009 Main St., Richmond, Va. *N. B.—Please state age and business experience. Never mind about sending stamp for reply. B. F. J. & Co.*

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

☞ Postage stamps not received in payment.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.

THE JOHN WILKINSON COMPANY,
55 State Street, Chicago,



Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

Ladies' and gents', the original and the BEST. Highest possible grade in every particular. Admittedly the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

BARGAINS.

One 52-inch Volunteer Columbia, good as new, $75.
One New Rapid Safety, good order..... 90.00
One Victor Safety, 1888 pattern, fine order..... 95.00
One Premier Safety, 1880 pattern, hardly been ridden; just as good as new. Best offer takes it.

Eisenbrandt Bros.,
424 E. Baltimore St., BALTIMORE, MD.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a Bottle of Wilson's Wonderful Nickel and Enamel Restorer.

It will polish Nickel and Enamel, also prevent Nickel and Steel from rusting. There is no grease to rub off and it will positively keep your wheel from rusting.

Sent by mail on receipt of 50 cents in stamps.

JOHN W. WILSON,
Cottage City, - - Mass.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

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Still Getting There.

Look at the CHAMPIONSHIPS Won on the STAR this early in 1889, Can any machine beat this record for 1889 ?

FACTS THAT TALK.

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles, Cal.
One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.
Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.
One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel
AND
Best Hill
Climbing Machine
EVER PRODUCED.

WE CHALLENGE HONEST CRITICISM.

In this machine we have combined ALL the advantages of a low wheel and the speed of the high one.

Send for Catalogue of

Star - Bicycles.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

A Very Important Point

OF THE

COLUMBIA LIGHT ROADSTER SAFETY,

AND ALL OTHER COLUMBIAS.



COLUMBIA BALL BEARINGS,

THE BEST IN THE WORLD.

THEY are best, partly because they are the simplest, partly because they are scientifically and properly designed and arranged for their various positions, and **largely** because they are made of the finest steel, with the most suitable machinery, by the best of workmen. Their excellence accounts to a very great degree for the superior running qualities of the Columbia Light Roadster Safety.

One hundred and forty-six balls are a good many; but the number is not what we wish to call attention to, so much as the fact that every one has its part to play in contributing to the general result.

We manufacture these balls ourselves under processes which make them cost us more than we could go outside and buy others for; but quality, not price, is the first consideration in making a Columbia bicycle.

This is one of the features which make Columbias the least expensive to their owners in the long run, and the most satisfactory all the way through.

POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 20 SEPTEMBER, 1889.

Volume XIX. Number 2.



HARD RIDERS are not necessarily "hard" citizens. They know the points that go to the making of a good bicycle--a bicycle that will stand up and take all the hard knocks it meets on the road, — the rocks, clods, hills, and general calamity it is sure to be steered against, and come out as good as it went in.

Not only do they know these points, but they know where to find them. When people want machines with the stuff that gets there in them, they buy Victors. "Ask Victor riders."

OVERMAN WHEEL CO., Makers,

BOSTON.

CATALOGUE FREE.

Who Wants Second-Hand Safeties?

We have taken some in trade for our New Drop Frame Psychos. They are in first-class order, and we expect the price to sell them. We have

PSYCHOS, RAMBLERS, COLUMBIAS AND VICTORS.

We intend to have an AGENT in every town for our "New Fall Safety," price, $115.

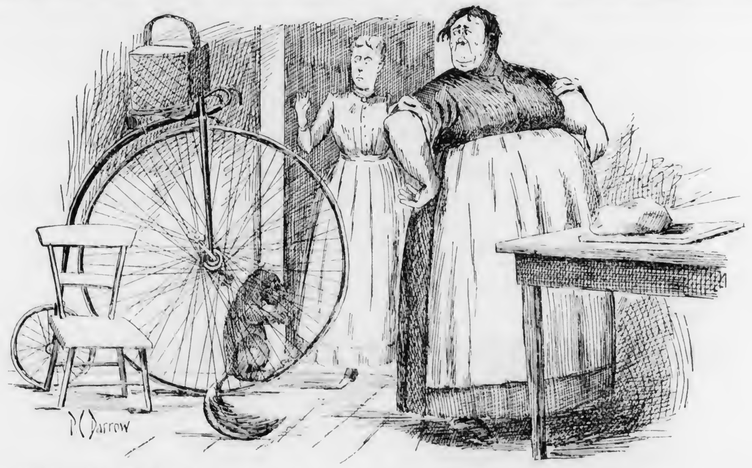
LIVING DISCOUNTS TO AGENTS.

Write for descriptive circular.

This is really a great wheel, and you can make money this fall by taking the agency.

CAPITAL CYCLE CO., Washington, D. C.

Direct and Sole Importers Psycho Cycles, the lightest and highest grade safeties extant. New 34 lb. Ladies' Psycho now ready.



Mistress.—What in the world, Bridget, is the matter with Bunny?

Bridget.—Shure an' it's nawthin'. He'll be sphinnin' around in a minute quicker nor onything. He's a bit dishcouraged loike now, seein' as how Oi had to shoove him thru the shlats. The fool as made that squirrhel cage forgot the door, shure.

N. B. "Bridget," whose amiable features are delineated above, is probably the only human being in the United States that doesn't know an American Light Champion on sight.

Catalogue on Application.

GORMULLY & JEFFERY MFG. CO., - - - - Chicago, Ill.

Second-Hand
BICYCLES and TRICYCLES.

NEW YORK BICYCLE CO.,

No. 4 East 60th. St., NEW YORK CITY.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name	Cost.	Price.	Fin.	Brgs.	Cndtn.
597	48	Otto Special,	$60.00	$40	5	4	2
601	—	Col. Lt. Rdst Tricycle,	160.00	115	4	1	1
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
616	52	Special Club,	125.00	38	4	2	6
617	44	Columbia Standard,	80.00	35	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	9	5	4	3
632	40	Otto, Special,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
636	48	Apollo Lt. Roadster,	135.00	75	3	1	1
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sunspareil,	135.00	40	4	2	3
653	50	Columbia Expert,	127.50	75	4	1	1
657	48	Columbia Standard,	85.00	25	4	4	6
661	50	Special Club,	130.00	60	1	2	2
664	—	Columbia Veloce Safety,	135.00	110	4	1	1
665	52	American Club,	130.00	25	4	2	6
667	52	Victor Light Roadster	145.00	90	4	1	1
670	50	New Rapid,	140.00	65	4	1	1
671	54	British Challenge,	135.00	40	4	2	4
672	—	Columbia L. R. Trike,	160.00	115	4	1	2
673	51	Rudge Lt. Roadster,	130.25	95	4	1	1
679	—	Columbia Tandem,	250.00	150	4	1	4
682	52	Columbia Expert,	132.50	80	3	1	2
683	51	Special Star,	130.00	68	3	Ball	6
684	52	Columbia Expert,	141.00	78	7	1	1
685	52	Harvard,	130.00	35	4	2	3
686	—	Volant Safety,	115.00	100	4	1	1
688	48	Special Star,	125.00	50	4	Ball	3
689	52	Columbia Expert,	130.00	85	1	1	2
693	50	Victor Lt. Roadster,	130.50	110	4	1	1
694	46	Columbia Expert,	141.50	68	4	1	1
695	45	Pony Special Star,	121.50	65	3	Ball	4
696	48	Special Star,	107.00	40	4	Plain	6
697	39x24	Pony Special Star,	125.00	110	4	Ball	1
698	54	Victor Lt. Roadster,	130.00	75	4	1	2
699	—	Victor Safety ('89),	135.00	110	4	1	1
700	50	Victor Lt. Rdstr ('89),	130.00	120	4	1	1
701	52	British Challenge,	130.00	50	4	1	3
702	—	Humber Tandem,	260.00	110	4	2	3
703	52	Singer Matchless,	135.00	60	4	1	3
704	50	Columbia Expert,	130.00	70	1	2	3
705	54	Columbia Expert,	130.00	75	4	2	2
706	—	Singer Tandem,	275.00	165	4	1	4
707	51	Special Star,	125.00	70	3	Ball	2
708	46	Victor Junior,	50.00	45	4	3	1
710	52	New Rapid Roadster,	132.50	115	4	1	1
711	48	Special Star,	137.50	60	4	Ball	3
712	52	Victor Lt. Rdstr ('89),	137.50	130	3	1	1
714	—	Boy's Safety,	35.00	35	4	4	1
715	50	Rudge Lt. Roadster,	125.00	30	4	2	4
717	55	Rudge Lt. Roadster,	131.25	63	4	1	3
719	38	English,	90.00	18	5	4	2
721	50	Springfield Roadster,	100.00	65	4	1	1
722	54	British Challenge,	135.00	35	5	2	6
723	51	Columbia Lt. Roadster,	135.00	75	3	1	1
724	—	New Rapid Safety,	135.00	80	4	1	4
725	48	Special Star,	142.50	90	4	Rollers	1
726	48	Columbia Standard,	90.00	28	3	3	4

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52 Harvard, ball bearings, good order	35.00
52 Otto Special, spade handles, new	35.00
52 Expert, with lamp	45.00
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54 Premier, ball bearings, good order	30.00
54 Victor, good shape	50.00
54 Sunspariel, new tires, ball bearings	40.00
56 Expert, ball bearings, cow-horn bars	48.00
56 American Champion, fine order, ball bear'gs	45.00
56 Club, ball bearings, spade handles	40.00
58 Rudge Light Roadster, ball bearings	40.00
58 Standard Columbia, ball bearings, good	35.00
60 Expert, ball bearings, fine order	45.00
1889 Rambler, like new	105.00
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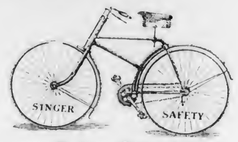
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10	52 Apollo Light Roadster, Cow horn bars, ball bearing, fine condition, bargain		65.00
11	54 Royal Mail Light Roadster, tangent spokes, Cow horn bars, ball bearings, excellent condition, a bargain		58.00
12	54 New Mail, enamelled finish, Spade handles, same as new, cost $132		85.00
13	51 Rudge Light Roadster, enamelled finish, Cow horn bars, ball bearing		58.00
14	54-inch Royal Mail Light Roadster, enameled finish, Cow horn bars, ball head, a bargain		55.00
15	51 Champion Light Roadster, enameled, Cow horn bars, ball bearing, fine condition		50.00
16	54 New Mail, enamelled finish, Cow horn bars, Spade handles, ball head, fine condition		65.00
17	54 New Mail, latest improvements, really same as new		85.00
18	54 Expert Columbia, full nickeled, dropped bars, ball bearings throughout		65.00
19	54 Victor, half nickeled, splendid condition		60.00
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22	55 New Mail, enamelled, Cow horn bars and Spade handles, same as new		75.00
23	56 inch New Mail, ball head, latest improvements, fine condition		65.00
24	55 Columbia Light Roadster, full nickeled, Cow horn bars, Spade handles		58.00
25	56 Champion, rams-horn bars, fine		50.00
26	56 Rudge Semi-Readster, light, for good roads and racing, enamelled finish		40.00
27	58 Victor, enamelled finish, Cow horn bars, ball bearing, good condition		50.00
28	55 Expert Columbia, full nickeled, Cow horn bars, ball bearing, fine condition		58.00
29	58 Rudge Light Roadster, tangent spokes, Cow horn handles, ball bearings, fine condition, a bargain		60.00
30	Royal Mail Tricycle, two track, fine condition, cost $175		65.00
31	New Mail Safety, which is in so great demand		85.00
32	New Mail Safety, which is in so great demand		85.00
33	Premier Safety, fine condition		85.00
34	Humber Safety		85.00

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

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Messrs. NEUMANN BROS., of 115 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 20 SEPTEMBER, 1889.

A SECTION of the English cycling press has either ignored or slightingly alluded to the sad and almost tragic death of Purvis-Bruce. It is the same section that sneered at the American records and insulted the cyclists of this country. The insular boorishness of a certain class of Englishmen is prodigious, and appears the more outrageous by comparison with the real gentlemen of England.

OUR good friend *Wheeling* contains the challenge of a father in behalf of his son, eleven years of age, to meet an opponent about the same age, who has ridden eighty miles in twelve and one-half hours. We trust we will be spared the competition of infants for long and hard riding. Let the boys enjoy their wheels in a legitimate way for rational riding, but spare us the exhibition of children seeking fame and medals on road or path.

WE were unfortunate enough to lodge for the night at the Central House, Waltham, Mass., while on a short cycling trip. A more disobliging landlord we never saw. We, in company with our friends, on ordering some refreshments in our room were informed by the person who seemed to run the house that he was too busy to do much "monkeying" that night. We secured what was wanted, however, but not without much grumbling. The whole place was so inhospitable that we shall exercise our privilege of going elsewhere in the future.

AS proof that the Boston Bicycle Club is not extinct, a fact generally believed, we may mention that three old members, one of whom commenced cycling in 1878, were seen ploughing out of town in the mud on Saturday last. It is true they were not keeping up with the electric cars, but they jogged along with that staid contentment that becomes the typical Boston Club man who has been through it all, and whose scorching days are over.

WE hear by the way that an attempt will be made to resuscitate this old club with the view to making it a cycling club pure and simple. We are glad of this, for it would be a pity if the first cycling club formed in this country should be allowed to drop entirely out of the ranks.

THERE is a movement on foot, so rumor has it, to form an association of veteran wheelmen. The requisite for membership beyond the qualification of being a gentleman will be an active wheeling experience of not less than ten years. It would certainly be enjoyable for the oldsters to get together now and then to recount the days and deeds of yore. We have no doubt these old fellows will arrogate to themselves a position of great importance, and regard themselves as the blue-blooded aristocracy of the wheel world. A "Cyclers' four hundred," as it were.

A so-called one-mile championship race was run at Binghamton, N. Y., last week, the winner carrying off the prize and championship (?) in the phenomenal time of 3.56 1-4. Just think of that for a championship race! It is a disgrace to the sport that such things can be. The time limit rule should have been applied to these gentlemen, and if the management had only known that the prize was going to be "pulled off" in any such disgraceful time they should have started a couple of their fastest local men to make the pace decent.

It is a significant fact that the only two starters entered from the same club, the Berkeley A. A. of New York.

No wonder the public fight shy of bicycle races, and if there can be found no way to head off these dawdlers from giving such magnificent loafing exhibition, then amateur racing will be relegated to the same shelf of oblivion as has professional racing.

It takes good, vigorous handling, such as enforced by the Hartford managers, to deal with those individuals who lean towards loafing tactics. Considering that both the men in this "championship" contest are capable of doing the mile in 2.40 to 2.42 we can readily see how much loafing was indulged in. If time limits on championships are *not* according to precedent we are glad to see any effort made to correct this growing evil. As in the possible case of this Binghamton affair, why not put in two or three fast local men whose office it should be to *make* the "waiters" ride at a decent pace or lose the race?

THANK YOU.

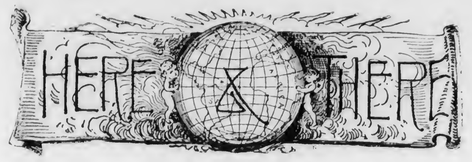
"THE WORLD shows enterprise in securing such interesting writers for its columns, notably those who are writing up the European tours. We have noticed a vast improvement in that go-ahead sheet within the past two years."—*The Star Advocate.*

A VOTE OF THANKS.

Editor Bicycling World: I take pleasure in informing you that at a meeting of the Hartford Wheel Club last evening, the following was passed unanimously:

Voted.—"That a vote of thanks be tendered Mr. W. J. Corcoran, through the Secretary, for the efficient manner in which he led the club riders to their numerous victories at our races."

Very truly yours, W. M. FRANCIS,
Hartford, September 11th, 1889. Secretary.



BOSTON.

"TERAGRAN TONIM."

A RUMOR has reached me—without any foundation, I hope—that there is some talk about having safeties allow ordinaries a start in the coming Boston Athletic Association road races. On what ground it is judged that safeties are faster than ordinaries it would be hard to say. In the Pullman and Irvington-Milburn races the fastest times were made on ordinaries, and in fact I do not know of a single road race in America where the ordinary has not beaten the safety. By all means let the two machines compete together on the road, where there is not the danger that the close proximity of a confined track affords. Then we shall soon see that it is the man that wins, and not the type of machine—or at any rate not the safety.

ANOTHER rumor came to me that the Harvard Bicycle Club thinks it can produce a team that could make the hitherto invincible team of the Berkeley A. A. hustle. With Davis and Greenleaf first and second, or first and third, they would have the race, even if the other Harvard man came in last. That's the way they look at it, at least.

IN reading the reports of the fall race meets I was forced to think what a fine thing it would be, if there were a little more unanimity among the different papers. The WORLD says one man beat, the *Globe* says another, and the *Wheel* still another, and while I was trying to decide on which one to pin my faith, a friend who had been there told me that about a certain race they were all wrong.

SPEAKING of mistakes, I think you, Mr. Editor, were wrong in saying, when you criticised Dr. Wyman's statement, that Hendee got twenty-five yards start. Mr. Harry Cornish, who, I believe, trained Hendee, told me that Hendee was allotted twenty-five yards but refused to take it. Furthermore, the official score card, which lies before me now, does "show such a handicap." [Since last week we learn that Hendee was awarded twenty-five yards, but refused it. The *score sheet* did not show this.—ED.]

DR. WYMAN, I think, is entirely right when he says that the training that Ives and Hendee got helped them a great deal, although they have not raced for two or three years. I do not mean to say that Hendee is 100 yards faster in a mile for the training he got as a promateur and professional, but I think any trainer will say that he is several feet faster at the finish—which is more to the point.

LAST Sunday at the reservoir I looked at the assembled wheelmen and I said to myself: "Hawkshaw," you are right about that "tights" business. They certainly are not gentlemanly for ordinary riding. They have their proper place. If a man is training for a road race and does not intend to stop and sit around full tights are the thing, but for ordinary riding loose knickerbockers are just as comfortable and infinitely more respectable.

I THOUGHT road racing was dead.

NEW YORK.

"HAWKSHAW."

THE New York Division meet would have been a great success had it been a regatta or swimming race, but as it was the battle between milers and moisture was a drown out in the first round in favor of Hugh Midity, Esq. But in such matters wheelmen are prone to be believers in the homœopathic school of cure, and by putting a sufficient quantity of moisture inside of themselves to run no chance of any ill effects from the external libations they are forced to receive at the hands of the Clerk of the Weather.

I HAVE often had occasion to express my opinions as to the funeralism of a wheel parade and the depressing effects of same upon an observer, even when he was an admirer of the sport. In consequence of this opinion I have been the recipient of many unpleasant criticisms on the part of the younger generation of riders. I would like, therefore, to call their notice to the following remarks made by Mr. Francis Wilson at the recent banquet of the State Division, at the same time stating for the benefit of the few who are not acquainted with Mr. Wilson, that the gentleman is himself a wheelman and has an income of about $50,000 a year derived from making the public laugh and cease being serious. Mr. Wilson said: "Being a man who likes amusement, it grieves me to think that wheelmen habitually look so sad when in the sad—dle and on parade. I like to help cyclers to bite off a bit of sunshine in this vale of tears. A wheelman on parade too often appears like a section of a funeral procession. There is a grim look on his face that convinces one that he is there for business. Too often he does not seem to grasp as much sunshine as there is lying around. The parade will never be the magnificent success it should be until there is an infusion of merriment into it. Them's my sentiments exactly."

EVEN kindly old Dame Nature was moved to tears over the gruesomeness of the idea, and she shed them so plentifully that she, more than any one else, prevented the parade from taking place. For this favor I owe the old lady a debt and have placed her upon the honored roll of my creditors, where she, like the others there, will ever remain.

I DID not think that even English bad taste could go to such an extent as to try and rob the dead of any of the wreaths that loving hands had cast upon the grave of "Jack." But it seems that my opinion of humanity, poor as it is, was not yet bad enough to properly estimate the depths of the mire in which the *Bl. News* finds refuge. It is not a pleasant position that it is in, and I do not believe that any other view of the affair is taken by the thousands of gentlemen who have made cycling the grand success that it is in England. Lucky indeed will be any of us who, when we pass under the wire as finishers in the race of life, if we in our turn receive one-tenth of the sympathetic and kindly notice that "Jack" has.

WHEN the world was young and the little stream Oceanus wrapped it round like the curled serpent, and there were no excursion steamers, League meets, base ball games or road races, the possibilities and potentialities of sport was small. There was boxing, but no John L.; there was racing, but it was confined to the chariot and to the Four Hundred of Mycene, or Argos, or Thebes, who could not tell the difference between a safety and a sociable. Then there was the throwing of the discus, it is true, but how does that compare with the throwing of the wheelman from his lofty perch of pigskin? There were all-round competitions of the pancratium, but they were nothing to a modern championship meeting. There were steeds and daughters of steeds, swift as the storm, but the one of steel they knew not. Helen, who might have taken a prize at a Chicago beauty show, never rode a safety. Col. Pleiades Achilles could not solace himself with an early morning spin after his night's of kicking at Gen. A. Agamemnon's packing of the primaries. Hercules, the Peloponesian pet, never knew the delights of a suit of black racing tights, though he finally came to his death by means of a medicated undershirt. If Ajax could have worked off his steam in a ten mile spurt down the Ripley road he never would have lost his life by attacking protected industries. Had Cassandra been given to cycling, her mind would never have got its grumpy and Mugwumpian cast. The great Zeus himself would have left a great deal better reputation if he had kept away from the stage and its thunder and taken a brisk ride round the block every morning before soaking himself with ambrosia. These mildly melancholy classical reflections throng upon me when I see what cycling is doing for the present and the future generations, and I cannot help but note the foregoing facts and show that had cycling been then in existence, how we of to-day would be reading different history from what we are. After all, even being one of the gods had its drawbacks when we consider how much of the pleasures of life they were robbed of through not being acquainted with the pleasures of cycling.

ST. LOUIS.

"LINNEUS."

THERE is little question but that, when the immense improvements now in process in the West End are completed, this city will have a residence section second to none, and a consequent big increase in the devotees to cycling. On Sept. 10 the contractor completed the finishing touch of the Forest Park boulevard, the first one in the city on the "private place" plan, for public use. The work cost $50,000. The result is a thoroughfare 3900 feet long, with a 30-foot grass plat, set with shade trees and curbed in the centre, 40 feet of smooth Telford on either side, it in turn having a strip of turf followed by a 12-foot granitoid walk on either side. The lines of the western terminus diverge to a width of 160 feet at Forest Park to accommodate a $4000 fountain built there by adjacent property owners. It is the renaissance of an old private boulevard Jesse Lindell built some forty years since, and which started nowhere and ended similarly. He hewed the path out of the woods, and constructed a rock road at great expense, to gratify a passion for elegant roads, with no idea of its future use.

I WAS greatly surprised a few days ago to hear that a local firm had issued an order forbidding any of their employes to use their wheel in riding to and from their business, giving as their excuse that it took too much of their time. As the house is one of the leading ones in the cycle business here, such an order would set a beautiful precedent for others which are in no way connected with cycling. On making closer inquiries I found that the order had been repealed the day after it was issued. The matter caused quite a flutter among our local cyclists, and many were loud in their denunciations of a firm who would treat their employes in this manner.

THE illuminated parade which was expected to come off during fair week will not be held, as Mr. George B. Thomson informed the wheelmen that the appropriation of $500 to defray the expenses was not granted by the Fall Festivities Committee on account of the opposition of the Exposition people, who claimed the parade would keep the people away from their show. This is all bosh to my way of thinking, and instead of harming the Exposition's attendance, the parade would benefit it.

THE Track Association cleared a neat sum on the tournament, and a meeting of the stockholders will be held next Tuesday to discuss the matter of giving one on a much larger scale next year. J. Harold Child, the efficient secretary, deserves great credit for the way he discharged the many duties of his office.

AMATEUR racing being all the go over the whole country, would it not be a good idea to arrange a racing circuit similar to the trotting circuits, to avoid a clash in dates? If such an association were formed and run on business principles it would surely tend to improve the tone of our race meetings. Another thing that should be done is the formation of an association similar to the W. A. A. A. of the clubs of different Western cities, for the purpose of holding Western championships. If arranged on the plan of the W. A. A. A., the heavy expenses of a championship meeting will be borne by all the clubs in the association, and not by the club holding the meet as now. The country is too large to admit of racing men travelling, say from St. Louis to Hartford, to compete in certain championship events, and the sooner Western championship events are established the better it will be for racing men, besides it will lead to healthy rivalry between all cities interested.

THE non-unanimous action among our wheelmen has been freely commented on the past week, and was particularly noticeable at the union run and dinner given Sept. 8, in honor of the races, at which less than twenty-five riders participated. In spite of arduous labor to the contrary, the cyclists of St. Louis are about the most disorganized lot to be found anywhere, and the club memberships are a mere bagatelle when the total number of riders is taken into consideration. The cause of this all is the great lack of workers, and should these lines meet the eye of such who will put their shoulder to the wheel to alter the situation, by getting the riders to join the League, they can obtain all needed information and advice by applying to Chief Consul Holm.

NEXT to wabbling, looking around seems to be about the worst thing a racing man can do, and the latter lost F. P. Ring his match race with Harding, as well as causing him to take a terrific header in another event. By the way, speaking of racing men, look out for this man Tuttle, of Chicago. He is the possessor of a magnificent spurt, has any quantity of grit, backed up by a Herculean frame, and can easily spurt a full mile if pushed. His finishes with Lumsden were very close, and were the latter not the hot favorite that he is, at least one of the events would have resulted in a dead heat.

PORKOPOLIS NOTES.

"STAR."

ON the 7th and 8th inst. the C. B. C. took their annual run to Miamitown. The start was made at 6.30 P. M. Saturday, and the destination reached at 9.45 P. M. Dr. Green took a bad fall on the slippery asphalt, and was obliged to return to the club house, where the festive Heidkamp assisted him to straighten his cranks and handle-bar, and to scrape the mud from his clothing. The doctor then pluckily started out and reached M. only a few minutes after we— had eaten up all the supper. The sky was cloudless, the air was cool, and the roads, owing to the heavy rains of the early part of the week, very smooth. After supper it was discovered that though there were twenty in the party, there were only sleeping accommodations for nineteen. It was 4 A. M. before it was decided where the twentieth man should sleep, and of course none of the rest of us could sleep till the question was settled. When we did get to sleep it was only to be roused by the stentorian voice of Chief Consul High, who with several others of those who did not like to sleep away from home, and who had started at 5 A. M., had scorched all the way. Among the amusing incidents of the day was Harry Ellard's excrutiatingly funny imitation of a novice's attempt to ride a bicycle, which was taken in dead earnest by an unsophisticated native. The return was made without any further mishaps. Dr. Green declares, however, that he will not attend another such a run unless he can secure a fire and burglar proof vault to sleep in.

IT seems that my remarks on the shrinkage of the shirts furnished the C. B. C. was construed as reflecting on the house that made the garments. Such construction was not intended. I was only trying to show that the shrinkage of high grade all wool flannel shirts was due more to excessive perspiration than to the method of washing, and that flannels containing a certain percentage of cotton were not so apt to shrink.

THERE is beginning to be considerable speculation as to the result of the next championship race of the C. B. C. Of those who contested in the last race, the "Duke" is in the South on a business tour and will not return in time to enter, and the same may be said of Nelson. Then Barth and Huseman, who were not in condition in the last race, may make a much better showing this time. There is also an uncertain quantity in the new members that have come in since that time. Benckenstein and Baldwin are both known to be flyers, and there are some who believe that if Dr. Green could be prevailed upon to enter, that Wayne's chances of wearing the medal for another six months would be exceedingly slim.

THERE are quite a number of wheelmen in this city who are supposed to be members of the League, and yet they have never joined that organization. I have made it a point for some time to ask every wheelman I meet if he is a member of the L. A. W., and have been surprised at the number of negative answers I have received. If every one of the League members in this city would consider it his duty to do a little missionary work the Porkopolis contingent would be considerably increased in a very short time.

FATHER BENNETT'S road race, which has been postponed so often, will be run on the course from Carthage to Hamilton on September 22. It will be a scratch race, with a gold medal for first man.

SEVERAL wheelmen have been stopped by the Eden Park police and compelled to show their park badges. It is said that hereafter no one will be allowed to ride through the parks unless he has a badge. They may be procured of either Bennett or High.

CHICAGO.

"THE STROLLER."

THE team race at the Peoria tournament will probably bring out teams from the Illinois and Kenwood clubs here, a St. Louis team and a team at Peoria. The Chicagos, I understand, will not enter a team, although the prize is a tandem bicycle and well worth trying for. Van says he can take a Chicago team there and win the race, but will not do so. Ah, Van! I am afraid you are not as sure of winning as you say and prefer to rest content over the recent victory on the West Side rather than take the risk of a defeat at Peoria. Great interest is shown by our flyers in the meet. Winship is in active training for these races. He has kept bravely away from the path this year until now, but that prize-list was too much for him, or perhaps it was the pretty girls at Peoria—who can tell. At any rate, "Win" will be there and expects to bear away a goodly share of the prizes.

AS predicted in a former letter, Lumsden sent in his resignation to the Chicagos at their last monthly meeting, and, to the surprise of all, Van Sicklen moved that it be laid on the table, and "Art" requested to withdraw the same. Perhaps beating Lumsden in the road race he no longer holds a grudge against the young flyer.

THE Chicagos will remove from their present club-house to one on Rosalie court, near the entrance to South Park. This was decided upon after a stormy meeting, at which some of the "alleged" kicked loud and long.

SECRETARY-TREASURER SHERIDAN writes me from Springfield in regard to our so-called election, asking me to be present at the Board of Officers' meeting in September, when the entire matter will be fully ventilated, let the blame fall where it will, and assures me that he is not the guilty party and has no desire to get up a reputation as a fine worker, as he neither sought nor desired the office. I should like to be present at the meeting, but it is hardly probable that I shall be.

TOM ROE left for San Francisco last evening, to ride from there to Boston, in the interests of the Chicago *Herald*. He is due to leave the Palace Hotel, San Francisco, at noon Saturday, Septem-

ber 21st, and following the Santa Fe route, expects to make the distance (2573 miles) to Chicago in fifty days. Tom has had a good many ups and downs in this world, so that he ought to be able to ride the mountainous country between the Golden Gate and the Garden City at a fair rate of speed and with no fear of headers, if experience counts for anything. Roe will wear the Chicago Club colors, gold and blue, with "The Chicago *Herald*" worked on it.

SKINKLE was in town last week, and says he expects to return to Chicago to live in a short time, adding that he had rather starve in Chicago than be a millionaire in any other city in the Union.

RANDALL has moved over on to the West Side, and, I am told, would apply for membership in the Illinois Club only he does not like the idea of being black-balled.

BURLEY AYRES will be a figure in League politics next year, or I miss my guess. You mark me.

DETROIT, MICH.

"JUDGE."

THE *Sunday News* of this city devoted a column and a half to the prominent wheelmen of the Detroit and Star Clubs. A likeness appeared of each Lane and Jacobson of the Detroits, and Metzger, Whelden and Bradish of the Stars. Metzger's is very good, the others fair. The article is very well written.

I TOOK a spin up on the new asphalt pavement on Cass avenue. Three blocks are open for traffic. This will be the finest paved street in Detroit when completed. If the man who writes in favor of wood pavements could come to this village he would go away a sadder and a wiser man. We have miles and miles of cedar block pavement, and after the first two years it soon becomes rough, and the blocks begin to decay, and many other objections might be raised against it from a sanitary point of view. The people are tired of it, and if the asphalt already laid proves a success there will be many miles of it laid in the next ten years.

OUR "second to none" exposition opens to-morrow. Wheelmen coming to the State meet will have a grand chance to see this great fair. All trains stop at the grounds.

WE are going to have an old man's race at the D. A. C. race meet. Messrs. Stoddard and Markle will ride a one-mile safety race. The combined ages of these two gentlemen would pass the century mark.

CAPTAIN METZGER took the Star Club up the Canadian shore road to Le Boux's wine cellar last Wednesday. White and Marks had a collision in a muddy part of the road going up, and each took a side fall into a mud puddle. Oh! what a sight that pair presented when they arose. The usual music was in attendance, and the boys danced till after ten o'clock, and then started for home.

THE Detroit city ordinance allows bicyclers on any sidewalk after eleven o'clock at night until six o'clock in the morning. We always time ourselves so as to strike the sidewalk at eleven on the return from a run. We are also allowed on the walk on a street that is unpaved at any time.

A LARGE delegation of wheelmen will take the boat for Cleveland next Saturday at ten o'clock P. M., and will spend Sunday with the Forest City wheelmen. We are all praying for good weather for the State meet on Friday and Saturday.

LOS ANGELES.

"VINDEX."

J. PHIL PERCIVAL, Vice Consul of the California Division, has caused a sensation in the wheel world of this city. Two weeks ago he quietly left town, and his whereabouts and destination are only known to an intimate friend. It is thought he has either gone to South America or Australia. He was married and has one child. The matrimonial union was not fraught with happiness, and this was his reason for leaving home and kindred, so it has stated. He was a book-keeper for his father's firm, Percival & Chambers. Percival was one of the fastest racers on the Pacific Coast.

CATALINA ISLAND has been the Mecca of our wheelmen who have been taking their summer vacations. Yachting has been the main feature of their outing. Messrs. Burke, Tufts, Sale, Bradley, Pease, Plank, Kercheval, Hiller and the Woodworth boys have been at the island at intervals during the summer. Catalina Island is a famous resort for pleasure seekers, and is 30 miles from the mainland, and is very mountainous, and is noted for its grand and rugged scenery. Hunting goats is a favorite sport for Nimrods, while for the disciple of Izaak Walton the enjoyment is unbounded.

IN reading the list of new members in a recent number of the WORLD, your correspondent noticed the names of two wheelmen who had joined the League from a town in Missouri, where the writer spent three years of his college days. Six months ago there was not a bicycle in that little place, but the fever has caught and two have succumbed. Let the good work go on! The day will come when a man without a wheel will be in the same category of the man without a light-weight overcoat—to be pitied.

THE San Diego tourists will start from Pasadena next Wednesday (the 11th) and it promises to be a most successful affair. The roads will be in good riding condition, as rain fell a few days ago, an unusual occurrence at this season of the year, which laid the dust. A party of wheelmen from here will probably take a spin down to the Crown of the Valley to see the tourists start on their week's tour of the scenic resorts of Southern California.

NEXT summer a week's encampment of the wheelmen of Southern California will take place on Santa Catalina Island, the time to be decided next spring. There will be tents for all who participate, besides general tents for social entertainments and for the commissary department. The programme of the week's encampment will consist in boating, fishing, bathing, yachting, goat hunting, mountain climbing, dancing, etc.

THE death of "Jack" is felt here severely. All mourn for him. There can be but one "Jack," his place cannot be filled. May he rest peacefully in the care of his godmother, "Nature," whom he loved so well.

BALTIMORE.

"NORVAL."

SUNDAY before last a party consisting of the members of the Chesapeake Club visited Annapolis. They were met at Bay Ridge by their friend Mr. Lynch, and from there wheeled to Annapolis, the surroundings and the Naval Academy. The trip was very much enjoyed. Among those present were William Holland, President; R. Hall Leonard, first lieutenant; F. H. B. Bullock, second lieutenant; Jas. B. Read, treasurer; John T. Lynch, Jr., Joshua Ray, Harry Ungeryogt, Harry J. Deitz, Howard Roberts and J. Fitzgerald.

THE Maryland Club viewed the bombardment of Fort McHenry from the steamer Westmoreland. Fifteen members from the Hagerstown (Md.) Club were aboard the same steamer, including Mr. Geo. F. Updegraff, the vice-consul.

A FEW NOTES: President Luscomb has consented to act as referee in the coming Citizens' Cup race.——Wet weather has arrived and stopped wheeling.——September 21, at 8 o'clock, is the date named for the regular meeting of the board of officers of the Maryland Division, which is to be held at the Chief Consul's office, 340 N. Charles street.——Mr. Winston, a former member of the Maryland Club, is here visiting.

NEW HAVEN.

"ELM CITY."

THE most enjoyable run of the season held by the New Haven Club was the Sunday we spent at Coney Island as the guests of the Hudson County Wheelmen of Jersey City. No entertainers could do more than they did, and the N. H. boys appreciated their hospitality and hope to return it next year. Our runs for September were interfered with by the rain. Sept. 1 we had a club run to Hartford, and was the only long distance run which the writer had the honor to be in that waited for slow riders, and forty of us rode into Hartford after Capt. Perkins, having all ridden the entire distance, as large a club run as ever came into Hartford.

WHILE we were eating dinner at Meriden one of the prominent clergymen of that place expostulated with the proprietor of the hotel for feeding a party of 40 wheelmen who were breaking the Sabbath by riding around the country.

THE New Haven contingent enjoyed the Hartford meet exceedingly. We were a fine picture in the parade, though we did not do as well as we expected in the races, but did very well, our team winning the tandem race and several seconds and thirds.

LAST Sunday a club run—race, I should say—was made to Meadows End, a god-forsaken place where all that went kicked themselves for going over such a beastly road. Led by our first lieutenant we rode as though forty devils were after us through sand six inches deep all the way—the worst road in Connecticut.

WE have a club run to Bridgeport next Sunday.

THE Connecticut road book is to be revised and a new edition gotten out, which will keep up the reputation of that excellent book; the best road book ever published; no wheelman should be without one



THE EAGLE HAS NO WINGS, BUT IT GETS THERE JUST THE SAME.

From the OAKLAND ENQUIRER, Aug. 22nd, 1889.

Captain Manning, of the San Francisco Bicycle Club, called a run at Lake Chabot on the 18th inst., which was responded to by a large number of members of that organization on their wheels. The weather was perfect and the run was a thoroughly enjoyable one. While at San Leandro several of the members indulged in a scorch around the triangle, a distance of 8 5-8 miles. The contestants were: E. L. Favor, George Ingham and George French, all of the San Francisco Bicycle Club; A. A. Bouton, unattached, was invited to participate in the race, and did so. Bouton rode an Eagle bicycle, and there was much speculation as to the result of the race, the Eagle being a new machine. The start was made and Favor led the first four miles, when Ingham forged ahead. When within two miles of the finish, Bouton took the lead and increased it enough to have time to dismount and adjust a nut which had become loose, and mounted again, without being overtaken. Bouton came in first in 33 minutes, 43 1-5 seconds, with Favor a good second. The road was loose and a strong wind faced the riders the last five miles.

From the NORFOLK DAILY LANDMARK, Sept. 3d, 1889.

Sunday, William T. Robertson, of Washington, D. C., riding an Eagle bicycle, rode over the ten-mile course, passing through the Brambleton and the water works, against time and for a record. Although the road was rutty and the wind blowing against him for eight miles, he succeeded in making the distance in 36 minutes and 35 seconds. William O'Neill acted as pace maker and A. A. O'Neill, D. Carpenter, of Norfolk, and J. C. V. Smith, of Washington, D. C., as timers. This establishes a record for this course.

Illustrated Catalogue Free. Agents Wanted.

The Eagle Bicycle Mfg. Co.,

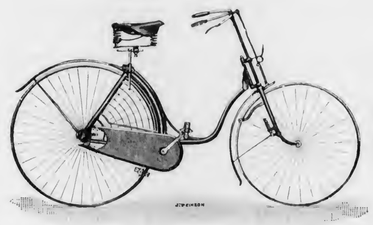
STAMFORD, CONN.



THE SWIFT SAFETY TO THE FRONT.

G. M. HENDEE, at Hartford, Sept. 4th, beat the Safety record for one mile. Time, 2.41 1-4.

G. M. HENDEE rode a **SWIFT SAFETY.** The previous record was 2.46, which, by the bye, was made on a SWIFT SAFETY.



The first Century ever made by a Lady bicyclist.

On August 25th, Miss Maggie Kirkwood, of Maplewood, Mass., rode 101 miles and 3-4 in one day on a **SWIFT LADY'S SAFETY.**

THE SWIFT LEADS THE WORLD.

COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - - - - - BOSTON, MASS.

For Fall and Winter Riding,

THERE IS NOTHING EQUAL TO OUR

Popular * Premier * Safety.

It has a TRUE DIAMOND FRAME, the most Rigid, hence most Suitable for Heavy Roads; Tubular Steel Forks of Unsurpassed Strength and Torsional Resistance; Generous Tires of Best Smooth Rubber; Butt-ended spokes which do not Break; Dust and MUD-PROOF Adjustable Ball Bearings to all Parts; Square-Grip Pedal Rubbers; Weight, 49 pounds; All Best Steel and Warranted for a Year; The Lowest Priced High-grade Safety on the Market. $105. Prompt Delivery. Ask your Local Dealers to show you this machine, or write to

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LLEWELLYN H. JOHNSON,

MANUFACTURING IMPORTER PREMIER CYCLES,

401 & 403 Main St., - - - - - - ORANGE, N. J.

A GOOD many here expressed themselves in favor of having the next L. A. W. meet at Niagara Falls. I want to put myself down in favor of that place. We have had city meets long enough. Certainly no place is grander than that, and it would also give others who, like myself, have never seen the Falls, a chance to do so, and with that attraction added to the meet I believe the largest one ever held could be had. Let some one keep the ball rolling till Niagara Falls is decided upon as our next year's meet.

The N. H. Bi. Club cordially invites any unattached wheelman of good standing to join their ranks. They are about to go into new quarters in a large house centrally located, where more accommodations can be offered members. The club is to be incorporated and a stock company formed of it, and bonds issued to raise money to furnish the club house, and before winter comes on they will be in better quarters than any wheel club in Connecticut.

THERE are over 1200 riders in this city, and the club intends to have the largest membership and best quarters of any cycling organization in the State.

C. H. VOORHEES and E. C. Rowe rode from here to New York in ten hours. Mr. J. M. Verhoeff has just returned from a European tour awheel. He reports fine roads and good time.

SYRACUSE.

"SALINA."

"CYC," the WORLD'S correspondent from Harrisburg, Pa., hit the nail on the head when he wrote "the club room is the place to exchange opinions and make boasts." That's right, "Cyc." These blow hards who make their claims on the streets or in public places are sure to be spotted by the not over-lenient public, and will be carded as "loud-mouthed" as soon as the same n. o. l. public can place them.

THE second annual corn-roast of the Syracuse Cycle Club is an event of the dim past, and the hustlers are now busy conjuring some new form of entertainment. Thirty-two men "counted twos" in response to the order given by Captain Chapin, and whirled away over West Genesee Street Hill and out the Cammillus road, to the farm of Mr. Geo. Geddes. There a huge bonfire was built, and corn, to the tune of one hundred and fifty ears, was roasted. The usual *obligato* of potatoes—Irish and American—were also placed in the fire, and this savory repast was washed down by "real farm milk." Some "bloomin' sweet buns"—a la Harry Schell—completed the menu. When every one had reached his limit as regards eating abilities, songs, speeches, jokes, a la cycle, were indulged in to the delight of an appreciative audience. The club quartette sang "We've been here Before," and were about to spring the "Soldiers' Farewell," when they were silenced by a perfect shower of potatoes, *et al.* The return trip was made in short order and 1.30 found the boys all in their cribs.

TED HOPKINS is home on a short stay. He says life in New York is just about his speed.

CAPT. CHAPIN has returned from his eastern jaunt and looks as though he had had a splendid time. Albany, Hartford and New York were in his circuit.

E. MCDOUGAL and "Wes" Yale rode from Saratoga to New York to attend the State meet. We heard from them occasionally and learn they were treated royally wherever they stopped. McDougal took his "shooting iron" along and gave us his iron-bound oath that he would lay for a certain yellow and white canine, with headquarters near Rhinebeck. [Will our correspondent kindly locate the hind quarters of the canine? Please give town, county and State. —ED.] Aforesaid canine had a wonderful penchant for "Salina's" pedal extremities once upon a time.

THE "Knickerbocker" men are on the move. A room in the Larned, of no mean order, serves them as a temporary club headquarters.

CLUB house agitation is a popular topic here just now, and D. V. and the weather permitting, the Syracuse Cycle Club will be comfortably fixed in a ranche by the time another riding season appears.

NEWS AND COMMENT.

THE following from a Wichita correspondent: "The cycling fraternity of Wichita, Kas., have good reason to rejoice; the city has contracted for the paving of Market street for about half a mile with asphaltum. This will be the first in the city, and is but a beginning; a similar improvement for other streets is under consideration. Market street runs north and south, and as the wind here is either north or south seven days in ten, the boys will coast one way or the other nearly all the time, and if they don't rig up sails and coast *both* ways in less than six months then I was not born a Yankee."

"TOURIST," Ohio Division.—Thanks for report, but we published report of the meet over two weeks ago.

THE members of the Press Cycling Club are requested to rendezvous in Copley Square at 9.30 A. M. Sunday, September 29, and then ride over the roads to Wakefield. This run will probably be the last outing of the season; and, inasmuch as Captain Nat Rogers of the Wakefield Bicycle Club has offered to escort the club while it is in that town, the Executive Committee is desirous of having a representative body of the club turn out. The committee on badges wish to call attention to the fact that a club badge has been adopted and manufactured, and as soon as dues are paid the badges will be distributed.

THE Boston Athletic Association will no doubt be represented by a strong team in the racing events of 1890.

HAVE you read the full list of prizes to be given at the Peoria, Ill., tournament? If not, see pages 570 and 577

TOURISTS are warned against the route between Philadelphia, Reading and Harrisburg, Pa. The roads are bad.

D. J. POST of Bridgeport, Conn., says there is no foundation for the complaint made by a few kickers that Bridgeport wheelmen were not treated well at the late Hartford meet.

WE learn that efforts are being made to have the Warwick Cycle Co. locate their factory at Chicopee, Mass.

REMEMBER the date (September 26) of the Maine Division meet at Portland.

ISN'T the Berkeley Athletic Association of New York trying to form a corner on racing men?

SEVERAL of the Elwell tourists "did" the Whitechapel district while in London. They did not "cotton to it" as a permanent place of residence or even a cheerful section to visit.

WHAT they want to know in Pennsylvania: "Where, Oh where is that Road Book?

FRED SOLOMAN in the opera of "The Brigands" takes occasion at one point to ask, "what did the band play?" and then he shouts out the refrain so well known to our Hagerstown friends. The question is, where did Fred get on to it!

THE official programme of the New York Division is a splendid specimen of the typo's art. The designs of the illuminated covers are excellent, and the work reflects great credit on the committee having the work in charge.

THE old Boston Bicycle Club will cycle and tally-ho out to Saugus to-morrow to attend the race meeting of the Boston Jockey Club.

WE insert the following with pleasure: "Please permit me to change a statement regarding our club, made by the "Stroller," in the WORLD of September 6. Mr. John Erickson, the ex-Secretary, was not expelled, but completed his term with credit. It was the *ex-Corresponding* Secretary who left the club in disgrace. Yours respectfully, F. WEINBERGER, Cor.-Secretary.

OPINIONS differ. Chairman Davol is for reducing the number of L. A. W. championships to three, and have them all run at the annual meet. On the contrary, our St. Louis correspondent this week suggests a plan to increase the championships locally. For our part we declare on the side of Chairman Davol.

WE received the following item from Mr. H. G. Wolzendorf: "The St. Louis Cycling Club has disbanded and given up its club house. The St. Louis Cycling Club has been organized, which is going to be a League club."

THE bicycle thief seems pretty active "in spots" just now. The last spot he showed up in was Haverhill, and our good friend J. F. Adams is the victim. See advertisement.

AT Chambersburg, Pa., on Tuesday, September 10, Mr. Edward Hamilton, of Shippensburg, Pa., while riding along South Second street with his companion, took a header and fell on the rough street. He was conveyed to the office of Drs. Palmer and Greenawall, where it was found that his upper and lower jaws were broken and deep gashes cut in his chin and lip clear into the bone. It is thought that there will be concussion of the brain. His injuries may prove fatal.

MR. JOSEPH HOLROYD, of the Bay City Wheelmen, San Francisco, just after his return from a pleasure trip throughout England and France, spent two weeks wheeling about New York in company with Messrs. Fink, Schmidt and Neumann.

A GENTLEMAN writing from Sandwich, Mass., says: "In your issue of Sept. 6, in News and Comment, you state that 'Bicyclers for the *first* time in this country are taxed in Boston.' If this be the *first season* of such taxation in Boston, I may stand a chance of

'taking the premium,' as for the past three years I have been taxed $1.44 per year for my wheel."

ROUTE WANTED.—"Will some reader of your valuable paper, better informed than myself, please inform me through the columns of the BICYCLING WORLD AND BULLETIN the best wheeling road from Oil City, Pa., to Cleveland, by way of Warren, Ohio? I desire to make the trip yet this fall, and will be greatly pleased to get the above information at an early day. Thos. J. Lee, Philipsburg, Pa."

A PARTY of roughs from Brockton, Mass., have, for the past five weeks, been making themselves particularly obnoxious to residents of Hough's Neck. It was their custom to drive over in a barge, and take with them lager and fire water *ad lib*. The natural rough instincts inflamed by heavy drinking produced a decidedly disagreeable effect. Last Sunday, on their return from one of these excursions, the roughs ran down a cycler in the city of Quincy, and immediately started for Brockton. There happened to be present Messrs. Doane and Benson on a tandem; these men gave hot chase until they met a policeman, and then Doane got down, and the policeman (who could not pedal) was taken up, and Mr. Benson carried him along alone until a heavy piece of road made fast riding impossible. At this point the policeman dismounted, and Benson alone overhauled the barge, names were taken, and arrests will follow.

The owner of the damaged wheel, D. Hilliard, was supposed to be a League member and Chief Consul Emery had taken the matter in hand when it was found that the sufferer was *not* a League member and so the Division cannot give financial aid, though of course it can and will give moral support. There is a moral here. See it?

THE Albany (N. Y.) Wheelmen and the Albany Bi. Club are having another tussle with the consolidation question.

FOUR well-known wheelmen of Hyde Park, Ill., were recently arrested and fined for sidewalk riding.

DAN CANARY, the trick rider, has made some good paying engagements. He is said to get $100 a day for his exhibitions.

KARL KRON sends us the following request: "Your paper of Aug. 30, page 491, mentions two Australian bicyclers having enjoyed some 7000 miles of wheeling on a journey to England, and I think they intend to return home by way of this country. A letter for one of them, Geo. W. Burston, formerly captain of the Melbourne Bicycle Club, has been sent in my care by the last man who shook hands with him when he left that city in November, and I shall be glad to send the said letter to any address which he may name or to deliver it to him personally, if he will appoint an hour for calling at my chambers in the University Building, Washington square, New York City. Mr. Burston was the earliest one of the hundred men at the antipodes who subscribed for my "Ten Thousand Miles on a Bicycle," and I shall be glad if any reader of this paragraph who may meet him in America will call his attention to this request."

D. J. POST writes us: "In your Sept. 13 issue, under 'News and Comment,' I note an account of the injury of C. H. Hanmer, Wethersfield, Conn., and a suggestion of a suit for damages. If worth the space you may use my name as authority that the account was erroneous. A rolling stone caused all of the trouble and not a hole dug for the reception of a telegraph pole as reported.

A GENTLEMAN who takes his little boy riding on his safety standing on the foot-rests, lately said to the boy: "Now you are the headlight of the locomotive." The little fellow was much pleased with the idea and quickly rejoined: "Yes, papa, and you are the smokestack." Somehow the papa was not as much pleased with the comparison.

THINK of a one-mile L. A. W. championship being run in 3m. 56 1-4s.! This was done at Binghamton, N. Y., last week. We hope Campbell is proud of his performance and we hope the Berkeley A. A. is cognizant of the fact that it possesses *two* very fast men.

NOW is the touring season. During the next eight weeks the finest weather for riding will be experienced.

MR. BERT GALBRAITH of Milton, Pa., recently rode from that place 170 miles toward Philadelphia in total elapsed time of 35 hours; actual riding time, 20 hours and 30 minutes. He carried six pounds of luggage, and he thinks the above will compare favorably with the time made by any other tourist over the same route.

A BICYCLE rider calls attention in a local paper to the spelling of Williamsburg on a guide board out on a country road in which the letter "s" is left out. He also notes one or two other errors in the sign, and says "The cyclers voted this the most unique specimen of local guide-board painting seen yet." Why, boys, that's nothing. Within 100 feet of Smith College the hundreds of students can see three signs that read: "Plese keep off the lawn." Up on the hills where Wainwright's railroad is to travel is where the cyclers can find the unique signs. J. N. Leonard, the silk manufacturer, has a farm with a trout pond and other attractions for his guests up at Ashfield. At the entrance is a big gate, across which in glaring letters is the startling admonition "For God's sake, shut the gate." Some pious farmer has attempted to cover a portion of the sign with a daub of milk paint, only to make the notice more noticeable. Not far from this place another owner of a summer house wishing to frighten people from crossing his lonely lands for berries or fish, has posted a horrible sign by the roadside. It is about four feet square, with a notice warning people off the place. Then in one corner is a ghastly picture of a skull and cross bones, with the word "law" underneath, and on the other corner a rude picture of a revolver, all the painting being done off in suggestive and sickening red. This is the way some of the city people are "educating" the poor countryman.

ON Monday last we had a call from Mr. J. L. Yost, formerly of the Springfield Bi. Co., but now of the Lozier & Yost Bi. Co. of Toledo. Mr. Yost will tarry in Boston about a week.

THE fifty-mile road race between Doane and Van Wagoner is postponed indefinitely by mutual agreement; business duties interfering.

"THEY are sometimes extreme in New Jersey, but they are usually right. They have good roads over there, and when, the other day, a road overseer dumped sand on them by way of repairing them, they promptly proceeded to indict him. Something very bad ought to happen to him because he erred, not through ignorance, but from the wish to evade the conditions of the contract to mend the macadam surface with broken stone."—*N. Y. Times.*

A CABLEGRAM from Lucerne, Switzerland, states that: "In reply to the protest of the American minister, the Bundesrath announces its regret at the wrongful arrest of four American tourists at Berne on the charge of being pickpockets, and adds that measures will be taken to prevent such a blunder being made again." Good! and so now we can go to Switzerland without fear of being arrested as a pickpocket.

BETWEEN Old Orchard and Pine Point, Me., there is a sandy stretch of four or more miles, known as Grand Beach. The sand is very hard here and a person's shoes make but little impression on the smooth surface. The other afternoon was seen what appeared to be a boat scudding along the beach before the wind. It was sloop-rigged, but it was on the sand and not in the water. An investigation revealed a curious invention. It seems that A. R. Wright, of Portland, who has been summering at Grand Beach, has a vehicle like a tricycle with broad flanges to the wheels. Protruding from the frame work is a mast, boom and bowsprit. He rigged his craft after the style of a sloop with two jibs, and on a day when the wind is strong he can sail down the beach as nice as you please, and he can't be drowned either.

THROUGH GERMANY.

(BY A MEMBER OF THE "ELWELL PARTY.")

"How soon can we get out of here?" This was the question we asked each other, as we impatiently paced the silent halls of the hotel at Cologne after the boys had gone on their various trips over Europe. As soon as we could leave the place three of us pushed our wheels over the slippery streets of Cologne to the steamboat landing, and took the first boat we could for Bonn. The ride up the Rhine that evening was not near so enjoyable as it was when there was the jolly party of fellows who came down a few days before, and when we arrived at Bonn we did not go to the same hotel we stopped at before, as we knew that the boys were not there and we were all alone. That evening we took a stroll around the town and visited the house where Ludwig von Beethoven was born, which stands in the old part of the town in a narrow street. After looking the town over quite thoroughly, we retired, in order to enjoy the ride up the Rhine next day.

The next day proved to be fine, and we took the first boat in the morning for Mayence, passing through the section of the Rhine where grand ruins of castles frown on you at every turn. At Bingen we had an addition to our party in the person of Jos. Schneider, who had gone ahead the day before to visit the birthplace of his father, which is but a few miles inland.

Opposite Bingen, high above the vineyards, which completely cover the sides of the mountain, stands the German National Monument, representing Germania watching the Rhine. It is a splendid statue, nearly as large as Liberty in New York Harbor, and on the pedestal are engraved the verses of "Die Wacht am Rhine." We continue our ride through the vine-covered mountains, and at last the great bridge of Mayence comes into sight, and after lowering the smokestack, which is collapsable like a telescope, we swung around to the pier and searched for our hotel. This found, we look over the town, and on our return find that there has been three new arrivals, and our party now numbers seven, consisting of Wm. H. Kirk, Stephen L. Breed, J. W. Schneider, Dan and Wm. Krumm, W. E. Hicks and Clark Cooper, and our object is to see some of "Deutchland."

The following morning was spent in looking over the museum and city. In the former we saw a great many old Roman relics and part of the bridge built by Romans in 1 A. D., and on the outskirts of the latter we saw an old watch tower, built in honor of Drusus, in 9 A. D., and the remains of an aqueduct used for transporting water to the city, also built by the Romans about the same period.

After a very good lunch we started in earnest on our German tour, and easily covered the twenty-five miles to Frankfurt on Main, passing through a rolling farming country. We arrived just in time to witness something new to an American cyclist. There was a very large crowd assembled in one of the principal streets, and on making inquiry we learned that Lehr, the German champion, had returned from England, having defeated their best man, but who the best man they referred to was or what distance they had ridden we were unable to find out. From the celebration in his honor he certainly must have done something, as everybody seemed to be excited and the streets were packed with people. When the procession arrived there was a great deal of cheering, and ladies showered the victor with flowers, and the band played appropriate pieces. Such a thing was entirely new to an American, as the public in Yankeeland do not seem to take much interest in racing matters.

The next day we started on our road for Dresden, with the expectation of making Wurzburg the first evening, but as soon as we left the valley of the Main we came to a very rolling country, and found some hills which we were contented to walk up, and at length came to the Spessart Wald, or forest, which is one of the finest forests we saw. The trees are planted in rows at regular intervals and are straight as an arrow for forty feet without a branch, when the branches shoot out and the trees being quite close, the branches intermingle and completely shut out the light, giving one the impression of a huge roof supported by thousands of pillars, the floor being covered with pine needles to the depth of about six inches. A forest like this is very fine to go through in the daylight, but when one goes on continually for four hours with night coming on, he will take a different view of it and pedal somewhat faster. This is what we did, as we did not relish the idea of spending the night there. As we were nearing the edge of the forest there was a cry, "What in the deuce is that?" and we all looked in one direction, where we saw a deer standing, looking in amazement at us for a moment, and then disappear in the darkness of the wood. The first was followed by a second, which crossed the road directly in front of us, like a flash, and followed the leader in the wood.

We soon came to the end of the forest, and far out in the country ahead we saw a small village nestled in between the hills; here we began to descend toward it, and for seven solid miles we never touched a foot to the pedals of our wheels. On inquiring we learned that there was a larger town only a few miles farther, so we covered the distance in short order, and at lenght arrived in Marktheidenfelt about 9 P. M., and decided to stop there for the night.

After a good dinner, without wine, much to the disgust of the landlord and amusement of the other guests, we took a stroll around the place, it being a beautiful moonlight night, and found it to be a very quaint old market town, located in the centre of a rich farming section, and composed chiefly of tillers of the soil.

(To be continued.)

GOOD WORDS AND GOOD ADVICE.

Editor Bicycling World: I attended a League meeting recently, a pleasant, merry affair and well ordered, and I thought of some things which, as a clergyman, I should like to say to the members. I have often thought of the respect which the League shows to the law, upon which it bases its demand for rights. Indeed this is proclaimed upon its seal, for when I first saw the winged wheel with L. A. W. in it, not observing the periods, I wondered what society it was that thus proclaimed the majesty of the Law.

Perhaps we can find in that seal also some symbol of the respect which the League owes to religion. The wings seem capable of such an interpretation. We cannot indeed use these to prove that the members are angelic in their disposition. But wings are the symbols of mounting upward and keeping above some things in this world. At least it is well that they should suggest this thought to the members of the League. I think, too, that I can see many signs of this upward tendency in the organization, its officers and members. It has steadily moved away from the degrading influences of many athletic contests, keeping down the spirit of gambling, professionalism and jockeying, maintaining a clean and wholesome form of entertainment at its tournaments, which are coming to be more and more appreciated by the best people.

I wish to say a good word also for the editorial influence, which has consistently aimed at teaching gentlemanliness and morality as the essential characteristics of League members. If we have the proper *esprit de corps* we shall all strive to put down rowdyism and show that at tournaments, touring, League meetings or "smokers," wheelmen know how to have a jolly good time without the vulgarity and dissipation which are considered necessary accompaniments of "hoodlums" when enjoying themselves. It will be a vast help to the future prosperity and good development of the L. A. W. if every member will endeavor to make his badge respected and do nothing to bring disgrace upon it.

In this matter the L. A. W. and the churches are working for the same ends, and we can give substantial assistance to one another. We want to make our influence felt in the world for good and to improve our circle of association by making it mount upward upon the wings of honor, manliness and brotherhood.

One way in which you can help us and yourselves is by proving that the wheel is not an ungodly instrument of evil. Let your clubs be for athletic purposes, which will ennoble manhood, and not for those foolish practices which waste a man's fibre and sap his strength while the wheel rusts and the devil cheerily pedals his grindstone to wear your life away, exulting in his prospect of breaking his record of evil.

If you must ride on Sundays (because you have no other time to enjoy God's free sunlight and air) do it in a way not to dishonor the sacred day. Let your communion with nature in the fields and mountains be a means of making you render worship to your Creator. Do not entirely neglect religious duties. Why can you not arrange your rides so that you can stop at the service in some country church and rest there in God's temple? It would be a good plan for country churches, in good riding districts, to put up the League sign of two arrows pointing to each other with a cross over them, to show that wheelmen would be welcomed into the house of prayer.

I have said enough, for I do not intend to preach a sermon, but I wish success to the League of American Wheelmen.

L. A. W. 9840.

MINNEAPOLIS, MINN.

WE have the briefest report of the meet at Minneapolis, and it was received just as we go to press. A partial account of the races appears in our racing columns. The public showed the greatest interest in the races and the lantern parade. A local paper says: "Over one hundred wheelmen, their cycles gaily illuminated, swept into line at Rice Park, and, headed by the St. Paul Club, began the line of march. Every bike bore a colored lantern, and some were half hidden by Japanese illuminators, while the boys had spent time and money in decorating their wheels. The spectacle was a brilliant one, especially when the procession passed down Third street, under the fairy-like illuminations. Crowds were attracted, and the wheelmen were heartily applauded."

ROAD HOGGISM.

Mr. Julius Jose of Lake George and a friend were riding over the road towards Glens Falls one day this summer when they were overtaken by a couple of the *genus* "tough" in a buggy. The specimens were well soaked with bad whisky and they felt abusive. They cursed and swore and ordered our cycling friends off the road and threatened to run them down in case of refusal.

Mr. Jose and companion allowing for the fact that the whisky was bad, tried to get out of the way. The drunken loafer who held the reins pulled his horse over and drove straight at the cyclers, upsetting Jose, luckily without any serious injury. Then the drunkards drove on and the cyclers walked after them. At Bloody Point the cyclers overtook the toughs, and as the cyclers passed the men in the buggy Jose mildly expostulated, saying that a broken arm or neck might have been the result and that such proceedings

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

were not nice. As soon as the fellows heard this, one of them cried out: "O, it wasn't, was it? Well, we'll settle you this time, anyway." He poured forth a flood of profanity, and applying his whip to the horse, drove Jose back into the bushes. Twice the animal reared in the air and the boy was obliged to drop the handles of his bicycle and jump for his life. The loafer whipped his horse and made him trample on the machine until it became a complete ruin.

Now for the pleasant sequel. The hog, whose name was Hickins, resides in Glens Falls, was arrested. Mr. Jose's first intention was to have the offender punished as far as the law would permit, but owing to lack of time and the pitiable state of the man's family, Jose consented to let Hickins settle the same, and he paid $50 damages, which fully covered all expenses.

MASSACHUSETTS DIVISION—OFFICERS' MEETING.

Last week Friday the Division officers of Massachusetts had a meeting at the Clarendon Hotel. Chief Consul Emery presided, and there was a large attendance.

Reports of the various committees were considered. The report of the Committee on Finance showed that the Division began the new year with a handsome balance in the treasury. A committee, consisting of the Chief Consul, Secretary and I. E. Moultrop, was appointed to provide for the erection of danger guide boards at such places on the roads of Massachusetts as the committee considered advisable.

The Chief Consul was authorized to have printed 1500 road books for use of the members of the Division. The Rights and Privileges Committee reported that the Division had interested itself in two legal cases where the rights of wheelmen were interfered with.

Delegates to represent Massachusetts at the annual convention of the L. A. W. were elected as follows: J. S. Dean, Boston; G. A. Perkins, Cambridge; B. A. Barber, Worcester; E. B. Pillsbury, Boston; I. E. Moultrop, Boston; J. B. Seward, Chelsea; Charles S. Howard, Boston. The Chief Consul and vice-consuls are by virtue of their offices delegates to the convention. The Division has gained two delegates since last year.

The Chief Consul announced the appointment of standing committees, as follows:

Rules and Regulations—I E. Moultrop, Sanford Lawton and E. B. Pillsbury.

Rights and Privilege—J. S. Dean, W. J. Slocum and G. A. Perkins.

Finance—J. Fred Adams, B. A. Barber and A. M. Gouch.

Touring—A. W. Robinson, W. G. Kendall and C. B. Cubberly.

Improvement of Highways—C. S. Howard, C. W. Fourdrinier and S. L. Ford.

THE TRACK AT PASSAIC, N. J.

I noticed in the last issue of the WORLD that "Hawkshaw" seems to be very much worried about the time made at the games of the P. W. A. A. on Clifton track. He says, "The track is certainly short, since it was formerly a trotting track, and as such was measured three feet from the rail." I will guarantee that there was not a race ridden, at any point, at less than three feet from the rail as at 18 inches the track was not in the best condition, and also the height of the fence would make it decidedly dangerous to ride at full speed nearer than three feet. He also says, "The track was, when last I saw it, one which from the nature of its construction would be almost impossible to get into condition for record riding." Let me inform "Hawkshaw" that with nothing but scraping and rolling the Clifton track can be put in superb condition and I firmly believe that its construction makes it the fastest track in the country for bicycle riding, as may be shown at some future date. 18700

NEW YORK DIVISION MEET.

RAIN, rain! That is the history of the weather during the two days' meet, and the consequence was that all the out-of-door programme had to be dispensed with; no parade, no runs. True it is that a few plucky ones tried to ride out into the country, but they concluded that the Central Park drives were good enough for them. The successful features of the meet were the banquet and the theatre party. Our correspondent "Hawkshaw" alludes to the dinner and how Francis Wilson spoke. The official report of the business meeting will appear in our official columns. An appropriation of $600 was made for office expenses of the Chief Consul, and $150 for the Secretary-Treasurer. At the theatre Friday night things were lively. The house contained 800 wheelmen, and they enjoyed the performance to the utmost.

When Miss Lyford came out to sing "Be Good," she didn't get a chance to begin for some time, and finally the wheelmen presented to her a huge floral piece, with the device and initials of the League upon it.

Mr. Wilson, during the evening, sang the following song:

The pleasure they feel
When astride of the wheel
Every bicycler knows is immense;
And he's ready to swear
That there's naught to compare
With this pleasure that steeps every sense—
Like a lover's first kiss,
It's one tingle of bliss
From the caput way down to the toes;
But where's the joy in a header
When you're left for a deader?
That's one thing that nobody knows.
And you never can tell
When you're going to—
Fall down and break up the whole New York Division.

This was cheered to the echo, and when Mr. Wilson also sang "Listen to my Tale of Woe," again "the roof was raised" by the heartiest cheers and applause.

After the play the cyclists marched round to Lyric Hall, singing as they went. Tables were laid in both the large rooms. Wilson joined his fellow wheelmen here and told them how dreadfully solemn they looked on bicycles.

Simon Ford of the Bicycle Club acted as toast master for the evening. President Charles H. Luscomb of the L. A. W. answered the toasts of the League, Chief Consul William S. Bull replied to the Division, and Chairman Malcolm L. Bridgeman of the Executive Committee talked about the meet.

The rain spoiled the fun out of doors, but New York is a good place to be storm-bound in, and the visitors managed to put in the time quite pleasantly even if the rains descended and the floods came.

NIAGARA SEEMS WILLING.

Editor Bicycling World: I have read with interest and pleasure the several articles in your paper endorsing Niagara Falls for the L. A. W. meet of 1890. There is not a better place in the United States for the meeting, nor one easier of access. All the great trunk lines centre here, and visitors can come from the most distant points without change of cars. The two local clubs—the "Niagara Falls Bicycle Club," with forty members, and the "Suspension Bridge Wheelmen," with twenty-five members—are enthusiastic over the possibility of having the meeting held here, and with a track that is conceded to be one of the best in the country, they will guarantee a rare treat in the racing line. Coupled with this the ample hotel accommodations and the attraction that "nature's grandest handiwork" possesses for everyone, would undoubtedly make the meet of 1890, the largest in the annals of the League. Fraternally, L. A. W. No. 7429.

Niagara Falls, N. Y., September 16, 1889.

COMING EVENTS.

AT TAUNTON, MASS.—A race meet will be held at the Bristol County Fair Grounds, September 24, 26. On the first date a one-mile novice, one-mile safety and ten-mile open (time limit, 35 minutes) will be run; on the second date, one-mile county, one-mile boys' and three-mile lap open will be run. Entries close September 23, with Dr. B. H. Strout, 106 Weir street, Taunton, Mass.

AT NEW HAVEN, CT.—The annual ten-mile team road race of the New Haven Bicycle Club comes off Friday, September 27th, over the Branford course.

There are fifteen entries, and several dark horses are in, which makes it interesting. The man making the best time holds the club championship and cup for a year, and the winning team have their names printed on the back of the team's road race banner, as winners for 1889.

AT WORCESTER, MASS.—Postponement.—In consequence of rain the races which were to have been held at Worcester last Saturday were postponed until Wednesday, September 18; too late for this week's issue.

AT PEORIA, ILL.—Accounts from Peoria show that the most careful and thorough preparations are being made for the first annual tournament on October 4 and 5. A partial list of prizes has been published in our issue of Sept. 6, and in this issue we present a full list of same. One thing we are assured of, and that is, the prizes will be found to be *exactly* as represented.

One mile, novice: 1st prize, dress coat and vest, $40; 2d, fine leather grip, $8; 3d, fine engraving, $7.50. Two miles, tandem: 1st prize, two carving sets, $30; 2d, two silk umbrellas, $20; 3d, two pairs silk hose, $6. One mile, 3.10 class: 1st prize, silver cup, $25, by Pope Mfg. Co.; 2d, fine banjo, $25; 3d, patent leather shoes, $9; 4th, alligator slippers, $3. Two miles, safety handicap: 1st prize, handsome mahogany vases, $25; 2d, "Knox" silk hat, $8; 3d, initial silk handkerchiefs. Five miles, State championship: 1st prize, L. A. W. medal, $25, by Illinois Division L. A. W. One mile, Peoria Bicycle Club: 1st prize, special silk umbrella, $27.50; 2d, two suits of fine underwear, $15; 3d, russet shoes, $6. Two miles, handicap: 1st prize, Champion Roadster bicycle, $105, by Gormully & Jeffery Mfg. Co.; 2d, elegant triplicate mirror, $18; 2d, carving set, $12. Three miles, team: 1st prize, Columbia tandem bicycle, $200, by Pope Mfg. Co. and Rouse, Hazard & Co.; 2d, handsome chair, $25; 3d, fine rug, $20. One mile, boys under 16: 1st prize, Vineyard bicycle, $50, by Rouse, Hazard & Co.; 2d, one pair Barney & Berry's best nickel-plated club skates, $5; 3d, tennis shoes, $4; 4th, bell, $2. Two miles, 6.20 class: 1st prize, Crescent safety bicycle, $90, by Western Wheel Works; 2d, elegant marble vase, $18; 3d, fine autotype engraving, $8. One mile, open: 1st prize, Victor Light Roadster bicycle, $130, by Overman Wheel Co.; 2d, fine piano lamp, $15; 3d, fine pair trousers, to order, $12; 4th, "Goeth" dress shirt, $4. One-half mile, safety State championship: 1st prize, L. A. W. medal, $25, by Illinois Div. L. A. W. One mile, handicap: 1st prize, fine gold medal, $25; 2d one half-dozen flannel shirts, made to order, $18; 3d, pair Hungarian vases, $7.50. One mile, safety, open: 1st prize, handsome library desk, $40; 2d, elegant field-glass, $15; 3d, 100 imported cigars, $12. Ten miles, scratch: 1st prize, elegant gold watch, $150, by C. L. Crawford; 2d, fine marble clock, $15; 3d, Webster's unabridged dictionary, $10; 4th, fine meerschaum pipe, $5. One mile, consolation: 1st prize, combination toilet set, $17; 2d, triplicate mirror, $8; 3d, 5-pound box fine candy, $5. The prizes are being collected now so that they can be distributed at the close of the tournament. Applications for entry blanks are being received from all over the country from the fastest men in the East and West. Entrance fee 50 cents per man to each event, except team race, $2. Entries close September 25, L. A. W. rules to govern. For entry blanks apply to F. H. BUSH, Secretary, Peoria, Ill.

AT QUEENS, L. I.—The medal offered by Mr. Charles Schwalbach for the championship of Long Island, will be competed for on Saturday, Oct. 5, at 3 P. M., at Queens, L. I.; distance five miles; competition open only to members of Long Island wheel clubs; entrance fee $1, returnable to starters. Entries close Oct. 2, with Mr. Thomas Lloyd, Queens, L. I., or with Mr. Charles Schwalbach, Prospect Park Plaza, Brooklyn, N. Y.

AT WICHITA, KAN.—The Wichita Wheelmen are perfecting arrangements for some bicycle races at the coming fair, Oct. 1-5. There will probably be six races, viz.: Three State championships, the two, three and ten mile, also a 3.30 class open and a 3 class open, and a club championship (for Wichita Wheelmen only) for the Dr. Johnson badge, now held by Mr. L. C. Miller.

AT NORFOLK, VA.—The postponed races of Virginia Division will be held Oct. 14. An elaborate programme will be arranged for this occasion; costly and handsome prizes will be awarded the winners of races, special hotel and transportation rates are offered, and in fact everything possible will be done for the convenience of visiting wheelmen. For information, entry blanks, etc., apply to A. A. O'Neill, Chairman, 64 Bank street.

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.]

AT MINNEAPOLIS, MINN., September 12.—The races at the Driving Park, Minneapolis, resulted as follows:

One-mile safety—J. R. Stockdale (1), N. A. Berwin (2): time, 3.31.

One-mile professional—Grant Bell (1), F. Dingley (2): time, 3.02 1-2.

One-mile, three minute class—J. Johnson (1), W. Walsh (2): time, 3.03.

Half-mile, boys' race—Rolf Reynolds (1), Carl Stockdale (2); time, 1.45.

Five-mile professional—First heat, F. Dingley (1), Grant Bell (2); time, 16.48. Second heat, Grant Bell (1), F. Dingley (2); time, 16.52.

One-mile—T. L. Bird (1), F. M. Gaston (2); time, 3.34.

[The above is incomplete. For some unknown reason the letter containing the results of the other events has not reached us. Probably missent.—ED.]

AT DES MOINES, IOWA—The Iowa Division of the L. A. W. held its annual races, in connection with the State Fair races, on September 3, 4, 5. The track was slow and a heavy wind omnipresent. Owing to the above conditions it was impossible to make even fair time. The following is the list of races and the winners:

One-mile—J. D. Green (1), J. W. Garrett (2); time, 3.30.

Half-mile—J. D. Green (1), H. Hayes (2); time, 1.35.

L. A. W. races, one-mile championship—W. H. Knapp, of Cedar Falls (1); J. W. Garrett, of Des Moines (2); time, 3.39.

Three-mile championship—J. D. Green, of Des Moines (1); John Q. Crosby, of Cedar Falls (2); time, 11.40.

Open to all race, one-mile—Frank McElwain, of Cedar Falls (1); Dan Merner (2); time, 3.36.

State Fair races, one-mile—H. A. Barber, of Cedar Rapids (1); J. W. Garrett, of Des Moines (2); time, 3.39 1-2.

Three-mile—J. W. Garrett, of Des Moines (1); H. G. Everett, of Des Moines (2); time, 13.02 1-2.

Five-mile—J. D. Green, of Des Moines (1); J. W. Garrett, of Des Moines (2); time, 20.21.

Half-mile, hands off—W. P. Chase, of Des Moines (1); W. L. Chase, of Cedar Falls (2); time, 2.12 1-2.

Owing to the bad condition of track the State Fair fifteen-mile team race, for State Fair trophy was omitted, as were several other races.

A fifteen-mile team race, for Grinnell trophy, between Des Moines and Cedar Falls teams resulted in favor of Cedar Falls. Two of the Des Moines team were badly, though not seriously, hurt at the beginning of the race, thus making the race uneven and void of interest. Time, 20.15.

AT NICHOLSVILLE, KY., Sept. 10.—Track.—The following are the results of the race meet at the above place, held last week Tuesday: Ordinary, one mile, was won by Al Watcher of Covington, in 2.57 3-4; second premium to T. H. Croninger of Covington. Safety novice, half mile, won by Andrew Hanaeur of Covington, Ky., in 1.35; second, T. P. Flagg of Danville. Ordinary, half mile, was won by L. F. Spaulding of Covington, in 1.35; William Stewart of Covington, second. One mile safety was won by Arnett of Covington, in 3.16; three miles, ordinary, was won by Croninger in 9.12 1-2; A. Alveston of Richmond, second. A prize was awarded to Andrew Hanauer of Covington for fancy riding. Three miles was won by Charles Croninger of Covington in 9.12; W. D. Alveston of Richmond, second. Boys' race, one quarter mile, was won by Chapel Heath of Richmond in 54 1-4; Robert Taylor, second. Slow race and change of wheels, won by Van Winkle from Danville, on wheel of Caldwell. Five mile championship, Kentons, was won by C. Croninger; A. M. Watcher, second; Andy Hanauer, third; time, first mile, 3.34; second, 7 10; third, 10.36 1-4; fourth, 13.57; fifth, 16.58 1-2. The Richmond Club received the fine silk banner for the largest delegation. In the exhibition race between L. F. Spaulding and W. H. Stewart, three miles, Stewart won. At the judges' stand he ran into a bicycle and was thrown violently to the track and Spaulding piled into him. Stewart was badly bruised and was removed to the hotel. He is not seriously injured.

AT ST LOUIS—Fred Wrieden and Walter Tyler ran off their match race on Saturday, Sept. 7, on the local cycle track. The race was won handily by the former in 7m. 35s. The prize was a champagne supper for eight, which was hugely enjoyed by all present.

AT BINGHAMTON, N. Y.—Second day, Sept. 11. One mile novice. Final heat, E. S. Dalton (1), J. W. Cutler (2); time, 3.32.

One mile safety novice. Second heat, B. Dewight (1), F. C. Melvin (2); time, 3.32. Final heat, Ben Dewight (1), F. C. Melvin (2); time, 3.52 1-5.

Half-mile boys under 16. F. Norris (1), W. H. Loveland (2); time, 1.40 2-5.

One mile handicap. E. S. Dalton, 150 yds. (1), A. C. Banker, scratch, (2), W. S. Campbell, scratch, (3); time, 2.57 1-4.

Two mile safety lap. W. Van Wagoner, 11 points (1), W. D. Banker, 10 points (2); time, 6.40 1-4.

One mile New York State L. A. W. Championship. W. S. Campbell (1), A. C Banker (2); time, 3.56 1-4

Half mile. W. S. Campbell (1), W. Van Wagoner (2); time, 1.31 1-2.

One mile, Binghamton W. Club. J. W. Cutler (1), A. E. Potter (2); time, 3.26 2-5.

Three mile safety handicap. W. D. Banker, scratch, (1), A. C. Banker, 40 yds. (2), W. F. Gassler, Jr. (3); time, 9.45.

AT NEW YORK, Sept. 14.—Under the auspices of the A. A. U., at the Union's grounds. Two miles. First heat, W. W. Taxis (1), S. B. Bowman (2); time, 6.54 1-5. Second heat, W. E. Crist (1), F. J. Brown (2); time, 7 08. Final heat, W. W. Taxis (1), S. W. Bowman (2); time, 6.39.

AT CRAWFORDSVILLE, IND.—The following are the results of the races at the above place Sept. 11:

Half mile, novice: C. Urban, 1; L. Hollingsworth, 2. Time, 1 n. 48s.

Half mile, open: E. Hulman, 1; C. Wilson, 2. Time, 1m. 37s.

Two miles, lap: E. Hulman, 1; C. Wilson, 2. No time.

One mile State L. A. W. championship: A. Hulman,, 1; C. Wilson, 2. Time, 3m. 17s.

Half mile, flying start: E. Hulman, 1; L. Hollingsworth, 2. Time, 1m. 56s.

One mile, consolation: L. Hollingsworth, 1; H. Stout, 2. Time, 3m. 43s.

AT NEW ORLEANS, LA—The races held at New Orleans under the auspices of the Division at Audubon Park half-mile track, were very successful. The results:

One mile, novice: F. Campbell, 1; F. Born, 2. No time.

Five miles, National L. A. W. championship: F. Mehlig, 1; C. Guillotte, 2. The time at each lap was: 1.59, 3.48, 5.42, 7.59, 9.37, 11.33 13.39, 15.49, 18.02, 19 38

Half mile, boys: E. Dupre, 1; C. Faure, 2. Time. 1m. 52s.

One mile, safety: W. H. Renaud, 1; E. M. Graham, 2. No time.

One-mile State championship—F. Born, 1; H. Christy, 2. Time, 3.19.

Half-mile ride and run—Hathorn, 1; F. Christy, 2. Time, 2.23.

One-mile, three minute class—F. Campbell, 1; Harris, 2. Time, 3.20 4-5.

One-mile Louisiana Cycle Club championship—B. W. Cason, Jr., 1; M. S. Graham, 2. Time, 3.14 1-5.

One-mile New Orleans Bicycle Club championship—Walk-over for H. L. Carey. Time, 3 21 2-5.

Two and one-half-mile lap race—F. Mehlig, 16 points, 1; H. L. Carey, 8 points, 2. Time, 10.24

Half-mile consolation—M. S. Graham, 1; C. M. Shute, 2. Time, 1.34 2-5.

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.
A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

HOWARD A. SMITH & CO., Newark, N. J., present to our readers a list of very cheap second-hand bicycles. See their advertisement on page 578.

ONE of the greatest hits of the season has been the popular Premier Safety, its low price and sterling qualities creating an instantaneous demand for it that has taxed the immense factory of Hillman, Herbert & Cooper to its utmost. L. H. Johnson has just succeeded in obtaining a moderate stock over and above his orders, and can now supply them promptly while they last.

HOWARD A. SMITH & CO., Newark, N. J., have a complete line of bundle carriers for all sorts of cycles. Send for their circular.

REPAIRING.—L. Baudreau, formerly with the Overman Wheel Co., takes pleasure in calling the attention of wheelmen to the fact that he has opened a repair shop for repairing all makes of bicycles, and also dealer in second-hand bicycles. House at No. 13 Trenton street, East Boston, and repair shop at Orient Lake, Saratoga street, East Boston.

FIXTURES.

OCTOBER.

4, 5—Peoria (Ill.) Bi. Club Tournament.
4, 5—Peoria, Ill., Race Meeting.
8, 9—Cumberland County (Pa.) Agricultural Society, Carlisle, Pa.
10—Road race, Wilmington (Del.) Wheelmen.
21, 26—At Toronto, Can., Bicycle Tournament. T. W. Coulson, P. O. Box 269.

Howlaswampoo and Weenapsnook, Twin Chiefs of the Umatillas, are crying for **WHITE Flyers** for their fall races. The Camash is ripe, and ready to cure for winter store.

Mr. Lo would be content if only he could rec. his **White Flyer.**

These two guileless Sons of the sage bush, and Hackberry Paradise, want to steal a march on the average, unsuspecting, blanketed, terra-cotta visaged Aboriginee, and gobble up *Hion Cuiton.* He yearns for *Plenty Cayusa.* He knows he can easily *get there,* and take a seat at *first table,* if he rides a **White Flyer.** Now if you chaps want to march in the front rank of progressive young Americans, get onto a **White Flyer,** and do it *easy.* While others are trying to decide what their mount shall be, you can easily "Peg one for Watkins."

Catalogs Free. Send for Terms to Agents.

WHITE CYCLE CO.,

WESTBORO', - - - - - - - - MASS.

See Page (579).

STOLEN!

54 inch L. R. Rudge; numbered on bearing ends of forks 15062; bearing cases numbered 20853; ball pedals No. 520-5015; spade handles, flat spring, butler saddle, adjustable step; bars, head, spring and cranks nickeled; balance enameled; Butcher cyclometer (without weight), 53 stamped on side; registered when taken 1087 miles. Arrest party having such machine, and notify J. Fred Adams, Box 81, Haverhill, Mass.

REPAIRING.

—ALL KINDS OF—

BICYCLES AND TRICYCLES REPAIRED

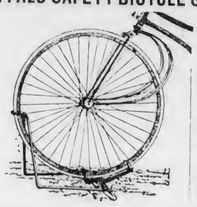
AT LOWEST PRICES.

FULL LINE OF SUNDRIES.

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FOR YOUR SAFETY.
The BUFFALO SAFETY BICYCLE STAND



Firm, Strong, Portable. Price, $1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The trade supplied.

Something New for Wheelmen!



WILGUS'

Combined Wrench with Oil Can, Spoke Tightener & Screw Driver.

Will exchange for Billings & Spencer Four-inch Wrench, in good condition, as we are using the jaws of their Wrench. Send old Wrench, with $1.25, and we will return our Combination Wrench, Full Nickel Plated. Will send Wrench, Postpaid, for **$1.90.** Address

Philadelphia Bicycle Co., Agents,
831 Arch St., - - Philadelphi , Pa.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street,
BROOKLYN, N. Y.

Ask your local dealer for



Safety Bicycle or Tricycle CHAIN.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

Edwin Dauchy.

For violating clause C of section 4, article V. L. A. W. By-laws, Edwin Dauchy of West Winsted, Conn., is hereby declared to have forfeited his amateur status. Amateurs are warned not to compete with him.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Notice to Racing Men.

A person calling himself Bert M. Sprigg, of New Orleans has been recognized as M. O. Spring of St. Louis, who forfeited his amateur status in 1885. Amateurs are warned not to compete with Bert M. Sprigg alias M. O. Spring.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Official Handicapper.

Frank N. Coleman of Denver, Colo., is hereby appointed official handicapper of Dist ict No. 11—states of Colorado and Nebraska.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Kansas Division Election.

The mail vote for Officers of Kansas Division for year beginning September 1st, 1889, resulted in the re-election of the following officers:

W. C. Bradley, Ottawa, Chief Consul receiving 29 votes.

Chas. S. Davis, Junction City, Vice Consul receiving 24 votes.

Otto H. Wulfekuhler, Leavenworth, Secretary-Treasurer receiving 31 votes.

W. Taylor, Topeka, Representative receiving 22 votes.

Next highest number of votes were for Chief Consul, A. B. Mulvane, 7; C. N. Brown, 4; W. E. Swift, 3.

For Vice Consul, H. S. Hale 6, Lee Patrick 4.

For Secretary-Treasurer, Fred L. Johnson 7.

For Representative, Lee Patrick 7, W. C. Bradley 5.

Hereby certify the ab ve to be correct.

OTTO H. WULFEKUHLER, Sec. Treas.

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 85—Garden City Wheelmen, San Jose, Cal., J. A. Desimone, Secretary.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 239—Westchester County Wheelmen, New Rochelle, New York, Edw'd H. Sturges, Secretary.

Ohio Election.

The following is the result of election held at Sidney Ohio, Aug. 13, '89, for officers of the Ohio Division.

For Chief Consul, M. A. High, Cincinnati.

For Vice Consul, B. J. Balliett, Mansfield.

For Secretary-Treasurer, Dr. W. D. Kempton, Cincinnati.

For Representatives, Geo. Collister, Cleveland; F. C. Meyer, Canton; Fred Boice, Toledo; W. P. Harmony, Sidney; C. H. Griffin, Ravenna; M. Moses, Gallipolis; H. C. Backles, Cincinnati; A. E. Mergenthaler, Cincinnati. Fraternally, J. W. STAHL,
Ex-Secretary.

Suspensions.

For violating rule 13, of the L. A. W. Racing Rules, at Utica, N. Y., Messrs. G. W. Payne, P. W. Hammes and Walter Davies are suspended from the race track until October 15, 1889. Amateurs are warned against competing with either during suspension.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

California Representatives.

This is to certify that Dr. T. L. Hill and Charles C. Moore were duly elected by the Bay City Wheelmen as their Representatives to the Board of Officers of the California Division League of American Wheelmen.

A. D. ALLAN, Jr.,
Secretary Bay City Wheelmen.

San Francisco, Aug. 31, 1889.

Pennsylvania.

Annual meeting of the Pennsylvania Division L. A. W. held at York, Pa., September 2d, 1889.

The annual meeting of the Pennsylvania Division L. A. W. was called to order in the parlors of the City Hotel York at 10 A. M. September 2d, by the retiring Chief Consul John J. Van Nort.

Mr. D. K. Trimmer, Vice Consul elect being present was called to the chair. The minutes of the last annual meeting at Harrisburg and those of the Board of Officers meeting at Philadelphia were read and approved.

Retiring Chief Consul Van Nort made a report covering his period of office. The long delayed road book he found was the main question before the division when he took up the office and it was still among the things looked for. He had tried to push it but long distance pushing did not amount to much. It needed vigorous action on the p rt of the division. The report was received and a vote of thanks extended to the retiring official.

Secretary-Treasurer's report showed balance on hand of $618 44 while $225 had been given to the National Organization and $741 had been paid out toward the road book.

Reports from committees showed that the only committee that had covered themselves with glory was the Liberty Bill Committee. They having accomplished their work in securing the enactment of the desired law.

Mr. H. Crowther of Philadelphia reviewed the road book as it had from time to time come up before the Board of Officers during the past two years and closed by submitting the following motion. That a committee be appointed to investigate why the book has not been issued. What has become of the money paid on account of its publication. To obtain reliable and definite information and take such action as they may find necessary

Mr. Seibert moved to amend so as to give the com

mittee plenary powers. The amendment was accepted. After a general discussion during which several letters were read from compiler Wells showing broken promises, the motion was unanimously carried. And there being no other business, the meeting adjourned.

JOHN J. VAN NORT, Sec.-Treas.

Immediately upon adjournment of the State Division meeting, the Board of Officers convened, but as the time for the annual parade under the direction of the York Club had arrived, the Board adjourned until 4.30 P. M.

At 4.30 P. M. Chief Consul Boyle called the Board to order the following members being present; Samuel A. Boyle, Chief Consul, Philadelphia; D. K. Trimmer, Vice Consul, York; John J. Van Nort, Secretary-Treasurer, Scranton; C. P. Lusk, Harrisburg; W. J. Wilhelm, Reading; H. Crowther, Philadelphia; Kirk Brown, Philadelphia; O. P. Moeckel, Allegheny, and T. J. Lee, Philipsburg.

Chief Consul announced that he would appoint H. Crowther, P. S. Collins and H. R. Lewis as the Road Book Investigating Committee and request they report to him often and promptly.

The election of Delegates to the National Assembly was next proceeded with, resulting in the choice of the following; H. Crowther and Kirk Brown of Philadelphia, Campbell C. Taggart of Pittsburg, W. N. Seibert of New Bloomfield, T. J. Lee of Philipsburg, John J. Van Nort, Scranton.

After discussing road improvement and other work before the division, meeting adjourned.

JOHN J. VAN NORT, Sec.-Treas.

Pennsylvania Road Book.

To Pennsylvania Division:

I have today appointed Mr. J. R. L. Edwards an additional member to the committe on the road book.

SAMUEL A. BOYLE, Chief Consul.

Pennsylvania Road Book.

To the members of the Pennsylvania Division.

The Road Book Committee, appointed at the recent meeting of the Division at York, have held several meetings and from the information they have thus far been able to secure, would make the following report relative to the general condition of the work:

1st.—The routes proper have all been printed and tourists desiring special routes to be used for Autumn riding can secure same from any member of the committee at a nominal cost.

2d.—No work has yet been done on Preface, Index, List of Hotels and Consuls and Maps. The last are by far the most important and will cause the greatest delay. The list of consuls and hotels is now in course of preparation and work will be immediately begun on the index.

Your committee will push the book to early completion and would call for any new and important information in regard to routes which may be in possession of local consuls and members, in order that the book may be as complete as possible.

Notice as to probable date of issue will be given in next BULLETIN if it can be done.

H. CROWTHER, Chairman.

Philadelphia, Sept. 16, 1889.

Missouri.

To the members of the Missouri Division:

In assuming the duties of Chief Consul of this Division, I desire to call the immediate attention of every member to the very small membership our State now has and request the hearty co-operation of every member to help build it up. St. Louis, Kansas City, Joplin, St. Joe, not to mention others, have enough riders at present to more than treble our present membership and with a little work most all the riders can be gotten to join. All the energies and resources of the Division are being devoted to securing an improvement in our highways. In order to secure the necessary legislation we need a largely increased membership.

As improved roads, and the right to use them which has been secured to all wheelmen by our organization, appeal to every cyclist there should be no trouble in adding to our strength if each member will only bear in mind that the privilege of membership in the League of American Wheelmen is not without its accompanying duties. The most important of these: *should be the endeavor on the part of every member to increase the numerical strength of the organization*, thereby advancing its interests and extending its influence.

I desire an efficient Local Consul in every town in the State, who will be ready and willing to perform the duties of that office as mentioned below, and also take an active interest in increasing the membership. To secure this end I would be pleased to receive applications or suggestions from the members at large. The duties of a Local Consul are as follows:

"Consuls shall acquire and give information concerning roads, laws, hotels and other matters of interest in their localities, when called upon to do so, to members of the League only; perform such duties as the Chief Consul may require of them, and generally promote the interests of the League and its members. Consuls' term of office shall expire on the 1st day of September of each year."

Missouri must have at least 350 members by January 1, consuls are therefore earnestly requested to increase the membership in their district. Application blanks, pamphlets, etc., can be had on application to the undersigned. Now let us all take off our coats and pitch into the work of securing new members and thus pull "Poor old Missouri" out of the slough of despond she is in at present. Fraternally yours,

ROBERT HOLM, Chief Consul.

Missouri Appointments.

Mr. J. Harold Child, 1012 Olive street is hereby appointed local consul for St. Louis.

Mr. R. M. Seibel, local consul for Kansas City.

Mr. A. C. Miller, local consul for Hannibal.

Mr. W. J. Staples, local consul for Maryville.

Prof. H. C. Penn, local consul for Columbia.

Mr. F. A. Scott, local consul for Moberly.

Other appointments to follow shortly.

ROBERT HOLM, Chief Consul.

To Connecticut Division Members.

In assuming the duties of Chief Consul of Connecticut. I feel that a slight reference to the policy of the Division for the ensuing year cannot be amiss.

Barely two weeks since a very respectable wheelman of Stamford was outrageously run down and insulted by a fiendishly urging his horses at break-neck speed through Central Row. It was a pure case of cussedness and I regret sincerely that the case does not come within the jurisdiction of the Division.

Friends of the injured wheelmen in seeking assistance from the Division assured me that he had but recently mastered the wheel and that he fully intended joining the L. A. W. at an early day. The former I know to be true and the latter I believe to be true. Yet, he was not a member and sympathy was all I could offer, and sympathy is all we will be able to offer to any outside of our organization.

In years past non-Leaguers have been invited to assemble at our meets and join in the festivities as freely as members. The supposition that they would become interested and hand in their application, failed to realize and some when asked to join would meet us with the query "why should I pay two dollars for privileges that you gladly bestow free?"

At our Hartford meet September 2, 3, badges, which admitted to all Division entertainments, were furnished L. A. W. members and applicants for L. A. W. membership free, and to no others at any price. Result: eighty-nine applications.

You may say to your unattached friends, we want your membership, we want your aid, we want your dollar each year and in return we will welcome you among us. We will furnish you with the best cycling paper published, we will furnish you a road book at less than cost, we will secure for you better roads and if you are deprived of any of your rights as a wheelman or imposed upon by users of other vehicles, a lawyer will be at your command.

The unattached must necessarily enjoy more or less of the privileges secured by our united devotion, labor and money, but they are limited and those above named are among the exceptions. Briefly stated, our policy for 1889-90 will be, Connecticut Division for the Connecticut Division and the L. A. W. at large.

Fraternally, DAVID J. POST,
Hartford, Ct., Sept. 16, '89. Chief Consul.

Massachusetts Division.

Circular No. 4.

Abbot Bassett is hereby appointed a Representative of the Massachusetts Division.

Fraternally, WM. H. EMERY,
Sept. 16, 1889. Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Sept. 20, 1889.

List 207—Total 69—11,360.

CALIFORNIA DIVISION—1—387.

Unattached.

25037 Shrode, D. L., care Normal School, Los Angeles

CONNECTICUT DIVISION—3—652.

Unattached.

25084 White, Chas. T., Bridgeport
25084 Steele, F. W., 37 Church st., Hartford
25032 Thompson, Chas. P., 719 Orange st., New Haven

DISTRICT OF COLUMBIA DIVISION—1—186.

Columbia C. C.

25065 Eppley, Marion K., 628 Md. ave., S. W. Washington

ILLINOIS DIVISION—11—813

Illinois C. C.

25085 Kreplin, A. G., 571 No. Hoyne ave, Chicago
25089 Trader, J. R., 1093 Taylor st., "
25087 McCready, J. S., 519 Adams st., "

Kankakee Ramblers.

25097 Grinnell, Harry H., Kankakee
25098 Kurrasch, A. A. Jr., "
25099 Sanders, W. H., "
25100 Powell, I. W., "

Kenwood C. C.

25088 Douglas, Frank L., 5039 Lake ave., Chicago

Washington C. C.

25066 Greenburg, Geo., 140 Monroe st., "
25067 Wetzel, Louis G., 103 La Salle st., "
25068 Wright, C. H., 617 Wash. Boulevard, "

INDIANA DIVISION—2—140.

La Porte Wheelmen.

25038 Wile, Eugene I., La Porte

Unattached.

25082 Greer, J. A., Warsaw

IOWA DIVISION—3—122.

Ariel Cyclers.

25069 Barber, Harry A., 48 2d ave., Cedar Rapids

Unattached.

25034 Etzel, Geo. A., Box B, Clear Lake
25033 Woodstock, J. H., "

KENTUCKY DIVISION—2—87.

Unattached.

25080 Spilman, Ben F., Harrodsburg
25091 Stephenson, W. W., "

MAINE DIVISION—1—146.

Unattached.

25039 Wentworth, Edwin P., Box 1662, Portland

MARYLAND DIVISION—1—508.

Unattached.

25040 Gibson, Frank M., Elkridge

MASSACHUSETTS DIVISION—4—1513.

Unattached.

25035 Damon, Percy W., 4th Nat'l Bank, Boston
25077 Wilson, John F., 72 Magnolia st., Dorchester
25041 Fogg, G. S., Hyde Park
25092 Sanford, Arnold B., 35 Franklin st., Fall River
25096 Bonzac, Henry R., 110 Fifth st., New Bedford

MICHIGAN DIVISION—2—423.

Star Bi. Club.

25042 Brady, J. H., 39 High st., West, Detroit

Unattached.

25093 Marfilens, Oscar, Box 532, Lapeer

MINNESOTA DIVISION—3—129.

St. Paul B. C.

25043 Whitney, S. W., Box 2196, St Paul
25045 Hatch, Harry P., 155 Aurora ave., "
25044 Rothschild, A. E., 608 Jackson st., "

MISSOURI DIVISION—2—280.

No. St. Louis B. C.

25078 Israel, Edw. E., care R. G. Dunn, St. Louis

Unattached.

25046 Moss, James H., Columbia

NEW JERSEY DIVISION—2—563.

Elizabeth Wheelmen.

25095 Whipple, Henry W., 118 W. Grand st., Elizabeth

Plainfield Bi. Club.

25070 Decker, F., Westfield

NEW YORK DIVISION—15—1599.

Buffalo Bi. Club.

25049 Milley, John B., 346 Masten st., Buffalo
25050 Bloomer, Wm. M., 62 Pearl st., "
25051 Howell, Geo. W., 15 Centre st., Buffalo
25052 Morris, Art P., 304 Main st., "

Westchester Co. Wheelmen.

25053 Billings, Edward, North st., New Rochelle
25054 Abramson, S. C., Drake ave., "
25055 LeCount, Oscar, Locust ave., "
25056 Davis, Geo. M., Huguenot st., "
25057 Crawford, Harry, "

Unattached.

25094 Hudson, H. Spier, 1 Waddagh st., Brooklyn
25071 Eldridge, Willett A., 72 Reade st., New York
25072 Eldridge, Geo. A., 114 Duane st., "
25048 Tift, Irving Howard, 271 Broadway, "
25047 Green, Maurice, 1203 3rd ave., "
25039 Stevens, James S., Cook Academy, Havana

OHIO DIVISION—1—816.

Unattached.

25058 Morrow, H. G., Box 77, Norwalk

PENNSYLVANIA DIVISION—6—1329.

Scranton Bi. Club.

25090 Butterly, C. J., 312 Lackawanna ave., Scranton
25001 Broadbent, John F., 343 No. Wash. ave., "

Wilkes Barre B. C.

25079 Dilley, Sherman A., Wilkes Barre

Unattached.

25002 Gleason, L. W., Driftwood
25059 Gallagher, Edward J. Jr., 1209 Shackamaxon st., Philadelphia
25089 Anderson, D. G., 328 Wyoming ave., Philadelphia

RHODE ISLAND DIVISION—1—310.

Unattached.

25074 Phinney, Elisha A., Rear 122 Broad st., Pawtucket

25073 Nason, Harry E., Box 81, Jamestown
25003 Littlefield, Nathan W., 87 Weybosset st., Providence
25081 Scott, Montague, 151 Clifford st., "

VIRGINIA DIVISION—2—82.

Old Dominion Wheelmen.

25075 Whitlock, Abe D., 2100 E. Franklin, Richmond
25076 Whitlock Daniel, 805 E. Main, "

WEST VIRGINIA DIVISION—1—58.

Wheeling Wheelmen.

25004 List, John K., Wheeling

ARIZONA—1—10.

Capital City C. C.

25082 Rice, Joe L., Phoenix

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

$115.00

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THE SPEEDWELL

Built of the BEST material, in the BEST possible manner.

FISH UNIVERSAL PATENT HAMMOCK SADDLE, Compressed Tyres, Genuine Humber Chain, (Noiseless), etc.

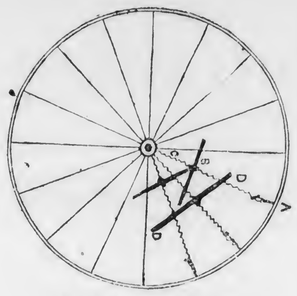
For SIMPLICITY of construction, ELEGANCE of Finish, and BEAUTY of design, the SPEEDWELL has no equal.

AGENTS WANTED IN EVERY CITY IN THE UNITED STATES.

Will quote the trade the most liberal discounts ever given on high-grade wheel.

CHAS. F. STOKES, 293 Wabash Ave.,

CHICAGO, - - - - - - - - ILL.



"A.—Spoke twisted to form loop.
B.—Stick inserted between wires.
C.—Wires twisted.
D.—Ends of stick fastened in position.

Twist the ends of the broken spoke so as to form a loop close to the rim, attach a piece of copper wire or stout twine to the loop, and pass the end round two or three spokes under the hub, back through the loop, and fasten securely. Insert a piece of stick through the center of the wires or strings, and twist up to the required tension, fastening ends of stick securely."

This cut was furnished us by the *Wheelman's Gazette*, in which paper it appeared under the head of "some useful hints."

The extreme cheapness of wire has led to its adoption for many purposes. Mouse traps, bustles, bird cages, fly screens, soap dishes, coal sieves, etc., are among its proper and legitimate ends. However, all useful things are liable to ***misuse.***

Among the misuses of wire is the making of spokes for wheels. Vehicles to be drawn by horses and having wire wheels, have been so soon done for that they may well have wondered what they were begun for.

There is comparatively little service required of wheels which are propelled by the rider; this fact, together with the comforting influence of rubber tyre, has rendered possible a method of construction for ***cycle*** wheels which was long since condemned for any ***really hard*** use.

Dear reader: We know that you don't all agree with us in these things, else why should we mention them. You get our opinions on such easy terms, that you can afford to remember them, and we will see you—(and probably sell you a hickory wheel) later.

Having broken a wheel of whatever kind, of course it must be fixed, and the method suggested above is not bad.

The owner of an

Elliott Hickory Bicycle

doesn't have to go with his heart in his mouth and his pockets full of cement, wire, twine, etc., as any accident which could knock out enough hickory spokes to disable the wheel, would no doubt leave the rider in a similar condition, and the same ambulance could bring home both wrecks.

Those catalogues will be ready in a few days.

STERLING CYCLE CO., - - - - **Newton, Mass.**

H. W. HIGHAM,
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—DEALER IN—
American and English Cycles and Sundries.
First-Class Repairing ONLY.
Every attention given to repairs from the South.
Parts and Sundries Supplied for all Machines.
A few good second-hand machines always in stock. State size or style required.

REPAIRS
Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.
MURRAY'S,
243 Columbus Ave., Boston, Mass.

Why let the tire of your machine become ragged and full of cuts, when **MAGIC** CEMENT will make it as good as new. Sent postpaid on receipt of 25 CENTS.
MACIC CEMENT COMPANY,
NEWTON, MASS.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,
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Official Tailors of the L. A. W.
406, 408, 410 & 412
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The Only Official Tailors to the L. A. W.
COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
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Makers of the Official L. A. W. Sundries.
Caps. League Regulation.....1.25
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No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
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No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50
Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits
A. G. SPALDING & BROS.,
241 Broadway, New York.
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Sporting Goods of Every Description.
SMITH MFG. CO. P. P.,
Nos. 121 and 123 Fulton St.
NEW YORK.
Send for handsomely Illustrated Catalogue. Sent free.

Suitable to All Tastes and Occasions.
Sparkling Golden Russet Cider.
The juice of russet apples treated in accordance with approved methods for Champagne.
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Slightly spiritous and containing an abundance of natural fruit acid.
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Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.
All in Champagne style, one dozen quarts or two dozen pints per case.
Superior Old Cider Vinegar.
If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.
S. R. & J. C. MOTT,
118 Warren Street, New York.
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

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109 KINGSTON STREET BOSTON.
TRADE MARK
High grades in Silk, Silk and Jaeger's, Silk an Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn in Summer, Winter, and extra heavy Weight.
Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

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FOR
Bicycle Riders. Lawn Tennis Players. Yachting and Rowing. Base Ball and Foot Ball. Gymnasium.
League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the
Best and most satisfactory Supporter made.
Let every Sportsman try them.
Price, $1.00.
Will send by mail on receipt of price.
Send Size of Waist and Hip.

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3–3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50
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Send for Illustrated Catalogue and Price List.
Manufactured by
HOLMES & CO.,
109 Kingston Street, Boston, Mass.

STRICKLAND & PIERCE,
RANDOLPH, MASS.



Pat. Aug. 1, 1882.
No. 1 Shoe Bears Our Label.
Sent direct from factory postpaid.
No. 1, Hand-sewed and Hand-stitched, $5.00
No. 2, " " " 3.50
No. 1, Ladies' Tricycle Shoe, - - - 4.50
Ideal Racing Shoe, - - - - - 5.00
Sprint Running Shoe, - - - - - 5.00
Gymnasium Shoes, - - $1.50, 2.50, 3.00
☞Ask your dealer for them.

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Should use the **"Daily Cash Balance Book"** recently gotten out by W. L. Surprise, Ex-Chief Consul, State of Tennessee. It is neat, handy, and the best method of balancing your Cash every day, that was ever introduced. Send for circulars, sample sheet, etc.
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The Kingston Knitting Co.,
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Manufacturers, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.
Our JERSEYS, Knee TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.
Many novelties in plain and ribbed suits and sweaters.
Our prices are very reasonable.
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The Billings & Spencer Co., Hartford, Conn., U. S. A.
Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.
For sale by all Cycle manufacturers and dealers.

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What you have been looking for since you have been riding a wheel is what you will say when you get a Bottle of Wilson's Wonderful Nickel and Enamel Restorer.
It will polish Nickel and Enamel, also prevent Nickel and Steel from rusting. There is no grease to rub off and it will positively keep your wheel from rusting.
Sent by mail on receipt of 50 cents in stamps.
JOHN W. WILSON,
Cottage City, - - Mass.

GRAND
BICYCLE TOURNAMENT,
GIVEN BY
Peoria Bicycle Club,
—AT—
LAKE VIEW PARK,
OCTOBER 4th and 5th.

PROGRAMME.
FIRST DAY.
1. One Mile Novice.
2. Two mile Tandem.
3. One Mile, 3.10 Class.
4. Two Mile Safety, Handicap.
5. Five Mile State Championship.
6. One Mile, Peoria Bicycle Club.
7. Two Mile, Handicap.
8. Three Mile Team Race.

SECOND DAY.
1. One Mile (Boys under 16).
2. Two Mile, 6.20 Class.
3. One mile (open).
4. Half-mile State Championship.
5. One Mile, Handicap.
6. One Mile Safety (open).
7. Ten mile, scratch.
8. One Mile, Consolation.

Entries close on Septhmber 25, 1889.
For entry blanks and further particulars apply to
FRANK H. BUSH, Sec.,
Peoria Bicycle Club, Peoria, Ill.
L. A. W. RULES TO GOVERN.
$1,500 + IN + PRIZES.
Fine Half-Mile Track.
Entrance Fee 50 cents for each event, cash to accompany all entries.

GREATEST DEVICE INVENTED! LYNCH LOCK BUCKLE
Used with strap or chain.
SECURES Satchels to Seats in Cars or Waiting Rooms. FASTENS Bicycles, Grips, Packages, Robes in Buggies, Dog Collars, Horses, Trunk, Telescope and Valise Straps. Complete little Yale Lock. Neatly made and Nickled. NO TRAVELER CAN AFFORD TO BE WITHOUT IT.



75 Cents. LYNCH MFG. CO. Madison, Wis



New York Bicycle Co.

No. 4 East 60th Street,

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DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

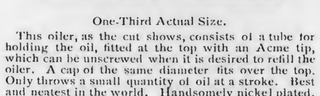
Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

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98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

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The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

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SIDWELL & SABEN,

New and Second-Hand Wheels

OF EVERY DESCRIPTION.

Repairs Executed Promptly and at Reasonable Rates.

152 CONGRESS STREET,
BOSTON, MASS.

BARGAINS.

One 52-inch Volunteer Columbia, good as new, $75.
One New Rapid Safety, good order 90.00
One Victor Safety, 1888 pattern, fine order..... 95.00
One Premier Safety, 1889 pattern, hardly been ridden; just as good as new. Best offer takes it.

Eisenbrandt Bros.,
424 E. Baltimore St., BALTIMORE, MD.

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Cycle Dealer & Repairer,

473 Tremont Street,

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For all kinds of

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Send your Wheel to

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Bicycles & Tricycles

—FOR SALE BY—

Howard A. Smith & Co.

Oraton Hall, - - NEWARK, N. J.

FINISH—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals. "6" Plain bearings, both wheels. "7" Balls to front, plain to rear wheel. "8" Cones to front and plain to rear wheel. "9" Balls to front, rollers to rear wheel.

CONDITION—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A1. "6" Finish and bearings in first rate shape, tires somewhat worn.

.....	Size....	Make....	Price....	Finish.	Bear'g.	Cond....
325	54	American Club,	$55.00	4	1	4
402	50	American Club,	65.00	4	1	1
474	54	American Star,	40.00	5	6	6
479	52	Challenge,	60.00	1	1	5
503	54	British Champion,	45.00	4	1	3
521	52	British Champion,	75.00	4	1	1
515	50	Expert,	60.00	4	1	4
591	51	Special Star,	45.00	4	6	1
577	50	Am. Rudge,	40.00	4	2	8
609	50	Ideal,	30.00	3	6	5
653	50	Am. Club,	60.00	1	2	2
657	50	Humber,	60.00	4	1	2
669	54	Expert,	70.00	3	2	2
677	50	Expert,	40.00	3	2	5
683	30	Universal Safety,	95.00	4	1	1
684	48	American Star,	30.00	5	6	5
685	48	Special Star,	80.00	3	7	3
691	45	Special Star,	85.00	3	7	3
692	52	Challenge,	45.00	1	6	5
693	48	Special Star,	55.00	4	8	5
694	30	Singer Safety,	95.00	4	1	0
695	54	Col. Lt. Roadster,	90.00	3	1	1
699	50	Victor,	65.00	3	1	3
698	50	Expert,	40.00	4	1	5
700	51	Am. Star.	25.00	5	6	6
701	52	Expert,	65.00	1	1	5
703	50	Expert,	40.00	1	2	5
705	52	Victor,	90.00	4	1	1
706	51	Special Star,	80.00	4	9	3
707	48	Am. Star,	25.00	5	6	6
708	52	Spec. Col.	30.00	6	3	5
301	48	Col. three track,	45.00	4	1	3
660	36	Humber,	85.00	4	1	2
652	48	Col. two track,	40.00	4	2	4
697	40	Ouo Tricycle,	30.00	5	6	5

Upon receipt of $5.00 any machine upon above list will be sent C. O. D. for balance, with privilege of examination.



HANDLE-BAR BUNDLE CARRIER

Owing to the patented principle of the swinging plates, allowing them to be placed at right angles under the Bundle, and replaced parallel with the bar, when not in use, these Carriers have come into almost universal use where introduced to Safety riders. Send for one. **Price, $1.25.**

HOWARD A. SMITH & CO., Newark, N. J.

The *Smillakameens* and *Semmaakateens* called on us recently. They are connected with the *Beefalo Bull* and *Jackass Texas Combination*. They informed us they had ridden everything but a **White Flyer,** and after trying them declared their intention of making it their future mount. Having recently arrived from England, and having recovered from their vacation, they are on their way to Egypt, and they want **White Flyers** to climb the Pyramids with. They also say that the **White Flyer** is the only Bike they have seen with which they could easily run down a Jack Rabbit. Our old friend ———— Soklatomillpeep was along. We renewed our pleasant acquaintance formed years ago on the South Fork of the St. Jo. River. He had with him some of the famous Skookum Oil used by all Western Coast Indians, to lubricate the locks of their rifles. It never gets thick, and lasts longer than any oil now before the public. Heat and cold have no terrors for Skookum Oil.

We contracted with the long-named native for a large supply of the unrivalled article. We shall soon be able to supply our agents and customers with something that will make them laugh. Keey your eyes open for our Skookum Oil Ad. It will soon appear.

Send for Catalogs. Send for Terms to Agents.

WHITE · CYCLE · CO., · WESTBORO', · MASS.

See Page (572).

CATARRH HAY FEVER CATARRHAL DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. Dixon & Son, 337 and 339 West King Street, Toronto, Canada.

PRIZE MEDALS,

Badges, Emblems & Pins

Made to Order.

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3 Winter Street, Boston.

I. A. WESTON & CO.

JAMESVILLE, N. Y.,

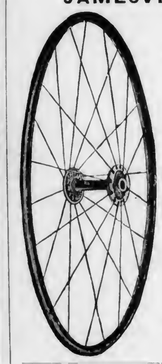
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PATENT

Improved

Suspension

Steel Wheels



All grades and sizes, from 12 to 42 inch diameter, in quantities, for Bicycles, Tricycles, Velocipedes, &c., &c.

Safety Wheels a Specialty.

Those contemplating manufacturing such will do well to write us for prices.



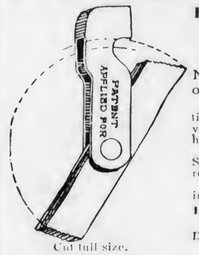
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For ordinary or safety. Latest, best, lightest, cheapest. Doesn't interfere with bending over when scorching. Pat. applied for. Discount to agents. Post paid 75 cts. W. T. BOWERS, Saco, Me

Ask your local Dealer (given gratis) for

HINTS on the CARE of CYCLE-CHAINS

The Automatic Spoke and Nipple Grip.



Cut full size.

Every Cyclist His Own Repairer!

No Screws, no Nuts, no Peeling of Enamel.

☞ It takes a positive grip. The harder you pull the tighter it holds.

☞ Catches any size Spoke or Nipple, round or square.

☞ Can be carried in the vest pocket.

Price (nickeled) $1

Liberal Discount to Dealers.

JORDAN & OELLIEN,

No. 1320 Washington Ave., St. Louis, Mo.

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago,



Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

Ladies' and gents', the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.



New York Bicycle Co.

No. 4 East 60th Street,

NEW YORK,

DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

RENTING! NICKELING! ENAMELING!

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks

Bicycles Bought, Sold and Repaired.

Largest Repair Shop in the West.

BROWN BROS. MFG. CO., - - Chicago, Ill.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

WHITTEN, GODDING & CO.,
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SIDWELL & SABEN,

New and Second-Hand Wheels

OF EVERY DESCRIPTION.

Repairs Executed Promptly and at Reasonable Rates.

152 CONGRESS STREET,
BOSTON, MASS.

BARGAINS.

One 52-inch Volunteer Columbia, good as new, $75.
One New Rapid Safety, good order 90.00
One Victor Safety, 1888 pattern, fine order 95.00
One Premier Safety, 1889 pattern, hardly been ridden; just as good as new. Best offer takes it.

Eisenbrandt Bros.,
424 E. Baltimore St., BALTIMORE, MD.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.

For all kinds of
Bicycle Repairing, Nickel Plating, Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street. BUFFALO, N. Y

SECOND-HAND

Bicycles & Tricycles

—FOR SALE BY—

Howard A. Smith & Co.

Oraton Hall, - - NEWARK, N. J.

FINISH—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals. "6" Plain bearings, both wheels. "7" Balls to front, plain to rear wheel. "8" Cones to front and plain to rear wheel. "9" Balls to front, rollers to rear wheel.

CONDITION—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A1. "6" Finish and bearings in first rate shape, tires somewhat worn.

No.	Size	Make	Price	Finish.	Bear'g.	Cond.
385	54	American Club,	$55.00	4	1	4
402	50	American Club,	65.00	4	1	1
474	54	American Star,	40.00	5	6	6
479	52	Challenge,	60.00	1	1	5
503	54	British Champion,	45.00	4	1	3
521	52	British Champion,	75.00	4	1	1
515	50	Expert,	60.00	4	1	4
561	51	Special Star,	45.00	4	6	1
577	50	Am. Rudge,	40.00	4	2	8
609	50	Ideal,	30.00	3	6	5
653	50	Am. Club,	00.00	1	2	2
657	50	Humber,	60.00	4	1	2
660	54	Expert,	70.00	3	2	2
677	50	Expert,	40.00	3	2	5
683	30	Universal Safety,	95.00	4	1	1
684	48	American Star,	30.00	5	6	5
685	48	Special Star,	80.00	3	7	3
691	45	Special Star,	85.00	3	7	3
692	52	Challenge,	45.00	1	6	5
693	48	Special Star,	55.00	4	8	5
694	30	Singer Safety,	95.00	4	1	0
695	53	Col. Lt. Roadster,	60.00	3	1	1
699	50	Victor,	65.00	3	1	3
698	50	Expert,	40.00	4	1	5
700	51	Am. Star.	25.00	5	6	6
701	52	Expert,	65.00	1	1	5
703	50	Expert,	40.00	1	2	5
705	52	Victor,	90.00	4	1	1
706	51	Special Star,	80.00	4	9	3
707	48	Am. Star,	25.00	5	6	6
708	52	Spec. Col.	30.00	6	3	5
301	48	Col. three track,	45.00	4	1	3
600	36	Humber,	85.00	4	1	2
652	48	Col. two track,	40.00	4	2	4
697	40	Otto Tricycle,	30.00	5	6	5

Upon receipt of $5.00 any machine upon above list will be sent C. O. D. for balance, with privilege of examination.



HANDLE-BAR BUNDLE CARRIER

Owing to the patented principle of the swinging plates, allowing them to be placed at right angles under the Bundle, and replaced parallel with the bar, when not in use, these Carriers have come into almost universal use where introduced to Safety riders. Send for one. **Price, $1.25.**

HOWARD A. SMITH & CO., Newark, N. J.

The *Smillakameens* and *Semmaakateens* called on us recently. They are connected with the *Beefalo Bull* and *Jackass Texas Combination*. They informed us they had ridden everything but a **White Flyer,** and after trying them declared their intention of making it their future mount. Having recently arrived from England, and having recovered from their vacation, they are on their way to EGYPT, and they want **White Flyers** to climb the PYRAMIDS with. They also say that the **White Flyer** is the ONLY BIKE they have seen with which they could easily run down a JACK RABBIT. Our old friend ———— SOKLATOMILLPEEP was along. We renewed our pleasant acquaintance formed years ago on the South Fork of the St. Jo. River. He had with him some of the famous SKOOKUM OIL used by all Western Coast Indians, to lubricate the locks of their rifles. It never gets thick, and lasts longer than any oil now before the public. Heat and cold have no terrors for SKOOKUM OIL.

We contracted with the long-named native for a large supply of the unrivalled article. We shall soon be able to supply our agents and customers with something that will make them laugh. Keey your eyes open for our SKOOKUM OIL AD. It will soon appear.

Send for Catalogs. Send for Terms to Agents.

WHITE · CYCLE · CO., · WESTBORO', · MASS.

See Page (572).

CATARRH HAY FEVER CATARRHAL DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

PRIZE MEDALS,

Badges, Emblems & Pins

Made to Order.

J. HARRIOTT,
3 Winter Street, Boston.

I. A. WESTON & CO.

JAMESVILLE, N. Y.,

Manufacturers of

PATENT

Improved

Suspension

Steel Wheels



All grades and sizes, from 12 to 42 inch diameter, in quantities, for Bicycles, Tricycles, Velocipedes, &c., &c.

Safety Wheels a Specialty.

Those contemplating manufacturing such will do well to write us for prices.



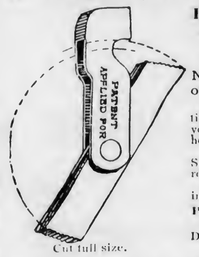
Bowers' Luggage Carrier

For ordinary or safety. Latest, best, lightest, cheapest. Doesn't interfere with bending over when scorching. Pat. applied for. Discount to agents. Post paid 75 cts. W. T. BOWERS, Saco, Me

Ask your local Dealer (given gratis) for

HINTS on the **CARE** of CYCLE-CHAINS

The Automatic Spoke and Nipple Grip.



Cut full size.

Every Cyclist His Own Repairer!

No Screws, no Nuts, no Peeling of Enamel.

☞ It takes a positive grip. The harder you pull the tighter it holds.

☞ Catches any size Spoke or Nipple, round or square.

☞ Can be carried in the vest pocket.

Price (nickeled) $1

Liberal Discount to Dealers.

JORDAN & OELLIEN,

No. 1320 Washington Ave., St. Louis, Mo.

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago,



Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

"ROVERS."

Ladies' and gents', the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

Unprecedented Bargains in New, Late-Pattern Bicycles.

Being always in the market to buy job lots of new or second-hand wheels when prices are right, we have secured several choice lots of new, perfect and late pattern, high-grade wheels at prices such that we can offer them either at retail, or to the trade AT PRICES NEVER BEFORE QUOTED IN THE U. S. Had we purchased such of the wheels listed below as are of American make from the manufacturers direct we should, like all dealers, be compelled by contract to sell them strictly at list. These wheels were all purchased in job lots, hence may be sold by us at our own prices, which dealers will notice are ACTUALLY BELOW THE MAKERS' WHOLESALE PRICES. The Rudges and Clubs we secured by buying the ENTIRE STOCK of the importers direct. In the particular localities where we purchased these wheels the Safety craze is such that Ordinaries are very slow sale. Knowing from our own trade, which extends to every State and Territory, that the Ordinary is being more largely purchased the country over than the Safety, we unhesitatingly purchased several large stocks, and now offer our customers the benefit.

We will sell any of the following wheels on EASY PAYMENTS, with no extra charge except 8 per cent. interest. We take second-hand bicycles and type-writers in exchange. Peoria has 13 railroads, and low rates and quick time to all points.

We have a number of nearly every one of the several sizes and styles listed below;

READ THESE EXTRAORDINARY PRICES:

	List.	Our price
46-inch American Champions, ball bearings to both wheels and pedals; ramshorn handle bars; cobblestone and Wonder saddles; standard finish; perfectly new; absolutely perfect and complete; *never uncrated* since left factory; warranted one year; precisely as described, in 1889 makers catalogue, except some have 1888 fork ends; positively none of older pattern than 1888 makes	$100 00	$75 90
48-inch American Champions, precisely same as above	100 00	75 00
49 " " " " " "	102 50	80 00
50 " " " " " "	102 50	82 00
52 " " " " " "	105 00	84 00
54 " " " " " "	107 50	86 00
56 " " " " " "	110 00	88 00
49 " " Light Champion, exactly as described, in 1889 makers' catalogue, except it has same fork ends as 1888 Champion, standard finish, semi-hollow rims	107 50	86 00
49-inch American Light Champions, same except half nickeled	112 50	90 00
51 " " " " same as above, Standard finish	110 00	88 00
51-inch American Light Champions, same, except half nickeled	115 00	92 00
53 " " " " same as 49-inch above	112 50	90 00
53 " " " " same as 49-inch above	115 00	92 00
40 " Victor Juniors, latest pattern, new	44 50	32 50
38 " American Ideals, latest pattern, new	30 00	22 00
48 " Challenges " " " "	65 00	45 00
48 " " " " " ball to front wheel,	74 00	51 00
48 inch Volunteer Columbias, 1888 pattern, double grip ball pedals	97 50	77 50
50 " " " " " " " "	100 00	82 50
52 " " " " " " " "	102 50	85 00
48 " Expert Columbias, 1887 pattern, " " " "	117 50	97 50
50 inch Expert Columbias, 1887 pattern, double grip ball pedals	$120 00	$100 00
51 " Columbia Lt. Rdstr, 1887 pattern, " " " "	125 00	105 00
51 inch Columbia Light Roadster, '88 pattern, hollow rear forks	125 00	110 00
53 " " " " " " " "	127 50	112 50
Columbia Lt. Roadster, Tri. 40-inch drive wheels, ball bearings all wheels, crank shaft and pedals, *brand new* and perfect in every way; finest tricycle made, bicycle steering	160 00	120 00
48 inch Rudge Light Roadsters, very latest pattern, new, Kirkpatrick saddle, Columbia double grip ball pedals, spade handles, etc., etc	122 50	95 00
50 inch Rudge Light Roadsters, same	125 00	100 00
52 inch Rudge Light Roadsters, same	127 50	102 50
55 " " " " "	131 25	105 00
56 " " " " "	138 50	105 00
58 " " " " "	135 00	105 00
50 inch Universal Club, balls both wheels, etc	110 00	76 00
52 " " " " "	112 00	78 00
54 " " " " "	115 00	85 00
58 " " " " "	120 00	75 00
JOB LOT OF 400 VINEYARD BICYCLES, also sold as the Recruit and the Youth's Premier, cow-horn bars, spade handles, Kirkpatrick saddle, nickel and enamel finish, direct on tangent spokes, cast steel and steel tubing instead of malleable iron and gas pipe; warranted one year, 38 inch	40 00	17 00
42 inch same as above; tangent spokes $1 extra	45 00	20 00
44 " " " " " "	50 00	22 00
46 " " " " " "	55 00	25 00
48 " " " " " "	60 00	27 00
50 " " " " " "	65 00	32 00

Vineyard bicycles delivered either at Peoria, Ill., or Worcester, Mass. All others at Peoria. No charge for crating or cartage.

SECOND-HAND BICYCLES AND TRICYCLES.—We have 150 or 200 choice second-hand wheels at astonishingly low prices. Send for second-hand bargain list and our 40-page illustrated catalogue, with full particulars of all of above.

LIBERAL DISCOUNTS TO THE TRADE AND AGENTS. AGENTS WANTED EVERYWHERE, to handle our line of job lots and second-hand wheels; also the Crescent, Junior and Juno Safeties, the Otto, Ideal and Challenge Bicycles, Petite Tricycles, Velocipedes, etc. Lowest prices guaranteed. Correspondence solicited.

ROUSE, HAZARD & CO., - - - 9 G Street, Peoria, Ill.



Better Late than Never.

We are pleased to announce that we are at last in a position to fill our safety orders without delay.

Having more than doubled our capacity, we think we are safe in promising our agents more satisfactory attention.

ST. NICHOLAS MFG. CO

Factory 784 to 794 Madison Street,

CHICAGO.

Still Getting There.

Look at the CHAMPIONSHIPS Won on the STAR this early in 1889, Can any machine beat this record for 1889? Facts that talk.

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles, Cal.

One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship, By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel AND Best Hill Climbing Machine EVER PRODUCED.

WE CHALLENGE HONEST CRITICISM.

In this machine we have combined ALL the advantages of a low wheel and the speed of the high one.

Send for Catalogue of

Star - Bicycles.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

"THE CYCLING EVENT OF THE SEASON."

HARTFORD, SEPTEMBER 2-3, 1889.

The Best Riders and the Best Makes of Machines were there.

THE RESULT.

9	out of	11	First	Prizes.
10	"	" 11	Second	"
8	"	" 8	Third	"
1	"	" 1	Fourth	"
1	"	" 1	Fifth	"
29	"	" 32	Possible	"

WON BY RIDERS OF COLUMBIAS

"389 Wheels in Line."

CONN. DIV. L. A. W. PARADE,

Hartford, September 2, 1889.

Columbia Safeties	133	Other Safeties	42
" Ordinaries	131	" Ordinaries	83
	264		125

THE BICYCLING WORLD & L. A. W. BULLETIN.
DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy. BOSTON, 20 SEPTEMBER, 1889. Volume XIX. Number 21



HARD RIDERS are not necessarily "hard" citizens. They know the points that go to the making of a good bicycle--a bicycle that will stand up and take all the hard knocks it meets on the road, — the rocks, clods, hills, and general calamity it is sure to be steered against, and come out as good as it went in.

Not only do they know these points, but they know where to find them. When people want machines with the stuff that gets there in them, they buy Victors. "Ask Victor riders."

OVERMAN WHEEL CO., Makers,

BOSTON.

CATALOGUE FREE.

Who Wants Second-Hand Safeties?

We have taken some in trade for our New Drop Frame Psychos. They are in first-class order, and we expect the price to sell them. We have

PSYCHOS, RAMBLERS, COLUMBIAS AND VICTORS.

We intend to have an AGENT in every town for our "New Fall Safety," price, $115.

LIVING DISCOUNTS TO AGENTS.

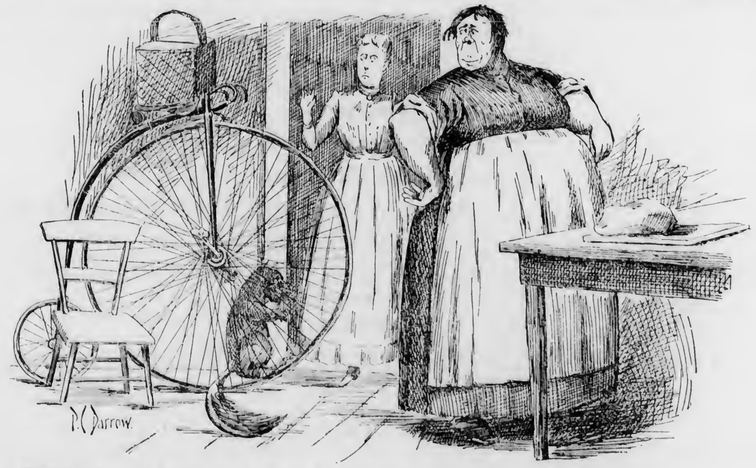
Write for descriptive circular.

This is really a great wheel, and you can make money this fall by taking the agency.

CAPITAL CYCLE CO., Washington, D. C.

Direct and Sole Importers Psycho Cycles, the lightest and highest grade safeties extant.

New 34 lb. Ladies' Psycho now ready.



Mistress.—What in the world, Bridget, is the matter with Bunny?

Bridget.—Shure an' it's nawthin'. He'll be sphinnin' around in a minute quicker nor onything. He's a bit dishcouraged loike now, seein' as how Oi had to shoove him thru the shlats. The fool as made that squirrhel cage forgot the door, shure.

N. B. "Bridget," whose amiable features are delineated above, is probably the only human being in the United States that doesn't know an American Light Champion on sight.

Catalogue on Application.

GORMULLY & JEFFERY MFG. CO., - - - - Chicago, Ill.

Second-Hand BICYCLES and TRICYCLES.

NEW YORK BICYCLE CO.,

No. 4 East 60th. St., NEW YORK CITY.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name.	Cost.	Price.	Fin.	Brgs.	Cndtn
597	48	Otto Special,	$60.00	$30	5	4	2
601	—	Col. Lt. Rdst Tricycle,	160.00	115	4	1	6
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
610	52	Special Club,	125.00	38	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	9	5	4	3
632	40	Otto, Special,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
639	48	Apollo Lt. Roadster,	135.00	75	3	1	1
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	1
643	54	American Sanspareil,	135.00	40	4	2	3
653	56	Columbia Expert,	127.50	75	4	1	1
657	48	Columbia Standard,	85.00	25	4	4	6
661	50	Special Club,	130.00	60	1	2	2
664		Columbia Veloce Safety,	135.00	110	4	1	1
665	52	American Club,	130.00	25	4	2	6
667	52	Victor Light Roadster	145.00	90	4	1	1
670	50	New Rapid,	140.00	65	3	1	1
671	54	British Challenge,	135.00	40	4	2	4
672		Columbia L. R. Trike,	160.00	115	4	1	2
673	51	Rudge Lt. Roadster,	136.25	95	4	1	1
679		Columbia Tandem,	250.00	150	4	1	4
682	52	Columbia Expert,	132.50	80	3	1	2
683	51	Special Star,	130.00	68	3	Ball	6
684	52	Columbia Expert,	141.00	78	7	1	1
685	52	Harvard,	130.00	35	4	2	3
686		Volant Safety,	115.00	100	4	1	1
688	48	Special Star,	125.00	50	4	Ball	3
689	52	Columbia Expert,	139.00	85	1	1	2
693	56	Victor Lt. Roadster,	139.50	110	4	1	1
694	46	Columbia Expert,	124.50	68	4	1	1
695	45	Pony Special Star,	121.50	65	3	Ball	4
696	48	Special Star,	107.00	40	4	Plain	6
697	30x24	Pony Special Star,	125.00	110	4	Ball	1
698	54	Victor Lt. Roadster,	130.00	75	4	1	2
699		Victor Safety ('89),	135.00	110	4	1	1
700	50	Victor Lt. R'dstr ('89),	130.00	120	4	1	1
701	52	British Challenge,	130.00	50	4	1	3
702	—	Humber Tandem,	200.00	110	4	2	3
703	52	Singer Matchless,	135.00	60	4	1	3
704	50	Columbia Expert,	130.00	70	1	2	3
705	54	Columbia Expert,	130.00	75	4	2	2
706		Singer Tandem,	275.00	105	4	1	4
707	51	Special Star,	125.00	70	3	Ball	2
708	46	Victor Junior,	50.00	45	4	3	1
710	52	New Rapid Roadster,	132.50	115	4	1	1
711	48	Special Star,	137.50	60	4	Ball	3
712	52	Victor Lt. Rdstr ('89),	137.50	130	3	1	1
714		Boy's Safety,	35.00	18	4	4	1
715	50	Rudge Lt. Roadster,	125.00	30	4	2	4
717	55	Rudge Lt. Roadster,	131.25	63	4	1	3
719	38	English,	90.00	18	5	4	2
721	50	Springfield Roadster,	100.00	65	4	1	1
722	54	British Challenge,	135.00	35	5	2	6
723	51	Columbia Lt. Roadster,	135.00	75	3	1	1
724		New Rapid Safety,	135.00	80	4	1	4
725	48	Special Star,	142.50	90	4	Rol'rs	1
726	48	Columbia Standard,	90.00	28	3	3	4

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence Invited.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., N. Y. CITY.

Dealers in New and Second-hand Machines.

Uptown Agents for Messrs. A. G. Spalding & Bros. Agents for H. B. Smith Machine Co's "Star" Wheels.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for or the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BICYCLE OIL BY MAIL OR EXPRESS.—Two ounces of Flyer Wheel Oil, by mail, 20 cents; by express, per gallon, $1.00. Safety lamp oil same price. EASTERN LUBRICATING OIL CO., 40 Dey street, N. Y. Send for circular.

SECOND HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.

SEND FOR LIST OF Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,

18 So. Broad St., - Philadelphia.

Second-Hand Wheels.

1889 Singer Safety	$100
48-inch Special Star	65
51-inch Special Star	75
1889 Premier Tandem Bicycle	150
All steel, All ball, new Safety	100
46-inch Columbia Semi-Roadster	25
52-inch Victor	75

CAMPBELL & CO.,

33 Page St., Providence R. I.

"BICYCLE BARCAINS."

50 American Challenge, fine order	$33.00
50 Club, ball bearings, good order	37.00
51 Star, good running order	45.00
52 Expert, soiled, never used	100.00
52 Harvard, ball bearings, good order	33.00
52 Otto-Special, spade handles, new	31.00
52 Expert, with lamp	45.00
52 American Challenge, new	42.00
54 Premier, ball bearings, good order	31.00
54 Victor, good shape	50.00
54 Sanspariel, new tires, ball bearings	40.00
50 Expert, ball bearings, cow-horn bars	48.00
56 American Champion, fine order, ball bear'gs	45.00
56 Club, ball bearings, spade handles	40.00
58 Rudge Light Roadster, ball bearings	40.00
58 Standard Columbia, ball bearings, good	35.00
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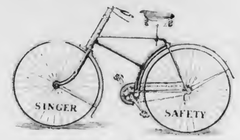


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11	54	Royal Mail Light Roadster, tangent spokes, Cow horn bars, ball bearings, excellent condition, a bargain	58 00		
12	54	New Mail, enamelled finish, Spade handles, same as new, cost $132	85.00		
13	51	Rudge Light Roadster, enamelled finish, Cow horn bars, ball bearing	58.00		
14	54	inch Royal Mail Light Roadster, enamelled finish, Cow horn bars, ball head, a bargain	55.00		
15	54	Champion Light Roadster, enameled, Cow horn bars, ball bearing, fine condition	50.00		
16	51	New Mail, enamelled finish, Cow horn bars, Spade handles, ball head, fine condition	65 00		
17	54	New Mail, latest improvements, really same as new	85.00		
18	54	Expert Columbia, full nickeled, dropped bars, ball bearings throughout	65.00		
19	54	Victor, half nickeled, splendid condition	60.00		
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21	55	Royal Mail Light Roadster, enamelled finish, Cow horn bars, detachable handle bars, splendid condition	55.00		
22	55	New Mail, enamelled, Cow horn bars and Spade handles, same as new	75 00		
23	56	inch New Mail, ball head, latest improvements, fine condition	65 00		
24	55	Columbia Light Roadster, full nickeled, Cow horn bars, Spade handles	58.00		
25	56	Champion, rams-horn bars, fine	50.00		
26	56	Rudge Semi-Roadster, light, for good roads and racing, enamelled finish	40.00		
27	58	Victor, enamelled finish, Cow horn bars, ball bearing, good condition	50 00		
28	58	Expert Columbia, full nickeled, Cow horn bars, ball bearing, fine condition	58 00		
29	58	Rudge Light Roadster, tangent spokes, Cow horn handles, ball bearings, fine condition, a bargain	60 00		
30		Royal Mail Tricycle, two track, fine condition, cost $175	65.00		
31		New Mail Safety, which is in so great demand	85 00		
32		New Mail Safety, which is in so great demand	85.00		
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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

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Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 20 SEPTEMBER, 1889.

A SECTION of the English cycling press has either ignored or slightingly alluded to the sad and almost tragic death of Purvis-Bruce. It is the same section that sneered at the American records and insulted the cyclists of this country. The insular boorishness of a certain class of Englishmen is prodigious, and appears the more outrageous by comparison with the real gentlemen of England.

OUR good friend *Wheeling* contains the challenge of a father in behalf of his son, eleven years of age, to meet an opponent about the same age, who has ridden eighty miles in twelve and one-half hours. We trust we will be spared the competition of infants for long and hard riding. Let the boys enjoy their wheels in a legitimate way for rational riding, but spare us the exhibition of children seeking fame and medals on road or path.

WE were unfortunate enough to lodge for the night at the Central House, Waltham, Mass., while on a short cycling trip. A more disobliging landlord we never saw. We, in company with our friends, on ordering some refreshments in our room were informed by the person who seemed to run the house that he was too busy to do much "monkeying" that night. We secured what was wanted, however, but not without much grumbling. The whole place was so inhospitable that we shall exercise our privilege of going elsewhere in the future.

AS proof that the Boston Bicycle Club is not extinct, a fact generally believed, we may mention that three old members, one of whom commenced cycling in 1878, were seen ploughing out of town in the mud on Saturday last. It is true they were not keeping up with the electric cars, but they jogged along with that staid contentment that becomes the typical Boston Club man who has been through it all, and whose scorching days are over.

WE hear by the way that an attempt will be made to resuscitate this old club with the view to making it a cycling club pure and simple. We are glad of this, for it would be a pity if the first cycling club formed in this country should be allowed to drop entirely out of the ranks.

THERE is a movement on foot, so rumor has it, to form an association of veteran wheelmen. The requisite for membership beyond the qualification of being a gentleman will be an active wheeling experience of not less than ten years. It would certainly be enjoyable for the oldsters to get together now and then to recount the days and deeds of yore. We have no doubt these old fellows will arrogate to themselves a position of great importance, and regard themselves as the blue-blooded aristocracy of the wheel world. A "Cyclers' four hundred," as it were.

A so-called one-mile championship race was run at Binghamton, N. Y., last week, the winner carrying off the prize and championship (?) in the phenomenal time of 3.56 1-4. Just think of that for a championship race! It is a disgrace to the sport that such things can be. The time limit rule should have been applied to these gentlemen, and if the management had only known that the prize was going to be "pulled off" in any such disgraceful time they should have started a couple of their fastest local men to make the pace decent.

It is a significant fact that the only two starters entered from the same club, the Berkeley A. A. of New York.

No wonder the public fight shy of bicycle races, and if there can be found no way to head off these dawdlers from giving such magnificent loafing exhibition, then amateur racing will be relegated to the same shelf of oblivion as has professional racing.

It takes good, vigorous handling, such as enforced by the Hartford managers, to deal with those individuals who lean towards loafing tactics. Considering that both the men in this "championship" contest are capable of doing the mile in 2.40 to 2.42 we can readily see how much loafing was indulged in. If time limits on championships are *not* according to precedent we are glad to see any effort made to correct this growing evil. As in the possible case of this Binghamton affair, why not put in two or three fast local men whose office it should be to *make* the "waiters" ride at a decent pace or lose the race?

THANK YOU.

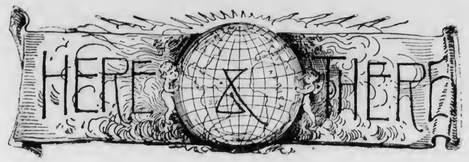
"THE WORLD shows enterprise in securing such interesting writers for its columns, notably those who are writing up the European tours. We have noticed a vast improvement in that go-ahead sheet within the past two years."—*The Star Advocate.*

A VOTE OF THANKS.

Editor Bicycling World: I take pleasure in informing you that at a meeting of the Hartford Wheel Club last evening, the following was passed unanimously:

Voted.—"That a vote of thanks be tendered Mr. W. J. Corcoran, through the Secretary, for the efficient manner in which he led the club riders to their numerous victories at our races."

Very truly yours, W. M. FRANCIS,
Hartford, September 11th, 1889. Secretary.



BOSTON.

"TERAGRAN TONIM."

A RUMOR has reached me—without any foundation, I hope—that there is some talk about having safeties allow ordinaries a start in the coming Boston Athletic Association road races. On what ground it is judged that safeties are faster than ordinaries it would be hard to say. In the Pullman and Irvington-Milburn races the fastest times were made on ordinaries, and in fact I do not know of a single road race in America where the ordinary has not beaten the safety. By all means let the two machines compete together on the road, where there is not the danger that the close proximity of a confined track affords. Then we shall soon see that it is the man that wins, and not the type of machine—or at any rate not the safety.

ANOTHER rumor came to me that the Harvard Bicycle Club thinks it can produce a team that could make the hitherto invincible team of the Berkeley A. A. hustle. With Davis and Greenleaf first and second, or first and third, they would have the race, even if the other Harvard man came in last. That's the way they look at it, at least.

IN reading the reports of the fall race meets I was forced to think what a fine thing it would be, if there were a little more unanimity among the different papers. The WORLD says one man beat, the *Globe* says another, and the *Wheel* still another, and while I was trying to decide on which one to pin my faith, a friend who had been there told me that about a certain race they were all wrong.

SPEAKING of mistakes, I think you, Mr. Editor, were wrong in saying, when you criticised Dr. Wyman's statement, that Hendee got twenty-five yards start. Mr. Harry Cornish, who, I believe, trained Hendee, told me that Hendee was allotted twenty-five yards but refused to take it. Furthermore, the official score card, which lies before me now, does "show such a handicap." [Since last week we learn that Hendee was awarded twenty-five yards, but refused it. The *score sheet* did not show this.—ED.]

DR. WYMAN, I think, is entirely right when he says that the training that Ives and Hendee got helped them a great deal, although they have not raced for two or three years. I do not mean to say that Hendee is 100 yards faster in a mile for the training he got as a promateur and professional, but I think any trainer will say that he is several feet faster at the finish--which is more to the point.

LAST Sunday at the reservoir I looked at the assembled wheelmen and I said to myself: "Hawkshaw," you are right about that "tights" business. They certainly are not gentlemanly for ordinary riding. They have their proper place. If a man is training for a road race and does not intend to stop and sit around full tights are the thing, but for ordinary riding loose knickerbockers are just as comfortable and infinitely more respectable.

I THOUGHT road racing was dead.

NEW YORK.

"HAWKSHAW."

THE New York Division meet would have been a great success had it been a regatta or swimming race, but as it was the battle between milers and moisture was a drown out in the first round in favor of Hugh Midity, Esq. But in such matters wheelmen are prone to be believers in the homœopathic school of cure, and by putting a sufficient quantity of moisture inside of themselves to run no chance of any ill effects from the external libations they are forced to receive at the hands of the Clerk of the Weather.

I HAVE often had occasion to express my opinions as to the funeralism of a wheel parade and the depressing effects of same upon an observer, even when he was an admirer of the sport. In consequence of this opinion I have been the recipient of many unpleasant criticisms on the part of the younger generation of riders. I would like, therefore, to call their notice to the following remarks made by Mr. Francis Wilson at the recent banquet of the State Division, at the same time stating for the benefit of the few who are not acquainted with Mr. Wilson, that the gentleman is himself a wheelman and has an income of about $50,000 a year derived from making the public laugh and cease being serious. Mr. Wilson said: "Being a man who likes amusement, it grieves me to think that wheelmen habitually look so sad when in the sad—dle and on parade. I like to help cyclers to bite off a bit of sunshine in this vale of tears. A wheelman on parade too often appears like a section of a funeral procession. There is a grim look on his face that convinces one that he is there for business. Too often he does not seem to grasp as much sunshine as there is lying around. The parade will never be the magnificent success it should be until there is an infusion of merriment into it. Them's my sentiments exactly."

EVEN kindly old Dame Nature was moved to tears over the gruesomeness of the idea, and she shed them so plentifully that she, more than any one else, prevented the parade from taking place. For this favor I owe the old lady a debt and have placed her upon the honored roll of my creditors, where she, like the others there, will ever remain.

I DID not think that even English bad taste could go to such an extent as to try and rob the dead of any of the wreaths that loving hands had cast upon the grave of "Jack." But it seems that my opinion of humanity, poor as it is, was not yet bad enough to properly estimate the depths of the mire in which the *Bi. News* finds refuge. It is not a pleasant position that it is in, and I do not believe that any other view of the affair is taken by the thousands of gentlemen who have made cycling the grand success that it is in England. Lucky indeed will be any of us who, when we pass under the wire as finishers in the race of life, if we in our turn receive one-tenth of the sympathetic and kindly notice that "Jack" has.

WHEN the world was young and the little stream Oceanus wrapped it round like the curled serpent, and there were no excursion steamers, League meets, base ball games or road races, the possibilities and potentialities of sport was small. There was boxing, but no John L ; there was racing, but it was confined to the chariot and to the Four Hundred of Mycene, or Argos, or Thebes, who could not tell the difference between a safety and a sociable. Then there was the throwing of the discus, it is true, but how does that compare with the throwing of the wheelman from his lofty perch of pigskin? There were all-round competitions of the pancratium, but they were nothing to a modern championship meeting. There were steeds and daughters of steeds, swift as the storm, but the one of steel they knew not. Helen, who might have taken a prize at a Chicago beauty show, never rode a safety. Col. Pleiades Achilles could not solace himself with an early morning spin after his night's of kicking at Gen. A. Agamemnon's packing of the primaries. Hercules, the Peloponesian pet, never knew the delights of a suit of black racing tights, though he finally came to his death by means of a medicated undershirt. If Ajax could have worked off his steam in a ten mile spurt down the Ripley road he never would have lost his life by attacking protected industries. Had Cassandra been given to cycling, her mind would never have got its grumpy and Mugwumpian cast. The great Zeus himself would have left a great deal better reputation if he had kept away from the stage and its thunder and taken a brisk ride round the block every morning before soaking himself with ambrosia. These mildly melancholy classical reflections throng upon me when I see what cycling is doing for the present and the future generations, and I cannot help but note the foregoing facts and show that had cycling been then in existence, how we of to-day would be reading different history from what we are. After all, even being one of the gods had its drawbacks when we consider how much of the pleasures of life they were robbed of through not being acquainted with the pleasures of cycling.

ST. LOUIS.

"LINNEUS."

THERE is little question but that, when the immense improvements now in process in the West End are completed, this city will have a residence section second to none, and a consequent big increase in the devotees to cycling. On Sept. 10 the contractor completed the finishing touch of the Forest Park boulevard, the first one in the city on the "private place" plan, for public use. The work cost $50,000. The result is a thoroughfare 3900 feet long, with a 30-foot grass plat, set with shade trees and curbed in the centre, 40 feet of smooth Telford on either side, it in turn having a strip of turf followed by a 12-foot granitoid walk on either side. The lines of the western terminus diverge to a width of 160 feet at Forest Park to accommodate a $4000 fountain built there by adjacent property owners. It is the renaissance of an old private boulevard Jesse Lindell built some forty years since, and which started nowhere and ended similarly. He hewed the path out of the woods, and constructed a rock road at great expense, to gratify a passion for elegant roads, with no idea of its future use.

I WAS greatly surprised a few days ago to hear that a local firm had issued an order forbidding any of their employes to use their wheel in riding to and from their business, giving as their excuse that it took too much of their time. As the house is one of the leading ones in the cycle business here, such an order would set a beautiful precedent for others which are in no way connected with cycling. On making closer inquiries I found that the order had been repealed the day after it was issued. The matter caused quite a flutter among our local cyclists, and many were loud in their denunciations of a firm who would treat their employes in this manner.

THE illuminated parade which was expected to come off during fair week will not be held, as Mr. George B. Thomson informed the wheelmen that the appropriation of $500 to defray the expenses was not granted by the Fall Festivities Committee on account of the opposition of the Exposition people, who claimed the parade would keep the people away from their show. This is all bosh to my way of thinking, and instead of harming the Exposition's attendance, the parade would benefit it.

THE Track Association cleared a neat sum on the tournament, and a meeting of the stockholders will be held next Tuesday to discuss the matter of giving one on a much larger scale next year. J. Harold Child, the efficient secretary, deserves great credit for the way he discharged the many duties of his office.

AMATEUR racing being all the go over the whole country, would it not be a good idea to arrange a racing circuit similar to the trotting circuits, to avoid a clash in dates? If such an association were formed and run on business principles it would surely tend to improve the tone of our race meetings. Another thing that should be done is the formation of an association similar to the W. A. A. A. of the clubs of different Western cities, for the purpose of holding Western championships. If arranged on the plan of the W. A. A. A., the heavy expenses of a championship meeting will be borne by all the clubs in the association, and not by the club holding the meet as now. The country is too large to admit of racing men travelling, say from St. Louis to Hartford, to compete in certain championship events, and the sooner Western championship events are established the better it will be for racing men, besides it will lead to healthy rivalry between all cities interested.

THE non-unanimous action among our wheelmen has been freely commented on the past week, and was particularly noticeable at the union run and dinner given Sept. 8, in honor of the races, at which less than twenty-five riders participated. In spite of arduous labor to the contrary, the cyclists of St. Louis are about the most disorganized lot to be found anywhere, and the club memberships are a mere bagatelle when the total number of riders is taken into consideration. The cause of this all is the great lack of workers, and should these lines meet the eye of such who will put their shoulder to the wheel to alter the situation, by getting the riders to join the League, they can obtain all needed information and advice by applying to Chief Consul Holm.

NEXT to wabbling, looking around seems to be about the worst thing a racing man can do, and the latter lost F. P. Ring his match race with Harding, as well as causing him to take a terrific header in another event. By the way, speaking of racing men, look out for this man Tuttle, of Chicago. He is the possessor of a magnificent spurt, has any quantity of grit, backed up by a Herculean frame, and can easily spurt a full mile if pushed. His finishes with Lumsden were very close, and were the latter not the hot favorite that he is, at least one of the events would have resulted in a dead heat.

PORKOPOLIS NOTES.

"STAR."

ON the 7th and 8th inst. the C. B. C. took their annual run to Miamitown. The start was made at 6.30 P. M. Saturday, and the destination reached at 9 45 P. M. Dr. Green took a bad fall on the slippery asphalt, and was obliged to return to the club house, where the festive Heidkamp assisted him to straighten his cranks and handle-bar, and to scrape the mud from his clothing. The doctor then pluckily started out and reached M. only a few minutes after we— had eaten up all the supper. The sky was cloudless, the air was cool, and the roads, owing to the heavy rains of the early part of the week, very smooth. After supper it was discovered that though there were twenty in the party, there were only sleeping accommodations for nineteen. It was 4 A. M. before it was decided where the twentieth man should sleep, and of course none of the rest of us could sleep till the question was settled. When we did get to sleep it was only to be roused by the stentorian voice of Chief Consul High, who with several others of those who did not like to sleep away from home, and who had started at 5 A. M., had scorched all the way. Among the amusing incidents of the day was Harry Ellard's excrutiatingly funny imitation of a novice's attempt to ride a bicycle, which was taken in dead earnest by an unsophisticated native. The return was made without any further mishaps. Dr. Green declares, however, that he will not attend another such a run unless he can secure a fire and burglar proof vault to sleep in.

IT seems that my remarks on the shrinkage of the shirts furnished the C. B. C. was construed as reflecting on the house that made the garments. Such construction was not intended. I was only trying to show that the shrinkage of high grade all wool flannel shirts was due more to excessive perspiration than to the method of washing, and that flannels containing a certain percentage of cotton were not so apt to shrink.

THERE is beginning to be considerable speculation as to the result of the next championship race of the C. B. C Of those who contested in the last race, the "Duke" is in the South on a business tour and will not return in time to enter, and the same may be said of Nelson. Then Barth and Huseman, who were not in condition in the last race, may make a much better showing this time. There is also an uncertain quantity in the new members that have come in since that time. Benckenstein and Baldwin are both known to be flyers, and there are some who believe that if Dr. Green could be prevailed upon to enter, that Wayne's chances of wearing the medal for another six months would be exceedingly slim.

THERE are quite a number of wheelmen in this city who are supposed to be members of the League, and yet they have never joined that organization. I have made it a point for some time to ask every wheelman I meet if he is a member of the L. A. W., and have been surprised at the number of negative answers I have received. If every one of the League members in this city would consider it his duty to do a little missionary work the Porkopolis contingent would be considerably increased in a very short time.

FATHER BENNETT'S road race, which has been postponed so often, will be run on the course from Carthage to Hamilton on September 22. It will be a scratch race, with a gold medal for first man.

SEVERAL wheelmen have been stopped by the Eden Park police and compelled to show their park badges. It is said that hereafter no one will be allowed to ride through the parks unless he has a badge. They may be procured of either Bennett or High.

CHICAGO.

"THE STROLLER."

THE team race at the Peoria tournament will probably bring out teams from the Illinois and Kenwood clubs here, a St. Louis team and a team at Peoria. The Chicagos, I understand, will not enter a team, although the prize is a tandem bicycle and well worth trying for. Van says he can take a Chicago team there and win the race, but will not do so. Ah, Van! I am afraid you are not as sure of winning as you say and prefer to rest content over the recent victory on the West Side rather than take the risk of a defeat at Peoria. Great interest is shown by our flyers in the meet. Winship is in active training for these races. He has kept bravely away from the path this year until now, but that prize-list was too much for him, or perhaps it was the pretty girls at Peoria—who can tell. At any rate, "Win" will be there and expects to bear away a goodly share of the prizes.

AS predicted in a former letter, Lumsden sent in his resignation to the Chicagos at their last monthly meeting, and, to the surprise of all, Van Sicklen moved that it be laid on the table, and "Art" requested to withdraw the same. Perhaps beating Lumsden in the road race he no longer holds a grudge against the young flyer.

THE Chicagos will remove from their present club-house to one on Rosalie court, near the entrance to South Park. This was decided upon after a stormy meeting, at which some of the "alleged" kicked loud and long.

SECRETARY-TREASURER SHERIDAN writes me from Springfield in regard to our so-called election, asking me to be present at the Board of Officers' meeting in September, when the entire matter will be fully ventilated, let the blame fall where it will, and assures me that he is not the guilty party and has no desire to get up a reputation as a fine worker, as he neither sought nor desired the office. I should like to be present at the meeting, but it is hardly probable that I shall be.

TOM ROE left for San Francisco last evening, to ride from there to Boston, in the interests of the Chicago *Herald*. He is due to leave the Palace Hotel, San Francisco, at noon Saturday, Septem-

ber 21st, and following the Santa Fe route, expects to make the distance (2573 miles) to Chicago in fifty days. Tom has had a good many ups and downs in this world, so that he ought to be able to ride the mountainous country between the Golden Gate and the Garden City at a fair rate of speed and with no fear of headers, if experience counts for anything. Roe will wear the Chicago Club colors, gold and blue, with "The Chicago *Herald*" worked on it.

SKINKLE was in town last week, and says he expects to return to Chicago to live in a short time, adding that he had rather starve in Chicago than be a millionaire in any other city in the Union.

RANDALL has moved over on to the West Side, and, I am told, would apply for membership in the Illinois Club only he does not like the idea of being black-balled.

BURLEY AYRES will be a figure in League politics next year, or I miss my guess. You mark me.

DETROIT, MICH.

"JUDGE."

THE *Sunday News* of this city devoted a column and a half to the prominent wheelmen of the Detroit and Star Clubs. A likeness appeared of each Lane and Jacobson of the Detroits, and Metzger, Whelden and Bradish of the Stars. Metzger's is very good, the others fair. The article is very well written.

I TOOK a spin up on the new asphalt pavement on Cass avenue. Three blocks are open for traffic. This will be the finest paved street in Detroit when completed. If the man who writes in favor of wood pavements could come to this village he would go away a sadder and a wiser man. We have miles and miles of cedar block pavement, and after the first two years it soon becomes rough, and the blocks begin to decay, and many other objections might be raised against it from a sanitary point of view. The people are tired of it, and if the asphalt already laid proves a success there will be many miles of it laid in the next ten years.

OUR "second to none" exposition opens to-morrow. Wheelmen coming to the State meet will have a grand chance to see this great fair. All trains stop at the grounds.

WE are going to have an old man's race at the D. A. C. race meet. Messrs. Stoddard and Markle will ride a one-mile safety race. The combined ages of these two gentlemen would pass the century mark.

CAPTAIN METZGER took the Star Club up the Canadian shore road to Le Boux's wine cellar last Wednesday. White and Marks had a collision in a muddy part of the road going up, and each took a side fall into a mud puddle. Oh! what a sight that pair presented when they arose. The usual music was in attendance, and the boys danced till after ten o'clock, and then started for home.

THE Detroit city ordinance allows bicyclers on any sidewalk after eleven o'clock at night until six o'clock in the morning. We always time ourselves so as to strike the sidewalk at eleven on the return from a run. We are also allowed on the walk on a street that is unpaved at any time.

A LARGE delegation of wheelmen will take the boat for Cleveland next Saturday at ten o'clock P. M., and will spend Sunday with the Forest City wheelmen. We are all praying for good weather for the State meet on Friday and Saturday.

LOS ANGELES.

"VINDEX."

J. PHIL PERCIVAL, Vice Consul of the California Division, has caused a sensation in the wheel world of this city. Two weeks ago he quietly left town, and his whereabouts and destination are only known to an intimate friend. It is thought he has either gone to South America or Australia. He was married and has one child. The matrimonial union was not fraught with happiness, and this was his reason for leaving home and kindred, so it has stated. He was a book-keeper for his father's firm, Percival & Chambers. Percival was one of the fastest racers on the Pacific Coast.

CATALINA ISLAND has been the Mecca of our wheelmen who have been taking their summer vacations. Yachting has been the main feature of their outing. Messrs. Burke, Tufts, Sale, Bradley, Pease, Plank, Kercheval, Hiller and the Woodworth boys have been at the island at intervals during the summer. Catalina Island is a famous resort for pleasure seekers, and is 30 miles from the mainland, and is very mountainous, and is noted for its grand and rugged scenery. Hunting goats is a favorite sport for Nimrods, while for the disciple of Izaak Walton the enjoyment is unbounded.

IN reading the list of new members in a recent number of the WORLD, your correspondent noticed the names of two wheelmen who had joined the League from a town in Missouri, where the writer spent three years of his college days. Six months ago there was not a bicycle in that little place, but the fever has caught and two have succumbed. Let the good work go on! The day will come when a man without a wheel will be in the same category of the man without a light-weight overcoat—to be pitied.

THE San Diego tourists will start from Pasadena next Wednesday (the 11th) and it promises to be a most successful affair. The roads will be in good riding condition, as rain fell a few days ago, an unusual occurrence at this season of the year, which laid the dust. A party of wheelmen from here will probably take a spin down to the Crown of the Valley to see the tourists start on their week's tour of the scenic resorts of Southern California.

NEXT summer a week's encampment of the wheelmen of Southern California will take place on Santa Catalina Island, the time to be decided next spring. There will be tents for all who participate, besides general tents for social entertainments and for the commissary department. The programme of the week's encampment will consist in boating, fishing, bathing, yachting, goat hunting, mountain climbing, dancing, etc.

THE death of "Jack" is felt here severely. All mourn for him. There can be but one "Jack," his place cannot be filled. May he rest peacefully in the care of his godmother, "Nature," whom he loved so well.

BALTIMORE.

"NORVAL."

SUNDAY before last a party consisting of the members of the Chesapeake Club visited Annapolis. They were met at Bay Ridge by their friend Mr. Lynch, and from there wheeled to Annapolis, the surroundings and the Naval Academy. The trip was very much enjoyed. Among those present were William Holland, President; R. Hall Leonard, first lieutenant; F. H. B. Bullock, second lieutenant; Jas. B. Read, treasurer; John T. Lynch, Jr., Joshua Ray, Harry Ungeryogt, Harry J. Deitz, Howard Roberts and J. Fitzgerald.

THE Maryland Club viewed the bombardment of Fort McHenry from the steamer Westmoreland. Fifteen members from the Hagerstown (Md.) Club were aboard the same steamer, including Mr. Geo. F. Updegraff, the vice-consul.

A FEW NOTES: President Luscomb has consented to act as referee in the coming Citizens' Cup race.——Wet weather has arrived and stopped wheeling.——September 21, at 8 o'clock, is the date named for the regular meeting of the board of officers of the Maryland Division, which is to be held at the Chief Consul's office, 340 N. Charles street.——Mr. Winston, a former member of the Maryland Club, is here visiting.

NEW HAVEN.

"ELM CITY."

THE most enjoyable run of the season held by the New Haven Club was the Sunday we spent at Coney Island as the guests of the Hudson County Wheelmen of Jersey City. No entertainers could do more than they did, and the N. H. boys appreciated their hospitality and hope to return it next year. Our runs for September were interfered with by the rain. Sept. 1 we had a club run to Hartford, and was the only long distance run which the writer had the honor to be in that waited for slow riders, and forty of us rode into Hartford after Capt. Perkins, having all ridden the entire distance, as large a club run as ever came into Hartford.

WHILE we were eating dinner at Meriden one of the prominent clergymen of that place expostulated with the proprietor of the hotel for feeding a party of 40 wheelmen who were breaking the Sabbath by riding around the country.

THE New Haven contingent enjoyed the Hartford meet exceedingly. We were a fine picture in the parade, though we did not do as well as we expected in the races, but did very well, our team winning the tandem race and several seconds and thirds.

LAST Sunday a club run—race, I should say—was made to Meadows End, a god-forsaken place where all that went kicked themselves for going over such a beastly road. Led by our first lieutenant we rode as though forty devils were after us through sand six inches deep all the way—the worst road in Connecticut.

WE have a club run to Bridgeport next Sunday.

THE Connecticut road book is to be revised and a new edition gotten out, which will keep up the reputation of that excellent book; the best road book ever published: no wheelman should be without one



THE EAGLE HAS NO WINGS, BUT IT GETS THERE JUST THE SAME.

From the OAKLAND ENQUIRER, Aug. 22nd, 1889.

Captain Manning, of the San Francisco Bicycle Club, called a run at Lake Chabot on the 18th inst., which was responded to by a large number of members of that organization on their wheels. The weather was perfect and the run was a thoroughly enjoyable one. While at San Leandro several of the members indulged in a scorch around the triangle, a distance of 8 5-8 miles. The contestants were: E. L. Favor, George Ingham and George French, all of the San Francisco Bicycle Club; A. A. Bouton, unattached, was invited to participate in the race, and did so. Bouton rode an Eagle bicycle, and there was much speculation as to the result of the race, the Eagle being a new machine. The start was made and Favor led the first four miles, when Ingham forged ahead. When within two miles of the finish, Bouton took the lead and increased it enough to have time to dismount and adjust a nut which had become loose, and mounted again, without being overtaken. Bouton came in first in 33 minutes, 43 1-5 seconds, with Favor a good second. The road was loose and a strong wind faced the riders the last five miles.

From the NORFOLK DAILY LANDMARK, Sept. 3d, 1889.

Sunday, William T. Robertson, of Washington, D. C., riding an Eagle bicycle, rode over the ten-mile course, passing through the Brambleton and the water works, against time and for a record. Although the road was rutty and the wind blowing against him for eight miles, he succeeded in making the distance in 36 minutes and 35 seconds. William O'Neill acted as pace maker and A. A. O'Neill, D. Carpenter, of Norfolk, and J. C. V. Smith, of Washington, D. C., as timers. This establishes a record for this course.

Illustrated Catalogue Free. Agents Wanted.

The Eagle Bicycle Mfg. Co.,

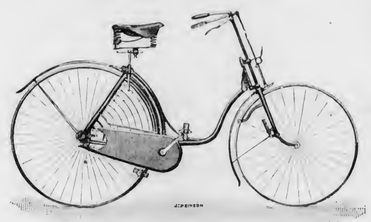
STAMFORD, CONN.



THE SWIFT SAFETY TO THE FRONT.

G. M. HENDEE, at Hartford, Sept. 4th, beat the Safety record for one mile. Time, 2.41 1-4.

G. M. HENDEE rode a **SWIFT SAFETY.** The previous record was 2.46, which, by the bye, was made on a SWIFT SAFETY.



The first Century ever made by a Lady bicyclist.

On August 25th, Miss Maggie Kirkwood, of Maplewood, Mass., rode 101 miles and 3-4 in one day on a **SWIFT LADY'S SAFETY.**

THE SWIFT LEADS THE WORLD.

COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - - - - - BOSTON, MASS.

For Fall and Winter Riding,

THERE IS NOTHING EQUAL TO OUR

Popular * Premier * Safety.

It has a TRUE DIAMOND FRAME, the most Rigid, hence most Suitable for Heavy Roads; Tubular Steel Forks of Unsurpassed Strength and Torsional Resistance; Generous Tires of Best Smooth Rubber; Butt-ended spokes which do not Break; Dust and MUD-PROOF Adjustable Ball Bearings to all Parts; Square-Grip Pedal Rubbers; Weight, 49 pounds; All Best Steel and Warranted for a Year; The Lowest Priced High-grade Safety on the Market. $105. Prompt Delivery. Ask your Local Dealers to show you this machine, or write to

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LLEWELLYN H. JOHNSON,

MANUFACTURING IMPORTER PREMIER CYCLES,

401 & 403 Main St., - - - - - - ORANGE, N. J.

A GOOD many here expressed themselves in favor of having the next L. A. W. meet at Niagara Falls. I want to put myself down in favor of that place. We have had city meets long enough. Certainly no place is grander than that, and it would also give others who, like myself, have never seen the Falls, a chance to do so, and with that attraction added to the meet I believe the largest one ever held could be had. Let some one keep the ball rolling till Niagara Falls is decided upon as our next year's meet.

The N. H. Bi. Club cordially invites any unattached wheelman of good standing to join their ranks. They are about to go into new quarters in a large house centrally located, where more accommodations can be offered members. The club is to be incorporated and a stock company formed of it, and bonds issued to raise money to furnish the club house, and before winter comes on they will be in better quarters than any wheel club in Connecticut.

THERE are over 1200 riders in this city, and the club intends to have the largest membership and best quarters of any cycling organization in the State.

C. H. VOORHEES and E. C. Rowe rode from here to New York in ten hours. Mr. J. M. Verhoeff has just returned from a European tour awheel. He reports fine roads and good time.

SYRACUSE.

"SALINA."

"CYC," the WORLD'S correspondent from Harrisburg, Pa., hit the nail on the head when he wrote "the club room is the place to exchange opinions and make boasts." That's right, "Cyc." These blow hards who make their claims on the streets or in public places are sure to be spotted by the not over-lenient public, and will be carded as "loud-mouthed" as soon as the same n. o. l. public can place them.

THE second annual corn-roast of the Syracuse Cycle Club is an event of the dim past, and the hustlers are now busy conjuring some new form of entertainment. Thirty-two men "counted twos" in response to the order given by Captain Chapin, and whirled away over West Genesee Street Hill and out the Cammillus road, to the farm of Mr. Geo. Geddes. There a huge bonfire was built, and corn, to the tune of one hundred and fifty ears, was roasted. The usual *obligato* of potatoes—Irish and American—were also placed in the fire, and this savory repast was washed down by "real farm milk." Some "bloomin' sweet buns"—a la Harry Schell—completed the menu. When every one had reached his limit as regards eating abilities, songs, speeches, jokes, a la cycle, were indulged in to the delight of an appreciative audience. The club quartette sang "We've been here Before," and were about to spring the "Soldiers' Farewell," when they were silenced by a perfect shower of potatoes, *et al.* The return trip was made in short order and 1.30 found the boys all in their cribs.

TED HOPKINS is home on a short stay. He says life in New York is just about his speed.

CAPT. CHAPIN has returned from his eastern jaunt and looks as though he had had a splendid time. Albany, Hartford and New York were in his circuit.

E. MCDOUGAL and "Wes" Yale rode from Saratoga to New York to attend the State meet. We heard from them occasionally and learn they were treated royally wherever they stopped. McDougal took his "shooting iron" along and gave us his iron-bound oath that he would lay for a certain yellow and white canine, with headquarters near Rhinebeck. [Will our correspondent kindly locate the hind quarters of the canine? Please give town, county and State. —ED.] Aforesaid canine had a wonderful penchant for "Salina's" pedal extremities once upon a time.

THE "Knickerbocker" men are on the move. A room in the Larned, of no mean order, serves them as a temporary club headquarters.

CLUB house agitation is a popular topic here just now, and D. V. and the weather permitting, the Syracuse Cycle Club will be comfortably fixed in a ranche by the time another riding season appears.

NEWS AND COMMENT.

THE following from a Wichita correspondent: "The cycling fraternity of Wichita, Kas., have good reason to rejoice; the city has contracted for the paving of Market street for about half a mile with asphaltum. This will be the first in the city, and is but a beginning; a similar improvement for other streets is under consideration. Market street runs north and south, and as the wind here is either north or south seven days in ten, the boys will coast one way or the other nearly all the time, and if they don't rig up sails and coast *both* ways in less than six months then I was not born a Yankee."

"TOURIST," Ohio Division.—Thanks for report, but we published report of the meet over two weeks ago.

THE members of the Press Cycling Club are requested to rendezvous in Copley Square at 9.30 A. M. Sunday, September 29, and then ride over the roads to Wakefield. This run will probably be the last outing of the season; and, inasmuch as Captain Nat Rogers of the Wakefield Bicycle Club has offered to escort the club while it is in that town, the Executive Committee is desirous of having a representative body of the club turn out. The committee on badges wish to call attention to the fact that a club badge has been adopted and manufactured, and as soon as dues are paid the badges will be distributed.

THE Boston Athletic Association will no doubt be represented by a strong team in the racing events of 1890.

HAVE you read the full list of prizes to be given at the Peoria, Ill., tournament? If not, see pages 570 and 577

TOURISTS are warned against the route between Philadelphia, Reading and Harrisburg, Pa. The roads are bad.

D. J. POST of Bridgeport, Conn., says there is no foundation for the complaint made by a few kickers that Bridgeport wheelmen were not treated well at the late Hartford meet.

WE learn that efforts are being made to have the Warwick Cycle Co. locate their factory at Chicopee, Mass.

REMEMBER the date (September 26) of the Maine Division meet at Portland.

ISN'T the Berkeley Athletic Association of New York trying to form a corner on racing men?

SEVERAL of the Elwell tourists "did" the Whitechapel district while in London. They did not "cotton to it" as a permanent place of residence or even a cheerful section to visit.

WHAT they want to know in Pennsylvania: "Where, Oh where is that Road Book?

FRED SOLOMAN in the opera of "The Brigands" takes occasion at one point to ask, "what did the band play?" and then he shouts out the refrain so well known to our Hagerstown friends. The question is, where did Fred get on to it!

THE official programme of the New York Division is a splendid specimen of the typo's art. The designs of the illuminated covers are excellent, and the work reflects great credit on the committee having the work in charge.

THE old Boston Bicycle Club will cycle and tally-ho out to Saugus to-morrow to attend the race meeting of the Boston Jockey Club.

WE insert the following with pleasure: "Please permit me to change a statement regarding our club, made by the "Stroller," in the WORLD of September 6. Mr. John Erickson, the ex-Secretary, was not expelled, but completed his term with credit. It was the *ex-Corresponding* Secretary who left the club in disgrace. Yours respectfully, F. WEINBERGER, Cor.-Secretary.

OPINIONS differ. Chairman Davol is for reducing the number of L. A. W. championships to three, and have them all run at the annual meet. On the contrary, our St. Louis correspondent this week suggests a plan to increase the championships locally. For our part we declare on the side of Chairman Davol.

WE received the following item from Mr. H. G. Wolzendorf: "The St. Louis Cycling Club has disbanded and given up its club house. The St. Louis Cycling Club has been organized, which is going to be a League club."

THE bicycle thief seems pretty active "in spots" just now. The last spot he showed up in was Haverhill, and our good friend J. F. Adams is the victim. See advertisement.

AT Chambersburg, Pa., on Tuesday, September 10, Mr. Edward Hamilton, of Shippensburg, Pa., while riding along South Second street with his companion, took a header and fell on the rough street. He was conveyed to the office of Drs. Palmer and Greenawall, where it was found that his upper and lower jaws were broken and deep gashes cut in his chin and lip clear into the bone. It is thought that there will be concussion of the brain. His injuries may prove fatal.

MR. JOSEPH HOLROYD, of the Bay City Wheelmen, San Francisco, just after his return from a pleasure trip throughout England and France, spent two weeks wheeling about New York in company with Messrs. Fink, Schmidt and Neumann.

A GENTLEMAN writing from Sandwich, Mass., says: "In your issue of Sept. 6, in News and Comment, you state that 'Bicyclers for the *first* time in this country are taxed in Boston.' If this be the *first season* of such taxation in Boston, I may stand a chance of

'taking the premium,' as for the past three years I have been taxed $1.44 per year for my wheel."

ROUTE WANTED.—"Will some reader of your valuable paper, better informed than myself, please inform me through the columns of the BICYCLING WORLD AND BULLETIN the best wheeling road from Oil City, Pa., to Cleveland, by way of Warren, Ohio? I desire to make the trip yet this fall, and will be greatly pleased to get the above information at an early day. Thos. J. Lee, Philipsburg, Pa."

A PARTY of roughs from Brockton, Mass., have, for the past five weeks, been making themselves particularly obnoxious to residents of Hough's Neck. It was their custom to drive over in a barge, and take with them lager and fire water *ad lib*. The natural rough instincts inflamed by heavy drinking produced a decidedly disagreeable effect. Last Sunday, on their return from one of these excursions, the roughs ran down a cycler in the city of Quincy, and immediately started for Brockton. There happened to be present Messrs. Doane and Benson on a tandem; these men gave hot chase until they met a policeman, and then Doane got down, and the policeman (who could not pedal) was taken up, and Mr. Benson carried him along alone until a heavy piece of road made fast riding impossible. At this point the policeman dismounted, and Benson alone overhauled the barge, names were taken, and arrests will follow.

The owner of the damaged wheel, D. Hilliard, was supposed to be a League member and Chief Consul Emery had taken the matter in hand when it was found that the sufferer was *not* a League member and so the Division cannot give financial aid, though of course it can and will give moral support. There is a moral here. See it?

THE Albany (N. Y.) Wheelmen and the Albany Bi. Club are having another tussle with the consolidation question.

FOUR well-known wheelmen of Hyde Park, Ill., were recently arrested and fined for sidewalk riding.

DAN CANARY, the trick rider, has made some good paying engagements. He is said to get $100 a day for his exhibitions.

KARL KRON sends us the following request: "Your paper of Aug. 30, page 491, mentions two Australian bicyclers having enjoyed some 7000 miles of wheeling on a journey to England, and I think they intend to return home by way of this country. A letter for one of them, Geo. W. Burston, formerly captain of the Melbourne Bicycle Club, has been sent in my care by the last man who shook hands with him when he left that city in November, and I shall be glad to send the said letter to any address which he may name or to deliver it to him personally, if he will appoint an hour for calling at my chambers in the University Building, Washington square, New York City. Mr. Burston was the earliest one of the hundred men at the antipodes who subscribed for my "Ten Thousand Miles on a Bicycle," and I shall be glad if any reader of this paragraph who may meet him in America will call his attention to this request."

D. J. POST writes us: "In your Sept. 13 issue, under 'News and Comment,' I note an account of the injury of C. H. Hanmer, Wethersfield, Conn., and a suggestion of a suit for damages. If worth the space you may use my name as authority that the account was erroneous. A rolling stone caused all of the trouble and not a hole dug for the reception of a telegraph pole as reported.

A GENTLEMAN who takes his little boy riding on his safety standing on the foot-rests, lately said to the boy: "Now you are the headlight of the locomotive." The little fellow was much pleased with the idea and quickly rejoined: "Yes, papa, and you are the smokestack." Somehow the papa was not as much pleased with the comparison.

THINK of a one-mile L. A. W. championship being run in 3m. 56 1-4s.! This was done at Binghamton, N. Y., last week. We hope Campbell is proud of his performance and we hope the Berkeley A. A. is cognizant of the fact that it possesses *two* very fast men.

Now is the touring season. During the next eight weeks the finest weather for riding will be experienced.

MR. BERT GALBRAITH of Milton, Pa., recently rode from that place 170 miles toward Philadelphia in total elapsed time of 35 hours; actual riding time, 20 hours and 30 minutes. He carried six pounds of luggage, and he thinks the above will compare favorably with the time made by any other tourist over the same route.

A BICYCLE rider calls attention in a local paper to the spelling of Wifliamsburg on a guide board out on a country road in which the letter "s" is left out. He also notes one or two other errors in the sign, and says "The cyclers voted this the most unique specimen of local guide-board painting seen yet." Why, boys, that's nothing. Within 100 feet of Smith College the hundreds of students can see three signs that read: "Plese keep off the lawn." Up on the hills where Wainwright's railroad is to travel is where the cyclers can find the unique signs. J. N. Leonard, the silk manufacturer, has a farm with a trout pond and other attractions for his guests up at Ashfield. At the entrance is a big gate, across which in glaring letters is the startling admonition "For God's sake, shut the gate." Some pious farmer has attempted to cover a portion of the sign with a daub of milk paint, only to make the notice more noticeable. Not far from this place another owner of a summer house wishing to frighten people from crossing his lonely lands for berries or fish, has posted a horrible sign by the roadside. It is about four feet square, with a notice warning people off the place. Then in one corner is a ghastly picture of a skull and cross bones, with the word "law" underneath, and on the other corner a rude picture of a revolver, all the painting being done off in suggestive and sickening red. This is the way some of the city people are "educating" the poor countryman.

ON Monday last we had a call from Mr. J. L. Yost, formerly of the Springfield Bi. Co., but now of the Lozier & Yost Bi. Co. of Toledo. Mr. Yost will tarry in Boston about a week.

THE fifty-mile road race between Doane and Van Wagoner is postponed indefinitely by mutual agreement; business duties interfering.

"THEY are sometimes extreme in New Jersey, but they are usually right. They have good roads over there, and when, the other day, a road overseer dumped sand on them by way of repairing them, they promptly proceeded to indict him. Something very bad ought to happen to him because he erred, not through ignorance, but from the wish to evade the conditions of the contract to mend the macadam surface with broken stone."—*N. Y. Times.*

A CABLEGRAM from Lucerne, Switzerland, states that: "In reply to the protest of the American minister, the Bundesrath announces its regret at the wrongful arrest of four American tourists at Berne on the charge of being pickpockets, and adds that measures will be taken to prevent such a blunder being made again." Good! and so now we can go to Switzerland without fear of being arrested as a pickpocket.

BETWEEN Old Orchard and Pine Point, Me., there is a sandy stretch of four or more miles, known as Grand Beach. The sand is very hard here and a person's shoes make but little impression on the smooth surface. The other afternoon was seen what appeared to be a boat scudding along the beach before the wind. It was sloop-rigged, but it was on the sand and not in the water. An investigation revealed a curious invention. It seems that A. R. Wright, of Portland, who has been summering at Grand Beach, has a vehicle like a tricycle with broad flanges to the wheels. Protruding from the frame work is a mast, boom and bowsprit. He rigged his craft after the style of a sloop with two jibs, and on a day when the wind is strong he can sail down the beach as nice as you please, and he can't be drowned either.

THROUGH GERMANY.

(BY A MEMBER OF THE "ELWELL PARTY.")

"How soon can we get out of here?" This was the question we asked each other, as we impatiently paced the silent halls of the hotel at Cologne after the boys had gone on their various trips over Europe. As soon as we could leave the place three of us pushed our wheels over the slippery streets of Cologne to the steamboat landing, and took the first boat we could for Bonn. The ride up the Rhine that evening was not near so enjoyable as it was when there was the jolly party of fellows who came down a few days before, and when we arrived at Bonn we did not go to the same hotel we stopped at before, as we knew that the boys were not there and we were all alone. That evening we took a stroll around the town and visited the house where Ludwig von Beethoven was born, which stands in the old part of the town in a narrow street. After looking the town over quite thoroughly, we retired, in order to enjoy the ride up the Rhine next day.

The next day proved to be fine, and we took the first boat in the morning for Mayence, passing through the section of the Rhine where grand ruins of castles frown on you at every turn. At Bingen we had an addition to our party in the person of Jos. Schneider, who had gone ahead the day before to visit the birthplace of his father, which is but a few miles inland.

Opposite Bingen, high above the vineyards, which completely cover the sides of the mountain, stands the German National Monument, representing Germania watching the Rhine. It is a splendid statue, nearly as large as Liberty in New York Harbor, and on the pedestal are engraved the verses of "Die Wacht am Rhine." We continue our ride through the vine-covered mountains, and at last the great bridge of Mayence comes into sight, and after lowering the smokestack, which is collapsable like a telescope, we swung

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

around to the pier and searched for our hotel. This found, we look over the town, and on our return find that there has been three new arrivals, and our party now numbers seven, consisting of Wm. H. Kirk, Stephen L. Breed, J. W. Schneider, Dan and Wm. Krumm, W. E. Hicks and Clark Cooper, and our object is to see some of "Deutchland."

The following morning was spent in looking over the museum and city. In the former we saw a great many old Roman relics and part of the bridge built by Romans in 1 A. D., and on the outskirts of the latter we saw an old watch tower, built in honor of Drusus, in 9 A. D., and the remains of an aqueduct used for transporting water to the city, also built by the Romans about the same period.

After a very good lunch we started in earnest on our German tour, and easily covered the twenty-five miles to Frankfurt on Main, passing through a rolling farming country. We arrived just in time to witness something new to an American cyclist. There was a very large crowd assembled in one of the principal streets, and on making inquiry we learned that Lehr, the German champion, had returned from England, having defeated their best man, but who the best man they referred to was or what distance they had ridden we were unable to find out. From the celebration in his honor he certainly must have done something, as everybody seemed to be excited and the streets were packed with people. When the procession arrived there was a great deal of cheering, and ladies showered the victor with flowers, and the band played appropriate pieces. Such a thing was entirely new to an American, as the public in Yankeeland do not seem to take much interest in racing matters.

The next day we started on our road for Dresden, with the expectation of making Wurzburg the first evening, but as soon as we left the valley of the Main we came to a very rolling country, and found some hills which we were contented to walk up, and at length came to the Spessart Wald, or forest, which is one of the finest forests we saw. The trees are planted in rows at regular intervals and are straight as an arrow for forty feet without a branch, when the branches shoot out and the trees being quite close, the branches intermingle and completely shut out the light, giving one the impression of a huge roof supported by thousands of pillars, the floor being covered with pine needles to the depth of about six inches. A forest like this is very fine to go through in the daylight, but when one goes on continually for four hours with night coming on, he will take a different view of it and pedal somewhat faster. This is what we did, as we did not relish the idea of spending the night there. As we were nearing the edge of the forest there was a cry, "What in the deuce is that?" and we all looked in one direction, where we saw a deer standing, looking in amazement at us for a moment, and then disappear in the darkness of the wood. The first was followed by a second, which crossed the road directly in front of us, like a flash, and followed the leader in the wood.

We soon came to the end of the forest, and far out in the country ahead we saw a small village nestled in between the hills; here we began to descend toward it, and for seven solid miles we never touched a foot to the pedals of our wheels. On inquiring we learned that there was a larger town only a few miles farther, so we covered the distance in short order, and at lenght arrived in Marktheidenfelt about 9 P. M., and decided to stop there for the night.

After a good dinner, without wine, much to the disgust of the landlord and amusement of the other guests, we took a stroll around the place, it being a beautiful moonlight night, and found it to be a very quaint old market town, located in the centre of a rich farming section, and composed chiefly of tillers of the soil.

(To be continued.)

GOOD WORDS AND GOOD ADVICE.

Editor Bicycling World: I attended a League meeting recently, a pleasant, merry affair and well ordered, and I thought of some things which, as a clergyman, I should like to say to the members. I have often thought of the respect which the League shows to the law, upon which it bases its demand for rights. Indeed this is proclaimed upon its seal, for when I first saw the winged wheel with L. A. W. in it, not observing the periods, I wondered what society it was that thus proclaimed the majesty of the Law.

Perhaps we can find in that seal also some symbol of the respect which the League owes to religion. The wings seem capable of such an interpretation. We cannot indeed use these to prove that the members are angelic in their disposition. But wings are the symbols of mounting upward and keeping above some things in this world. At least it is well that they should suggest this thought to the members of the League. I think, too, that I can see many signs of this upward tendency in the organization, its officers and members. It has steadily moved away from the degrading influences of many athletic contests, keeping down the spirit of gambling, professionalism and jockeying, maintaining a clean and wholesome form of entertainment at its tournaments, which are coming to be more and more appreciated by the best people.

I wish to say a good word also for the editorial influence, which has consistently aimed at teaching gentlemanliness and morality as the essential characteristics of League members. If we have the proper *esprit de corps* we shall all strive to put down rowdyism and show that at tournaments, touring, League meetings or "smokers," wheelmen know how to have a jolly good time without the vulgarity and dissipation which are considered necessary accompaniments of "hoodlums" when enjoying themselves. I will be a vast help to the future prosperity and good development of the L. A. W. if every member will endeavor to make his badge respected and do nothing to bring disgrace upon it.

In this matter the L. A. W. and the churches are working for the same ends, and we can give substantial assistance to one another. We want to make our influence felt in the world for good and to improve our circle of association by making it mount upward upon the wings of honor, manliness and brotherhood.

One way in which you can help us and yourselves is by proving that the wheel is not an ungodly instrument of evil. Let your clubs be for athletic purposes, which will ennoble manhood, and not for those foolish practices which waste a man's fibre and sap his strength while the wheel rusts and the devil cheerily pedals his grindstone to wear your life away, exulting in his prospect of breaking his record of evil.

If you must ride on Sundays (because you have no other time to enjoy God's free sunlight and air) do it in a way not to dishonor the sacred day. Let your communion with nature in the fields and mountains be a means of making you render worship to your Creator. Do not entirely neglect religious duties. Why can you not arrange your rides so that you can stop at the service in some country church and rest there in God's temple? It would be a good plan for country churches, in good riding districts, to put up the League sign of two arrows pointing to each other with a cross over them, to show that wheelmen would be welcomed into the house of prayer.

I have said enough, for I do not intend to preach a sermon, but I wish success to the League of American Wheelmen.

L. A. W. 9840.

MINNEAPOLIS, MINN.

WE have the briefest report of the meet at Minneapolis, and it was received just as we go to press. A partial account of the races appears in our racing columns. The public showed the greatest interest in the races and the lantern parade. A local paper says: "Over one hundred wheelmen, their cycles gaily illuminated, swept into line at Rice Park, and, headed by the St. Paul Club, began the line of march. Every bike bore a colored lantern, and some were half hidden by Japanese illuminators, while the boys had spent time and money in decorating their wheels. The spectacle was a brilliant one, especially when the procession passed down Third street, under the fairy-like illuminations. Crowds were attracted, and the wheelmen were heartily applauded."

ROAD HOGGISM.

Mr. Julius Jose of Lake George and a friend were riding over the road towards Glens Falls one day this summer when they were overtaken by a couple of the *genus* "tough" in a buggy. The specimens were well soaked with bad whisky and they felt abusive. They cursed and swore and ordered our cycling friends off the road and threatened to run them down in case of refusal.

Mr. Jose and companion allowing for the fact that the whisky was bad, tried to get out of the way. The drunken loafer who held the reins pulled his horse over and drove straight at the cyclers, upsetting Jose, luckily without any serious injury. Then the drunkards drove on and the cyclers walked after them. At Bloody Point the cyclers overtook the toughs, and as the cyclers passed the men in the buggy Jose mildly expostulated, saying that a broken arm or neck might have been the result and that such proceedings

were not nice. As soon as the fellows heard this, one of them cried out: "O, it wasn't, was it? Well, we'll settle you this time, anyway." He poured forth a flood of profanity, and applying his whip to the horse, drove Jose back into the bushes. Twice the animal reared in the air and the boy was obliged to drop the handles of his bicycle and jump for his life. The loafer whipped his horse and made him trample on the machine until it became a complete ruin.

Now for the pleasant sequel. The hog, whose name was Hickins, resides in Glens Falls, was arrested. Mr. Jose's first intention was to have the offender punished as far as the law would permit, but owing to lack of time and the pitiable state of the man's family, Jose consented to let Hickins settle the same, and he paid $50 damages, which fully covered all expenses.

MASSACHUSETTS DIVISION—OFFICERS' MEETING.

Last week Friday the Division officers of Massachusetts had a meeting at the Clarendon Hotel. Chief Consul Emery presided, and there was a large attendance.

Reports of the various committees were considered. The report of the Committee on Finance showed that the Division began the new year with a handsome balance in the treasury. A committee, consisting of the Chief Consul, Secretary and I. E. Moultrop, was appointed to provide for the erection of danger guide boards at such places on the roads of Massachusetts as the committee considered advisable.

The Chief Consul was authorized to have printed 1500 road books for use of the members of the Division. The Rights and Privileges Committee reported that the Division had interested itself in two legal cases where the rights of wheelmen were interfered with.

Delegates to represent Massachusetts at the annual convention of the L. A. W. were elected as follows: J. S. Dean, Boston; G. A. Perkins, Cambridge; B. A. Barber, Worcester; E. B. Pillsbury, Boston; I. E. Moultrop, Boston; J. B. Seward, Chelsea; Charles S. Howard, Boston. The Chief Consul and vice-consuls are by virtue of their offices delegates to the convention. The Division has gained two delegates since last year.

The Chief Consul announced the appointment of standing committees, as follows:

Rules and Regulations—I E. Moultrop, Sanford Lawton and E. B. Pillsbury.

Rights and Privilege—J. S. Dean, W. J. Slocum and G. A. Perkins.

Finance—J. Fred Adams, B. A. Barber and A. M. Gouch.

Touring—A. W. Robinson, W. G. Kendall and C. B. Cubberly.

Improvement of Highways—C. S. Howard, C. W. Fourdrinier and S. L. Ford.

THE TRACK AT PASSAIC, N. J.

I noticed in the last issue of the WORLD that "Hawkshaw" seems to be very much worried about the time made at the games of the P. W. A. A. on Clifton track. He says, "The track is certainly short, since it was formerly a trotting track, and as such was measured three feet from the rail." I will guarantee that there was not a race ridden, at any point, at less than three feet from the rail as at 18 inches the track was not in the best condition, and also the height of the fence would make it decidedly dangerous to ride at full speed nearer than three feet. He also says, "The track was, when last I saw it, one which from the nature of its construction would be almost impossible to get into condition for record riding." Let me inform "Hawkshaw" that with nothing but scraping and rolling the Clifton track can be put in superb condition and I firmly believe that its construction makes it the fastest track in the country for bicycle riding, as may be shown at some future date. 18700.

NEW YORK DIVISION MEET.

RAIN, rain! That is the history of the weather during the two days' meet, and the consequence was that all the out-of-door programme had to be dispensed with; no parade, no runs. True it is that a few plucky ones tried to ride out into the country, but they concluded that the Central Park drives were good enough for them. The successful features of the meet were the banquet and the theatre party. Our correspondent "Hawkshaw" alludes to the dinner and how Francis Wilson spoke. The official report of the business meeting will appear in our official columns. An appropriation of $600 was made for office expenses of the Chief Consul, and $150 for the Secretary-Treasurer. At the theatre Friday night things were lively. The house contained 800 wheelmen, and they enjoyed the performance to the utmost.

When Miss Lyford came out to sing "Be Good," she didn't get a chance to begin for some time, and finally the wheelmen presented to her a huge floral piece, with the device and initials of the League upon it.

Mr. Wilson, during the evening, sang the following song:

The pleasure they feel
When astride of the wheel
Every bicycler knows is immense;
And he's ready to swear
That there's naught to compare
With this pleasure that steeps every sense—
Like a lover's first kiss,
It's one tingle of bliss
From the caput way down to the toes;
But where's the joy in a header
When you're left for a deader?
That's one thing that nobody knows.
And you never can tell
When you're going to—
Fall down and break up the whole New York Division.

This was cheered to the echo, and when Mr. Wilson also sang "Listen to my Tale of Woe," again "the roof was raised" by the heartiest cheers and applause.

After the play the cyclists marched round to Lyric Hall, singing as they went. Tables were laid in both the large rooms. Wilson joined his fellow wheelmen here and told them how dreadfully solemn they looked on bicycles.

Simon Ford of the Bicycle Club acted as toast master for the evening. President Charles H. Luscomb of the L. A. W. answered the toasts of the League, Chief Consul William S. Bull replied to the Division, and Chairman Malcolm L. Bridgeman of the Executive Committee talked about the meet.

The rain spoiled the fun out of doors, but New York is a good place to be storm-bound in, and the visitors managed to put in the time quite pleasantly even if the rains descended and the floods came.

NIAGARA SEEMS WILLING.

Editor Bicycling World: I have read with interest and pleasure the several articles in your paper endorsing Niagara Falls for the L. A. W. meet of 1890. There is not a better place in the United States for the meeting, nor one easier of access. All the great trunk lines centre here, and visitors can come from the most distant points without change of cars. The two local clubs—the "Niagara Falls Bicycle Club," with forty members, and the "Suspension Bridge Wheelmen," with twenty-five members—are enthusiastic over the possibility of having the meeting held here, and with a track that is conceded to be one of the best in the country, they will guarantee a rare treat in the racing line. Coupled with this the ample hotel accommodations and the attraction that "nature's grandest handiwork" possesses for everyone, would undoubtedly make the meet of 1890, the largest in the annals of the League. Fraternally, L. A. W. No. 7429.

Niagara Falls, N. Y., September 16, 1889.

COMING EVENTS.

AT TAUNTON, MASS.—A race meet will be held at the Bristol County Fair Grounds, September 24, 26. On the first date a one-mile novice, one-mile safety and ten-mile open (time limit, 35 minutes) will be run; on the second date, one-mile county, one-mile boys' and three-mile lap open will be run. Entries close September 23, with Dr. B. H. Strout, 106 Weir street, Taunton, Mass.

AT NEW HAVEN, CT.—The annual ten-mile team road race of the New Haven Bicycle Club comes off Friday, September 27th, over the Branford course.

There are fifteen entries, and several dark horses are in, which makes it interesting. The man making the best time holds the club championship and cup for a year, and the winning team have their names printed on the back of the team's road race banner, as winners for 1889.

AT WORCESTER, MASS.—Postponement.—In consequence of rain the races which were to have been held at Worcester last Saturday were postponed until Wednesday, September 18; too late for this week's issue.

AT PEORIA, ILL.—Accounts from Peoria show that the most careful and thorough preparations are being made for the first annual tournament on October 4 and 5. A partial list of prizes has been published in our issue of Sept. 6, and in this issue we present

a full list of same. One thing we are assured of, and that is, the prizes will be found to be *exactly* as represented.

One mile, novice: 1st prize, dress coat and vest, $40; 2d, fine leather grip, $8; 3d, fine engraving, $7.50. Two miles, tandem: 1st prize, two carving sets, $30; 2d, two silk umbrellas, $20; 3d, two pairs silk hose, $6. One mile, 3.10 class: 1st prize, silver cup, $25, by Pope Mfg. Co.; 2d, fine banjo, $25; 3d, patent leather shoes, $9; 4th, alligator slippers, $3. Two miles, safety handicap: 1st prize, handsome mahogany vases, $25; 2d, "Knox" silk hat, $8; 3d, initial silk handkerchiefs. Five miles, State championship: 1st prize, L. A. W. medal, $25, by Illinois Division L. A. W. One mile, Peoria Bicycle Club: 1st prize, special silk umbrella, $27.50; 2d, two suits of fine underwear, $15; 3d, russet shoes, $6. Two miles, handicap: 1st prize, Champion Roadster bicycle, $105, by Gormully & Jeffery Mfg. Co.; 2d, elegant triplicate mirror, $18; 2d, carving set, $12. Three miles, team: 1st prize, Columbia tandem bicycle, $200, by Pope Mfg. Co. and Rouse, Hazard & Co.; 2d, handsome chair, $25; 3d, fine rug, $20. One mile, boys under 16: 1st prize, Vineyard bicycle, $50, by Rouse, Hazard & Co.; 2d, one pair Barney & Berry's best nickel-plated club skates, $5; 3d, tennis shoes, $4; 4th, bell, $2. Two miles, 6.20 class: 1st prize, Crescent safety bicycle, $90, by Western Wheel Works; 2d, elegant marble vase, $18; 3d, fine autotype engraving, $8. One mile, open: 1st prize, Victor Light Roadster bicycle, $130, by Overman Wheel Co.; 2d, fine piano lamp, $15; 3d, fine pair trousers, to order, $12; 4th, "Goeth" dress shirt, $4. One-half mile, safety State championship: 1st prize, L. A. W. medal, $25, by Illinois Div. L. A. W. One mile, handicap: 1st prize, fine gold medal, $25; 2d one half-dozen flannel shirts, made to order, $18; 3d, pair Hungarian vases, $7.50. One mile, safety, open: 1st prize, handsome library desk, $40; 2d, elegant field-glass, $15; 3d, 100 imported cigars, $12. Ten miles, scratch: 1st prize, elegant gold watch, $150, by C. L. Crawford; 2d, fine marble clock, $15; 3d, Webster's unabridged dictionary, $10; 4th, fine meerschaum pipe, $5. One mile, consolation: 1st prize, combination toilet set, $17; 2d, triplicate mirror, $8; 3d, 5-pound box fine candy, $5. The prizes are being collected now so that they can be distributed at the close of the tournament. Applications for entry blanks are being received from all over the country from the fastest men in the East and West. Entrance fee 50 cents per man to each event, except team race, $2. Entries close September 25, L. A. W. rules to govern. For entry blanks apply to F. H. BUSH, Secretary, Peoria, Ill.

AT QUEENS, L. I.—The medal offered by Mr. Charles Schwalbach for the championship of Long Island, will be competed for on Saturday, Oct. 5, at 3 P. M., at Queens, L. I.; distance five miles; competition open only to members of Long Island wheel clubs; entrance fee $1, returnable to starters. Entries close Oct. 2, with Mr. Thomas Lloyd, Queens, L. I., or with Mr. Charles Schwalbach, Prospect Park Plaza, Brooklyn, N. Y.

AT WICHITA, KAN.—The Wichita Wheelmen are perfecting arrangements for some bicycle races at the coming fair, Oct. 1-5. There will probably be six races, viz.: Three State championships, the two, three and ten mile, also a 3.30 class open and a 3 class open, and a club championship (for Wichita Wheelmen only) for the Dr. Johnson badge, now held by Mr. L. C. Miller.

AT NORFOLK, VA.—The postponed races of Virginia Division will be held Oct. 14. An elaborate programme will be arranged for this occasion; costly and handsome prizes will be awarded the winners of races, special hotel and transportation rates are offered, and in fact everything possible will be done for the convenience of visiting wheelmen. For information, entry blanks, etc., apply to A. A. O'Neill, Chairman, 64 Bank street.

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.]

AT MINNEAPOLIS, MINN., September 12.—The races at the Driving Park, Minneapolis, resulted as follows:

One-mile safety—J. R. Stockdale (1), N. A. Berwin (2); time, 3.31.

One-mile professional—Grant Bell (1), F. Dingley (2); time, 3.02 1-2.

One-mile, three minute class—J. Johnson (1), W. Walsh (2); time, 3.03.

Half-mile, boys' race—Rolf Reynolds (1), Carl Stockdale (2); time, 1.45.

Five-mile professional—First heat, F. Dingley (1), Grant Bell (2); time, 16.48. Second heat, Grant Bell (1), F. Dingley (2); time, 16.52.

One-mile—T. L. Bird (1), F. M. Gaston (2); time, 3.34.

[The above is incomplete. For some unknown reason the letter containing the results of the other events has not reached us. Probably missent.—ED.]

AT DES MOINES, IOWA—The Iowa Division of the L. A. W. held its annual races, in connection with the State Fair races, on September 3, 4, 5. The track was slow and a heavy wind omnipresent. Owing to the above conditions it was impossible to make even fair time. The following is the list of races and the winners:

One-mile—J. D. Green (1), J. W. Garrett (2); time, 3.30.

Half-mile—J. D. Green (1), H. Hayes (2); time, 1.35.

L. A. W. races, one-mile championship—W. H. Knapp, of Cedar Falls (1); J. W. Garrett, of Des Moines (2); time, 3.39.

Three-mile championship—J. D. Green, of Des Moines (1); John Q. Crosby, of Cedar Falls (2); time, 11.40.

Open to all race, one-mile—Frank McElwain, of Cedar Falls (1); Dan Merner (2); time, 3.36.

State Fair races, one-mile—H. A. Barber, of Cedar Rapids (1); J. W. Garrett, of Des Moines (2); time, 3.39 1-2.

Three-mile—J. W. Garrett, of Des Moines (1); H. G. Everett, of Des Moines (2); time, 13.02 1-2.

Five-mile—J. D. Green, of Des Moines (1); J. W. Garrett, of Des Moines (2); time, 20.21.

Half-mile, hands off—W. P. Chase, of Des Moines (1); W. L. Chase, of Cedar Falls (2); time, 2 12 1-2.

Owing to the bad condition of track the State Fair fifteen-mile team race, for State Fair trophy was omitted, as were several other races.

A fifteen-mile team race, for Grinnell trophy, between Des Moines and Cedar Falls teams resulted in favor of Cedar Falls. Two of the Des Moines team were badly, though not seriously, hurt at the beginning of the race, thus making the race uneven and void of interest. Time, 20.15.

AT NICHOLSVILLE, KY., Sept. 10.—Track.—The following are the results of the race meet at the above place, held last week Tuesday: Ordinary, one mile, was won by Al Watcher of Covington, in 2.57 3-4; second premium to T. H. Croninger of Covington. Safety novice, half mile, won by Andrew Hanaeur of Covington, Ky., in 1.35; second, T. P. Flagg of Danville. Ordinary, half mile, was won by L. F. Spaulding of Covington, in 1.35; William Stewart of Covington, second. One mile safety was won by Arnett of Covington, in 3.16; three miles, ordinary, was won by Croninger in 9.12 1-2; A. Alveston of Richmond, second. A prize was awarded to Andrew Hanauer of Covington for fancy riding. Three miles was won by Charles Croninger of Covington in 9.12; W. D. Alveston of Richmond, second. Boys' race, one quarter mile, was won by Chapel Heath of Richmond in 54 1-4; Robert Taylor, second. Slow race and change of wheels, won by Van Winkle from Danville, on wheel of Caldwell. Five mile championship, Kentons, was won by C. Croninger; A. M. Watcher, second; Andy Hanauer, third; time, first mile, 3.34; second, 7.10; third, 10.36 1-4; fourth, 13.57; fifth, 16.58 1-2. The Richmond Club received the fine silk banner for the largest delegation. In the exhibition race between L. F. Spaulding and W. H. Stewart, three miles, Stewart won. At the judges' stand he ran into a bicycle and was thrown violently to the track and Spaulding piled into him. Stewart was badly bruised and was removed to the hotel. He is not seriously injured.

AT ST LOUIS—Fred Wrieden and Walter Tyler ran off their match race on Saturday, Sept. 7, on the local cycle track. The race was won handily by the former in 7m. 35s. The prize was a champagne supper for eight, which was hugely enjoyed by all present.

AT BINGHAMTON, N. Y—Second day, Sept. 11. One mile novice. Final heat, E. S. Dalton (1), J. W. Cutler (2); time, 3.32.

One mile safety novice. Second heat, B. Dewight (1), F. C. Melvin (2); time, 3.32. Final heat. Ben Dewight (1), F. C. Melvin (2); time, 3.52 1-5.

Half-mile boys under 16. F. Norris (1), W. H. Loveland (2); time, 1.40 2-5.

One mile handicap. E. S. Dalton, 150 yds. (1), A. C. Banker, scratch, (2), W. S. Campbell, scratch, (3); time, 2.57 1-4.

Two mile safety lap. W. Van Wagoner, 11 points (1), W. D. Banker, 10 points (2); time, 6.40 1-4.

One mile New York State L. A. W. Championship. W. S. Campbell (1), A. C. Banker (2); time, 3.56 1-4

Half mile. W. S. Campbell (1), W. Van Wagoner (2); time, 1.31 1-2.

One mile, Binghamton W. Club. J. W. Cutler (1), A. E. Potter (2); time, 3.26 2-5.

Three mile safety handicap. W. D. Banker, scratch, (1), A. C. Banker, 40 yds. (2), W. F. Gassler, Jr. (3); time, 9.45.

AT NEW YORK, Sept. 14.—Under the auspices of the A. A. U., at the Union's grounds. Two miles. First heat, W. W. Taxis (1), S. B. Bowman (2); time, 6.54 1-5. Second heat, W. E. Crist (1), F. J. Brown (2); time, 7 08. Final heat, W. W. Taxis (1), S. W. Bowman (2); time, 6.39.

AT CRAWFORDSVILLE, IND.—The following are the results of the races at the above place Sept. 11:

Half mile, novice: C. Urban, 1; L. Hollingsworth, 2. Time, 1m. 48s.

Half mile, open: E. Hulman, 1; C. Wilson, 2. Time, 1m. 37s.

Two miles, lap: E. Hulman, 1; C. Wilson, 2. No time.

One mile State L. A. W. championship: A. Hulman,, 1; C. Wilson, 2. Time, 3m. 17s.

Half mile, flying start: E. Hulman, 1; L. Hollingsworth, 2. Time, 1m. 56s.

One mile, consolation: L. Hollingsworth, 1; H. Stout, 2. Time, 3m. 43s.

AT NEW ORLEANS, LA—The races held at New Orleans under the auspices of the Division at Audubon Park half-mile track, were very successful. The results:

One mile, novice: F. Campbell, 1; F. Born, 2. No time.

Five miles, National L. A. W. championship: F. Mehlig, 1; C. Guillotte, 2. The time at each lap was: 1.59, 3.48, 5.42, 7.59, 9.37, 11.33 13.39, 15.49, 18.02, 19 38

Half mile, boys: E. Dupre, 1; C. Faure, 2. Time. 1m. 52s.

One mile, safety: W. H. Renaud, 1; E. M. Graham, 2. No time.

One-mile State championship—F. Born, 1; H. Christy, 2. Time, 3.19

Half-mile ride and run—Hathorn, 1; F. Christy, 2. Time, 2.23.

One-mile, three minute class—F. Campbell, 1; Harris, 2. Time, 3.20 4-5.

One-mile Louisiana Cycle Club championship—B. W. Cason, Jr., 1; M. S. Graham, 2. Time, 3.14 1-5.

One-mile New Orleans Bicycle Club championship—Walk-over for H. L. Carey. Time, 3 21 2-5.

Two and one-half-mile lap race—F, Mehlig, 16 points, 1; H. L. Carey, 8 points, 2. Time, 10.24

Half-mile consolation—M. S. Graham, 1; C. M. Shute, 2. Time, 1.34 2-5.

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.
A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

HOWARD A. SMITH & CO., Newark, N. J., present to our readers a list of very cheap second-hand bicycles. See their advertisement on page 578.

ONE of the greatest hits of the season has been the popular Premier Safety, its low price and sterling qualities creating an instantaneous demand for it that has taxed the immense factory of Hillman, Herbert & Cooper to its utmost. L. H. Johnson has just succeeded in obtaining a moderate stock over and above his orders, and can now supply them promptly while they last.

HOWARD A. SMITH & CO., Newark, N. J., have a complete line of bundle carriers for all sorts of cycles. Send for their circular.

REPAIRING.—L. Baudreau, formerly with the Overman Wheel Co., takes pleasure in calling the attention of wheelmen to the fact that he has opened a repair shop for repairing all makes of bicycles, and also dealer in second-hand bicycles. House at No. 13 Trenton street, East Boston, and repair shop at Orient Lake, Saratoga street, East Boston.

FIXTURES.

OCTOBER.

4, 5—Peoria (Ill.) Bi. Club Tournament.
4, 5—Peoria, Ill., Race Meeting.
8, 9—Cumberland County (Pa.) Agricultural Society, Carlisle, Pa.
19—Road race, Wilmington (Del.) Wheelmen.
21, 26—At Toronto, Can., Bicycle Tournament. T. W. Coulson, P. O. Box 266.

Howlaswampoo and Weenapsnook, Twin Chiefs of the Umatillas, are crying for **WHITE Flyers** for their fall races. The Camash is ripe, and ready to cure for winter store.

Mr. Lo would be content if only he could rec. his **White Flyer.**

These two guileless Sons of the sage bush, and Hackberry Paradise, want to steal a march on the average, unsuspecting, blanketed, terra-cotta visaged Aboriginee, and gobble up *Hion Cuiton.* He yearns for *Plenty Cayusa.* He knows he can easily *get there,* and take a seat at *first table,* if he rides a **White Flyer.** Now if you chaps want to march in the front rank of progressive young Americans, get onto a **White Flyer,** and do it *easy.* While others are trying to decide what their mount shall be, you can easily "Peg one for Watkins."

Catalogs Free. Send for Terms to Agents.

WHITE CYCLE CO.,

WESTBORO', - - - - - - - - MASS.

See Page (579).

STOLEN!

54 inch L. R. Rudge; numbered on bearing ends of forks 15962; bearing cases numbered 20853; ball pedals No. 520-5015; spade handles, flat spring, buffer saddle, adjustable step; bars, head, spring and cranks nickeled; balance enameled; Butcher cyclometer (witho t weight), 53 stamped on side; registered when taken 1687 miles. Arrest party having such machine, and notify J. Fred Adams, Box 51, Haverhill, Mass.

REPAIRING.

—ALL KINDS OF—

BICYCLES AND TRICYCLES REPAIRED AT LOWEST PRICES.

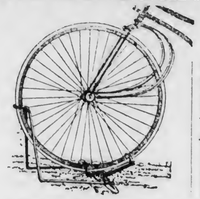
FULL LINE OF SUNDRIES.

GILBERT A. LITCHHULT,

352 Lenox Ave., - - - N. Y. CITY.

FOR YOUR SAFETY.

The BUFFALO SAFETY BICYCLE STAND



Firm, Strong, Portable. Price, $1.00.

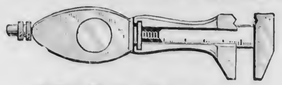
A. G. SPALDING & BROS.,

Sole Agents,

NEW YORK AND CHICAGO.

The trade supplied.

Something New for Wheelmen!



WILGUS'

Combined Wrench with Oil Can, Spoke Tightener & Screw Driver.

Will exchange for Billings & Spencer Four-inch Wrench, in good condition, as we are using the jaws of their Wrench. Send old Wrench, with $1.25, and we will return our Combination Wrench, Full Nickel Plated. Will send Wrench, Postpaid, for **$1.90.** Address

Philadelphia Bicycle Co., Agents,

831 Arch St., - - Philadelphi , Pa.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

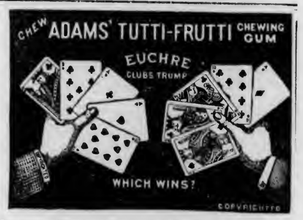
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.

ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.

BROOKLYN, N. Y.

Ask your local dealer for



Safety Bicycle or Tricycle CHAIN.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

Edwin Dauchy.

For violating clause C of section 4, article V. L. A. W. By-laws, Edwin Dauchy of West Winsted, Conn., is hereby declared to have forfeited his amateur status. Amateurs are warned not to compete with him.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Notice to Racing Men.

A person calling himself Bert M. Sprigg, of New Orleans has been recognized as M. O. Spring of St. Louis, who forfeited his amateur status in 1885. Amateurs are warned not to compete with Bert M. Sprigg alias M. O. Spring. CHAS. S. DAVOL.
Chairman L. A. W. Racing Board.

Official Handicapper.

Frank N. Coleman of Denver, Colo., is hereby appointed official handicapper of District No. 11—States of Colorado and Nebraska. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Kansas Division Election.

The mail vote for Officers of Kansas Division for year beginning September 1st, 1889, resulted in the re-election of the following officers:

W. C. Bradley, Ottawa, Chief Consul receiving 29 votes.

Chas. S. Davis, Junction City, Vice Consul receiving 24 votes.

Otto H. Wulfekuhler, Leavenworth, Secretary-Treasurer receiving 31 votes.

W. Taylor, Topeka, Representative receiving 22 votes.

Next highest number of votes were for Chief Consul, A. B. Mulvane, 7; C. N. Brown, 4; W. E. Swift, 3.

For Vice Consul, H. S. Hale 6, Lee Patrick 4.

For Secretary-Treasurer, Fred L. Johnson 7.

For Representatives, Lee Patrick 7, W. C. Bradley 5.

Hereby certify the above to be correct.

OTTO H. WULFEKUHLER, Sec. Treas.

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 145—Garden City Wheelmen, San Jose, Cal., J. A. Desimone, Secretary.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 239—Westchester County Wheelmen, New Rochelle, New York, Edw'd H. Sturges, Secretary.

Ohio Election.

The following is the result of election held at Sidney, Ohio, Aug. 13, '89, for officers of the Ohio Division.

For Chief Consul, M. A. High, Cincinnati.

For Vice Consul, B. J. Balliett, Mansfield.

For Secretary-Treasurer, Dr. W. D. Kempton, Cincinnati.

For Representatives, Geo. Collister, Cleveland; F. C. Meyer, Canton; Fred Boice, Toledo; W. P. Harmony, Sidney; C. H. Griffin, Ravenna; M. Moses, Gallipolis; H. C. Buckles, Cincinnati; A. E. Mergenthaler, Cincinnati. Fraternally, J. W. SPAHR,
Ex-Secretary.

Suspensions.

For violating rule 13, of the L. A. W. Racing Rules, at Utica, N. Y., Messrs. G. W. Payne, P. W. Hammes and Walter Davies are suspended from the race track until October 15, 1889. Amateurs are warned against competing with either during suspension.

CHAS. S. DAVOL.
Chairman L. A. W. Racing Board.

California Representatives.

This is to certify that Dr. T. L. Hill and Charles C. Moore were duly elected by the Bay City Wheelmen as their Representatives to the Board of Officers of the California Division League of American Wheelmen.

A. D. ALLAN, Jr.
Secretary Bay City Wheelmen.

San Francisco, Aug. 31, 1889.

Pennsylvania.

Annual meeting of the Pennsylvania Division L. A. W. held at York, Pa., September 2d, 1889

The annual meeting of the Pennsylvania Division L. A. W. was called to order in the parlors of the City Hotel York at 10 A. M. September 2d, by the retiring Chief Consul John J. Van Nort.

Mr. D. K. Trimmer, Vice Consul elect being present was called to the chair. The minutes of the last annual meeting at Harrisburg and those of the Board of Officers meeting at Philadelphia were read and approved.

Retiring Chief Consul Van Nort made a report covering his period of office. The long delayed road book he found was the main question before the division when he took up the office and it was still among the things looked for. He had tried to push it but long distance pushing did not amount to much. It needed vigorous action on the part of the division. The report was received and a vote of thanks extended to the retiring official.

Secretary-Treasurer's report showed balance on hand of $618.41 while $225 had been given to the National Organization and $74 had been paid out toward the road book.

Reports from committees showed that the only committee that had covered themselves with glory was the Liberty Bill Committee. They having accomplished their work in securing the enactment of the desired law.

Mr. H. Crowther of Philadelphia reviewed the road book as it had from time to time come up before the Board of Officers during the past two years and closed by submitting the following motion. That a committee be appointed to investigate why the book has not been issued. What has become of the money paid on account of its publication: To obtain reliable and definite information and take such action as they may find necessary

Mr. Seibert moved to amend so as to give the com-

mittee plenary powers. The amendment was accepted. After a general discussion during which several letters were read from compiler Wells showing broken promises, the motion was unanimously carried. And there being no other business, the meeting adjourned.

JOHN J. VAN NORT, Sec.-Treas.

Immediately upon adjournment of the State Division meeting, the Board of Officers convened, but as the time for the annual parade under the direction of the York Club had arrived, the Board adjourned until 4.30 P. M.

At 4.30 P. M. Chief Consul Boyle called the Board to order the following members being present; Samuel A. Boyle, Chief Consul, Philadelphia; D. K. Trimmer, Vice Consul, York; John J. Van Nort, Secretary-Treasurer, Scranton; C. P. Lusk, Harrisburg; W. J. Wilhelm, Reading; H. Crowther, Philadelphia; Kirk Brown, Philadelphia; O. P. Moeckel, Allegheny, and T. J. Lee, Philipsburg.

Chief Consul announced that he would appoint H. Crowther, P. S. Collins and H. R. Lewis as the Road Book Investigating Committee and request they report to him often and promptly.

The election of Delegates to the National Assembly was next proceeded with, resulting in the choice of the following; H. Crowther and Kirk Brown of Philadelphia, Campbell C. Taggart of Pittsburg, W. N. Seibert of New Bloomfield, T. J. Lee of Philipsburg, John J. Van Nort, Scranton.

After discussing road improvement and other work before the division, meeting adjourned.

JOHN J. VAN NORT, Sec.-Treas.

Pennsylvania Road Book.

To Pennsylvania Division:

I have today appointed Mr. J. R. L. Edwards an additional member to the committe on the road book.

SAMUEL A. BOYLE, Chief Consul.

Pennsylvania Road Book.

To the members of the Pennsylvania Division.

The Road Book Committee, appointed at the recent meeting of the Division at York, have held several meetings and from the information they have thus far been able to secure, would make the following report relative to the general condition of the work:

1st.—The routes proper have all been printed and tourists desiring special routes to be used for Autumn riding can secure same from any member of the committee at a nominal cost.

2d.—No work has yet been done on Preface, Index, List of Hotels and Consuls and Maps. The last are by far the most important and will cause the greatest delay. The list of consuls and hotels is now in course of preparation and work will be immediately begun on the index.

Your committee will push the book to early completion and would call for any new and important information in regard to routes which may be in possession of local consuls and members, in order that the book may be as complete as possible.

Notice as to probable date of issue will be given in next BULLETIN if it can be done.

H. CROWTHER, Chairman.

Philadelphia, Sept. 16, 1889.

Missouri.

To the members of the Missouri Division:

In assuming the duties of Chief Consul of this Division, I desire to call the immediate attention of every member to the very small membership our State now has and request the hearty co-operation of every member to help build it up. St. Louis, Kansas City, Joplin, St. Joe, not to mention others, have enough riders at present to more than treble our present membership and with a little work most all the riders can be gotten to join. All the energies and resources of the Division are being devoted to securing an improvement in our highways. In order to secure the necessary legislation we need a largely increased membership.

As improved roads, and the right to use them which has been secured to all wheelmen by our organization, appeal to every cyclist there should be no trouble in adding to our strength if each member will only bear in mind that the privilege of membership in the League of American Wheelmen is not without its accompanying duties. The most important of these *should be the endeavor on the part of every member to increase the numerical strength of the organization*, thereby advancing its interests and extending its influence.

I desire an efficient Local Consul in every town in the State, who will be ready and willing to perform the duties of that office as mentioned below, and also take an active interest in increasing the membership. To secure this end I would be pleased to receive applications or suggestions from the members at large. The duties of a Local Consul are as follows:

"Consuls shall acquire and give information concerning roads, laws, hotels and other matters of interest in their localities, when called upon to do so, to members of the League only; perform such duties as the Chief Consul may require of them, and generally promote the interests of the League and its members. Consuls' term of office shall expire on the 1st day of September of each year."

Missouri must have at least 350 members by January 1, consuls are therefore earnestly requested to increase the membership in their district. Application blanks, pamphlets, etc., can be had on application to the undersigned. Now let us all take off our coats and pitch into the work of securing new members and thus pull "Poor old Missouri" out of the slough of despond she is in at present. Fraternally yours,

ROBERT HOLM, Chief Consul.

Missouri Appointments.

Mr. J. Harold Child, 1012 Olive street is hereby appointed local consul for St. Louis.

Mr. R. M. Seibel, local consul for Kansas City.

Mr. A. C. Miller, local consul for Hannibal.

Mr. W. J. Staples, local consul for Maryville.

Prof. H. C. Penn, local consul for Columbia.

Mr. F. A. Scott, local consul for Moberly.

Other appointments to follow shortly.

ROBERT HOLM, Chief Consul.

To Connecticut Division Members.

In assuming the duties of Chief Consul of Connecticut. I feel that a slight reference to the policy of the Division for the ensuing year cannot be amiss.

Barely two weeks since a very respectable wheelman of Stamford was outrageously run down and insulted by a bully urging his horses at break-neck speed through Central Row. It was a pure case of cussedness and I regret sincerely that the case does not come within the jurisdiction of the Division.

Friends of the injured wheelmen in seeking assistance from the Division assured me that he had but recently mastered the wheel and that he fully intended joining the L. A. W. at an early day. The former I know to be true and the latter I believe to be true. Yet, he was not a member and sympathy was all I could offer, and sympathy is all we will be able to offer to any outside of our organization.

In years past non-Leaguers have been invited to assemble at our meets and join in the festivities as freely as members. The supposition that they would become interested and hand in their application, failed to realize and some when asked to join would meet us with the query "why should I pay two dollars for privileges that you gladly bestow free?"

At our Hartford meet Septemb r 2, 3, badges, which admitted to all Division entertainments, were furnished L. A. W. members and applicants for L. A. W. membership free, and to no others at any price. Result: eighty-nine applications.

You may say to your unattached friends, we want your membership, we want your aid, we want your dollar each year and in return we will welcome you among us. We will furnish you with the best cycling paper published, we will furnish you a road book at less than cost, we will secure for you better roads and if you are deprived of any of your rights as a wheelman or imposed upon by users of other vehicles, a lawyer will be at your command.

The unattached must necessarily enjoy more or less of the privileges secured by our united devotion, labor and money, but they are limited and those above named are among the exceptions. Briefly stated, our policy for 1889-90 will be, Connecticut Division for the Connecticut Division and the L. A. W. at large.

Fraternally, DAVID J. POST,
Hartford, Ct., Sept. 16, '89. Chief Consul.

Massachusetts Division.

Circular No. 4.

Abbot Bassett is hereby appointed a Representative of the Massachusetts Division.

Fraternally, WM. H. EMERY,
Sept. 16, 1889. Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Sept. 20, 1889.

List 207—Total 69—11,360.

CALIFORNIA DIVISION—1—387.

Unattached.

25037 Shrode, D. L., care Normal School, Los Angeles

CONNECTICUT DIVISION—3—652.

Unattached.

25083 White, Chas. T., Bridgeport
25084 Steele, F. W., 37 Church st., Hartford
25032 Thompson, Chas. P., 719 Orange st., New Haven

DISTRICT OF COLUMBIA DIVISION—1—186.

Columbia C. C.

25065 Eppley, Marion K., 608 Md. ave., S. W. Washington

ILLINOIS DIVISION—11—313.

Illinois C. C.

25085 Kreplin, A. G., 571 No. Hoyne ave., Chicago
25086 Trader, J. R., 1093 Taylor st., "
25087 McCready, J. S., 509 Adams st., "

Kankakee Ramblers.

25097 Grinnell, Harry H., Kankakee
25098 Kurrasch, A. A. Jr., "
25099 Sanders, W. H., "
25100 Powell, I. W., "

Kenwood C. C.

25088 Douglas, Frank L., 5039 Lake ave., Chicago

Washington C. C.

25096 Greenburg, Geo., 140 Monroe st., "
25097 Wetzel, Louis G., 169 La Salle st., "
25098 Wright, C. H., 617 Wash. Boulevard, "

INDIANA DIVISION—2—140.

La Porte Wheelmen.

25038 Wile, Eugene I., La Porte

Unattached.

25089 Greer, J. A., Warsaw

IOWA DIVISION—3—122.

Ariel Cyclers.

25069 Barber, Harry A., 48 2d ave., Cedar Rapids

Unattached.

25034 Etzel, Geo. A., Box B, Clear Lake
25033 Woodstock, J. H., "

KENTUCKY DIVISION—2—87.

Unattached.

25090 Spilman, Ben F., Harrodsburg
25091 Stephenson, W. W., "

MAINE DIVISION—1—146.

Unattached.

25039 Wentworth, Edwin P., Box 1662, Portland

MARYLAND DIVISION—1—508.

Unattached.

25040 Gibson, Frank M., Elkridge

MASSACHUSETTS DIVISION—4—1513.

Unattached.

25035 Damon, Percy W., 4th Nat'l Bank, Boston
25077 Wilson, John F., 72 Magnolia st., Dorchester
25041 Fogg, G. S., Hyde Park
25092 Sanford, Arnold B., 35 Franklin st., Fall River
25096 Bourne, Henry R., 110 Fifth st., New Bedford

MICHIGAN DIVISION—2—423.

Star Bi. Club.

25042 Brady, J. H., 39 High st., West, Detroit

Unattached.

25093 Martileus, Oscar, Box 532, Lapeer

MINNESOTA DIVISION—3—129.

St. Paul B. C.

25043 Whitney, S. W., Box 2160, St Paul
25045 Hatch, Harry P., 155 Aurora ave., "
25044 Rothschild, A. E., 668 Jackson st., "

MISSOURI DIVISION—2—280.

No. St. Louis B. C.

25078 Israel, Edw. E., care R. G. Dunn, St. Louis

Unattached.

25046 Moss, James H., Columbia

NEW JERSEY DIVISION—2—503.

Elizabeth Wheelmen.

25095 Whipple, Henry W., 118 W. Grand st., Elizabeth

Plainfield Bi. Club.

25070 Decker, F., Westfield

NEW YORK DIVISION—15—1509.

Buffalo Bi. Club.

25049 Milley, John B., 346 Masten st., Buffalo
25050 Bloomer, Wm. M., 62 Pearl st., "
25051 Howell, Geo. W., 15 Centre st., Buffalo
25052 Morris, Art P., 304 Main st., "

Westchester Co. Wheelmen.

25053 Billings, Edward, North st., New Rochelle
25054 Abramson, S. C., Drake ave., "
25055 LeCount, Oscar, Locust ave., "
25056 Davis, Geo. M., Huguenot st., "
25057 Crawford, Harry, "

Unattached.

25094 Hudson, H. Spier, 4 Waddagh st., Brooklyn
25071 Eldridge, Willett A., 72 Reade st., New York
25072 Eldridge, Geo. A., 114 Dunne st., "
25048 Tift, Irving Howard, 271 Broadway, "
25047 Green, Maurice, 1204 3rd ave., "
25035 Stevens, James S., Cook Academy, Havana

OHIO DIVISION—1—816.

Unattached.

25058 Morrow, H. G., Box 77, Norwalk

PENNSYLVANIA DIVISION—6—1329.

Scranton Bi. Club.

25060 Butterly, C. J. 312 Lackawanna ave., Scranton
25061 Broadbent, John F., 343 No. Wash. ave., "

Wilkes Barre B. C.

25079 Dilley, Sherman A., Wilkes Barre

Unattached.

25062 Gleason, L. W., Driftwood
25059 Gallagher, Edward J. Jr., 1209 Shackamaxon st., Philadelphia
25080 Anderson, D. G., 328 Wyoming ave., Philadelphia

RHODE ISLAND DIVISION—4—310.

Unattached.

25074 Phinney, Elisha A., Rear 122 Broad st., Pawtucket
25073 Nason, Harry E., Box 84, Jamestown
25063 Littlefield, Nathan W., 87 Weybosset st., Providence
25081 Scott, Montague, 154 Clifford st., "

VIRGINIA DIVISION—2—82.

Old Dominion Wheelmen.

25075 Whitlock, Abe D., 2100 E. Franklin, Richmond
25076 Whitlock Daniel, 805 E. Main, "

WEST VIRGINIA DIVISION—1—58.

Wheeling Wheelmen.

25064 List, John K., Wheeling

ARIZONA—1—10.

Capital City C. C.

25082 Rice, Joe L., Phoenix

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

$115.00

BUYS A THOROUGHLY HIGH-GRADE SAFETY,

THE SPEEDWELL

Built of the BEST material, in the BEST possible manner.

FISH UNIVERSAL PATENT HAMMOCK SADDLE, Compressed Tyres, Genuine Humber Chain, (Noiseless), etc.

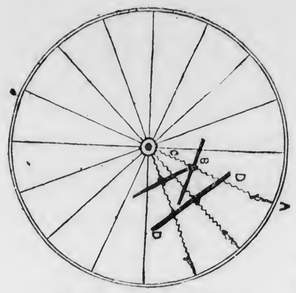
For SIMPLICITY of construction, ELEGANCE of Finish, and BEAUTY of design, the SPEEDWELL has no equal.

AGENTS WANTED IN EVERY CITY IN THE UNITED STATES.

Will quote the trade the most liberal discounts ever given on high-grade wheel.

CHAS. F. STOKES, 293 Wabash Ave.,

CHICAGO, - - - - - - - - ILL.



"A.—Spoke twisted to form loop.
B.—Stick inserted between wires.
C.—Wires twisted.
D.—Ends of stick fastened in position.

Twist the ends of the broken spoke so as to form a loop close to the rim, attach a piece of copper wire or stout twine to the loop, and pass the end round two or three spokes under the hub, back through the loop, and fasten securely. Insert a piece of stick through the center of the wires or strings, and twist up to the required tension, fastening ends of stick securely."

This cut was furnished us by the *Wheelman's Gazette*, in which paper it appeared under the head of "some useful hints."

The extreme cheapness of wire has led to its adoption for many purposes. Mouse traps, bustles, bird cages, fly screens, soap dishes, coal sieves, etc., are among its proper and legitimate ends. However, all useful things are liable to ***misuse.***

Among the misuses of wire is the making of spokes for wheels. Vehicles to be drawn by horses and having wire wheels, have been so soon done for that they may well have wondered what they were begun for.

There is comparatively little service required of wheels which are propelled by the rider; this fact, together with the comforting influence of rubber tyre, has rendered possible a method of construction for ***cycle*** wheels which was long since condemned for any ***really hard*** use.

Dear reader: We know that you don't all agree with us in these things, else why should we mention them. You get our opinions on such easy terms, that you can afford to remember them, and we will see you—(and probably sell you a hickory wheel) later.

Having broken a wheel of whatever kind, of course it must be fixed, and the method suggested above is not bad.

The owner of an

Elliott Hickory Bicycle

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GRAND

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GIVEN BY

Peoria Bicycle Club,

—AT—

LAKE VIEW PARK,

OCTOBER 4th and 5th.

PROGRAMME.

FIRST DAY.

1. One Mile Novice.
2. Two mile Tandem.
3. One Mile, 3.10 Class.
4. Two Mile Safety, Handicap.
5. Five Mile State Championship.
6. One Mile, Peoria Bicycle Club.
7. Two Mile, Handicap.
8. Three Mile Team Race.

SECOND DAY.

1. One Mile (Boys under 16).
2. Two Mile, 6.20 Class.
3. One mile (open).
4. Half-mile State Championship.
5. One Mile, Handicap.
6. One Mile Safety (open).
7. Ten mile, scratch.
8. One Mile, Consolation.

Entries close on September 25, 1889.

For entry blanks and further particulars apply to

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L. A. W. RULES TO GOVERN.

$1,500 + IN + PRIZES.

Fine Half-Mile Track.

Entrance Fee 50 cents for each event, cash to accompany all entries.

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Used with strap or chain.



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FINISH—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals. "6" Plain bearings, both wheels. "7" Balls to front, plain to rear wheel. "8" Cones to front and plain to rear wheel. "9" Balls to front, rollers to rear wheel.

CONDITION—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A1. "6" Finish and bearings in first rate shape, tires somewhat worn.

	Size.	Make.	Price.	Finish	Bearg.	Cond.
325	54	American Club,	$55.00	4	1	4
402	50	American Club,	65.00	4	1	1
474	54	American Star,	40.00	5	6	6
479	54	Challenge,	60.00	1	1	5
503	54	British Champion,	45.00	4	1	3
521	52	British Champion,	75.00	4	1	1
515	50	Expert,	60.00	4	1	4
501	51	Special Star,	45.00	4	6	1
557	50	Am. Rudge,	40.00	4	2	8
669	50	Ideal,	30.00	3	6	5
653	50	Am. Club,	60.00	1	2	2
657	50	Humber,	60.00	4	1	2
660	54	Expert,	70.00	3	2	2
677	50	Expert,	40.00	3	2	5
683	30	Universal Safety,	95.00	4	1	1
684	48	American Star,	30.00	5	6	5
685	48	Special Star,	80.00	3	7	3
691	45	Special Star,	85.00	3	7	3
692	52	Challenge,	45.00	1	6	5
693	48	Special Star,	55.00	4	8	5
694	30	Singer Safety,	95.00	4	1	0
695	53	Col. Lt. Roadster,	90.00	3	1	1
696	50	Victor,	65.00	3	1	3
698	50	Expert,	40.00	4	1	5
700	51	Am. Star.	25.00	5	6	6
701	52	Expert,	65.00	1	1	5
703	50	Expert,	40.00	1	2	5
705	52	Victor,	90.00	4	1	1
700	51	Special Star,	80.00	4	9	3
707	48	Am. Star,	25.00	5	6	6
708	52	Spec. Col.	30.00	6	3	5
301	48	Col. three track,	45.00	4	1	3
660	36	Humber,	55.00	4	1	2
652	48	Col. two track,	40.00	4	2	4
697	40	Otto Tricycle,	30.00	5	6	5

Upon receipt of $5.00 any machine upon above list will be sent C. O. D. for balance, with privilege of examination.



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The *Smillakameens* and *Semmaakateens* called on us recently. They are connected with the *Beefalo Bull* and *Jackass Texas Combination*. They informed us they had ridden everything but a **White Flyer,** and after trying them declared their intention of making it their future mount. Having recently arrived from England, and having recovered from their vacation, they are on their way to EGYPT, and they want **White Flyers** to climb the PYRAMIDS with. They also say that the **White Flyer** is the ONLY BIKE they have seen with which they could easily run down a JACK RABBIT. Our old friend ———————— SOKLATOMILLPEEP was along. We renewed our pleasant acquaintance formed years ago on the South Fork of the St. Jo. River. He had with him some of the famous SKOOKUM OIL used by all Western Coast Indians, to lubricate the locks of their rifles. It never gets thick, and lasts longer than any oil now before the public. Heat and cold have no terrors for SKOOKUM OIL.

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Send for Catalogs. Send for Terms to Agents.

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See Page (572).

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A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

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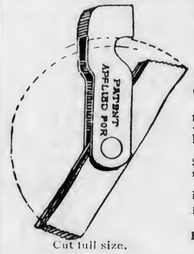
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The Automatic Spoke and Nipple Grip.



Cut full size.

Every Cyclist His Own Repairer!

No Screws, no Nuts, no Peeling of Enamel.

☞ It takes a positive grip. The harder you pull the tighter it holds.

☞ Catches any size Spoke or Nipple, round or square.

☞ Can be carried in the vest pocket.

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Jobbers and Manufacturers and direct importers of Starley & Co.'s celebrated

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Ladies' and gents', the original and the BEST. Highest possible grade in every particular. Absolutely the most elegant Safeties ever produced.

Full line of all goods pertaining to the wants of wheelmen. Second-hand bicycles taken in exchange for new. Difficult repairing and first-class nickel plating at moderate prices.

See our Catalogue before you buy a wheel.

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Being always in the market to buy job lots of new or second-hand wheels when prices are right. we have secured several choice lots of new, perfect and late pattern, high-grade wheels at prices such that we can offer them either at retail, or to the trade AT PRICES NEVER BEFORE QUOTED IN THE U. S. Had we purchased such of the wheels listed below as are of American make from the manufacturers direct we should, like all dealers, be compelled by contract to sell them strictly at list. These wheels were all purchased in job lots, hence may be sold by us at our own prices, which dealers will notice are ACTUALLY BELOW THE MAKERS' WHOLESALE PRICES. The Rudges and Clubs we secured by buying the ENTIRE STOCK of the importers direct. In the particular localities where we purchased these wheels the Safety craze is such that Ordinaries are very slow sale. Knowing from our own trade, which extends to every State and Territory, that the Ordinary is being more largely purchased the country over than the Safety, we unhesitatingly purchased several large stocks, and now offer our customers the benefit.

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46-inch American Champions, ball bearings to both wheels and pedals; ramshorn handle bars; cobblestone and Wonder saddles; standard finish; perfectly new; absolutely perfect and complete; *never uncrated* since left factory; warranted one year; precisely as described, in 1889 makers catalogue, except some have 1888 fork ends; positively none of older pattern than 1888 makes	$100 00	$75 90
48-inch American Champions, precisely same as above	100 00	75 00
49 " " " " " " "	102 50	80 00
50 " " " " " " "	102 50	82 00
52 " " " " " " "	105 00	84 00
54 " " " " " " "	107 50	86 00
56 " " " " " " "	110 00	88 00
49 " " Light Champion, exactly as described, in 1889 makers' catalogue, except it has same fork ends as 1888 Champion, standard finish, semi-hollow rims	107 50	86 00
49-inch American Light Champions, same except half nickeled	112 50	90 00
51 " " " " same as above, Standard finish	110 00	88 00
51-inch American Light Champions, same, except half nickeled	115 00	92 00
53 " " " " same as 49-inch above	112 50	90 00
55 " " " " same as 49-inch above	115 00	92 00
40 " Victor Juniors, latest pattern, new	42 50	32 50
38 " American Ideals, latest pattern, new	30 00	22 00
48 " Challenges " " "	65 00	45 00
48 " " " " " ball to front wheel,	72 00	51 00
48 inch Volunteer Columbias, 1888 pattern, double grip ball pedals	97 50	77 50
50 " " " " " " "	100 00	82 50
52 " " " " " " "	102 50	85 00
48 " Expert Columbias, 1887 pattern, " " " "	117 50	97 50
50 inch Expert Columbias, 1887 pattern, double grip ball pedals	$120 00	$100 00
51 " Columbia Lt. Rdstr, 1887 pattern, " " " "	125 00	105 00
51 inch Columbia Light Roadster, '88 pattern, hollow rear forks.	125 00	110 00
53 " " " " " " "	127 50	112 50
Columbia Lt. Roadster, Tri. 40-inch drive wheels, ball bearings all wheels, crank shaft and pedals, *brand new* and perfect in every way; finest trievele made, bicycle steering	160 00	120 00
48 inch Rudge Light Roadsters, very latest pattern, new, Kirkpatrick saddle, Columbia double grip ball pedals, spade handles, etc. etc	122 50	95 00
50 inch Rudge Light Roadsters, same	125 00	100 00
52 inch Rudge Light Roadsters, same	127 50	102 50
58 " " " " "	131 25	105 00
56 " " " " "	132 50	105 00
58 " " " " "	135 00	105 00
50 inch Universal Club, balls both wheels, etc	110 00	76 00
54 " " " " "	112 00	78 00
54 " " " " "	115 00	85 00
58 " " " " "	120 00	75 00
JOB LOT OF 400 VINEYARD BICYCLES, also sold as the Recruit and the Youth's Premier, cow-horn bars, spade handles, Kirkpatrick saddle, nickel and enamel finish, direct on tangent spokes, cast steel and steel tubing instead of malleable iron and gas pipe; warranted one year, 38 inch	40 00	17 00
42 inch same as above; tangent spokes $1 extra	45 00	20 00
44 " " " " "	50 00	22 00
46 " " " " "	55 00	25 00
48 " " " " "	60 00	27 00
50 " " " " "	65 00	32 00

Vineyard bicycles delivered either at Peoria, Ill., or Worcester, Mass. All others at Peoria. No charge for crating or cartage.

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We are pleased to announce that we are at last in a position to fill our safety orders without delay.

Having more than doubled our capacity, we think we are safe in promising our agents more satisfactory attention.

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Factory 784 to 794 Madison Street,

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Still Getting There.

Look at the CHAMPIONSHIPS Won on the STAR this early in 1889, Can any machine beat this record for 1889? Facts that talk.

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles, Cal.

One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.

Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.

25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.

Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.

One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.

Quarter-mile L. A. W. State Championship, By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel AND Best Hill Climbing Machine EVER PRODUCED.

WE CHALLENGE HONEST CRITICISM.

In this machine we have combined ALL the advantages of a low wheel and the speed of the high one.

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"THE CYCLING EVENT OF THE SEASON."

HARTFORD, SEPTEMBER 2-3, 1889.

The Best Riders and the Best Makes of Machines were there.

THE RESULT.

9	out of	11	First	Prizes.
10	„	„ 11	Second	„
8	„	„ 8	Third	„
1	„	„ 1	Fourth	„
1	„	„ 1	Fifth	„
29	„	„ 32	Possible	„

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"389 Wheels in Line."

CONN. DIV. L. A. W. PARADE,

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	264		125

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FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 27 SEPTEMBER, 1889.

Volume XIX. Number 22.



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OVERMAN WHEEL CO., Makers,

BOSTON AND CHICOPEE FALLS, MASS.

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Beautifully Illustrated

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FOR 1889.

Twelve pages of Bristol board neatly fastened together with ribbon.

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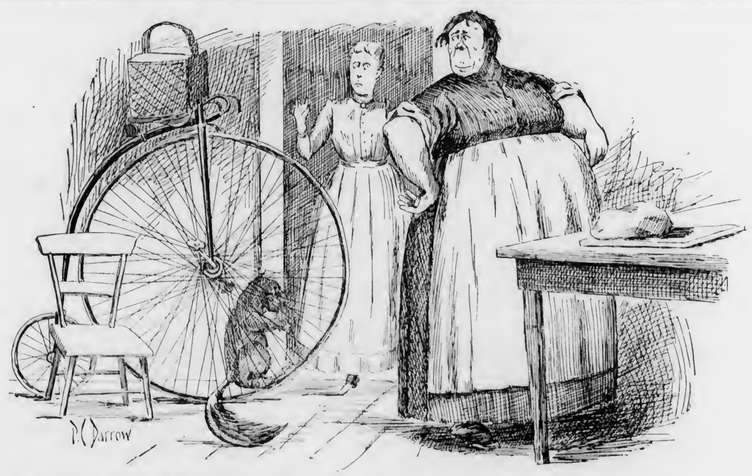
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34 Pound Ladies' Psycho Now Ready.



Mistress.—What in the world, Bridget, is the matter with Bunny?

Bridget.—Shure an' it's nawthin'. He'll be sphinnin' around in a minute quicker nor onything. He's a bit dishcouraged loike now, seein' as how Oi had to shoove him thru the shlats. The fool as made that squirrhel cage forgot the door, shure.

N. B. "Bridget," whose amiable features are delineated above, is probably the only human being in the United States that doesn't know an American Light Champion on sight.

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BICYCLES and TRICYCLES.

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KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A 1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A 1. "6" Finish and bearings in first-rate shape, tires somewhat worn.

No.	Size.	Name	Cost.	Price.	Fin.	Brgs.	Cndtn.
597	48	Otto Special,	$160.00	$35	5	4	2
601	—	Col. Lt. Rdst Tricycle,	160.00	115	4	1	1
612	52	Premier,	125.00	55	1	2	6
613	48	Columbia Expert,	125.00	68	3	1	5
610	52	Special Club,	125.00	48	4	2	6
617	44	Columbia Standard,	80.00	25	4	4	6
620	51	Semi-Racer Star,	120.00	40	4	Ball	4
621	34	Otto,	30.00	9	5	4	3
632	40	Otto, Special,	35.00	15	5	4	4
634	54	Special Club,	135.00	67	3	2	2
639	48	Apollo Lt. Roadster,	135.00	75	3	1	1
640	54	American Rudge,	110.00	45	4	2	6
642	50	New Rapid Roadster,	130.00	75	4	1	3
643	54	American Sunspareil,	135.00	49	4	2	3
653	50	Columbia Expert,	127.50	75	4	1	1
657	48	Columbia Standard,	85.00	25	4	4	6
661	50	Special Club,	130.00	60	1	2	2
664		Columbia Veloce Safety,	135.00	110	4	1	1
665	52	American Club,	130.00	25	4	2	6
667	52	Victor Light Roadster	145.00	90	4	1	1
670	50	New Rapid,	140.00	65	3	1	1
671	54	British Challenge,	135.00	40	4	2	4
672		Columbia L. R. Trike,	100.00	115	4	1	2
673	51	Rudge Lt. Roadster,	130.25	95	4	1	1
679		Columbia Tandem,	250.00	150	4	1	4
682	52	Columbia Expert,	132.50	80	3	1	2
683	51	Special Star,	130.00	68	3	Ball	6
684	52	Columbia Expert,	141.00	78	7	1	1
685	52	Harvard,	130.00	35	4	2	3
686		Volant Safety,	115.00	100	4	1	1
688	48	Special Star,	125.00	50	4	Ball	3
689	52	Columbia Expert,	130.00	85	1	1	2
693	56	Victor Lt. Roadster,	139.50	110	4	1	1
694	40	Columbia Expert,	124.50	68	4	—	1
695	48	Pony Special Star,	121.50	65	3	Ball	4
696	48	Special Star,	167.00	40	4	Plain	6
697	36x24	Pony Special Star,	125.00	110	4	Ball	1
698	54	Victor Lt. Roadster,	130.00	75	4	1	2
699		Victor Safety ('89),	135.00	110	4	1	1
700	50	Victor Lt. Rdstr ('89),	130.00	120	4	1	1
701	52	British Challenge,	130.00	50	4	1	3
702	—	Humber Tandem,	200.00	110	4	2	3
703	52	Singer Matchless,	135.00	60	4	1	3
704	50	Columbia Expert,	130.00	70	1	2	3
705	54	Columbia Expert,	130.00	75	4	2	2
706		Singer Tandem,	275.00	165	4	1	4
707	51	Special Star,	125.00	70	3	Ball	2
708	46	Victor Junior,	80.00	45	4	3	1
710	52	New Rapid Roadster,	132.50	115	4	1	1
711	48	Special Star,	137.50	60	4	Ball	3
712	52	Victor Lt. Rdstr ('89),	137.50	130	3	1	1
714		Boy's Safety,	35.00	35	4	4	1
715	50	Rudge Lt. Roadster,	125.00	30	4	2	4
717	55	Rudge Lt. Roadster,	131.25	63	4	1	3
719	38	English,	90.00	18	5	4	2
721	50	Springfield Roadster,	100.00	65	4	1	1
722	54	British Challenge,	135.00	35	5	2	6
723	51	Columbia Lt. Roadster,	135.00	75	3	1	1
724		New Rapid Safety,	135.00	80	4	1	4
725	48	Special Star,	124.50	90	4	Roll'rs	1
726	48	Columbia Standard,	90.00	28	3	3	4

Upon receipt of $5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

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BICYCLE OIL BY MAIL OR EXPRESS.—Two ounces of Flyer Wheel Oil, by mail, 20 cents; by express, per gallon, $1.00. Safety lamp oil same price. EASTERN LUBRICATING OIL CO., 40 Dey street, N. Y. Send for circular.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

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BARGAIN—Columbia Tandem Safety Bicycle; good as new. $150, if sold soon. CANTON WHEEL CO., Canton, Ohio.

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Second-Hand Wheels.

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100 more second-hand wheels.

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Mention this paper.

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SAND LAKE, N.Y.—League Official Hotel, of easy access from Troy and Albany. A first-class table, prompt attention and all the luxuries in season. JOHN H. WEED, Proprietor.

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10	52 Apollo Light Roadster, Cow horn bars, ball bearing, fine condition, bargain	65.00
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13	54 Rudge Light Roadster, enamelled finish, Cow horn bars, ball bearing	58.00
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17	54 New Mail, latest improvements, really same as new	85.00
18	54 Expert Columbia, full nickeled, dropped bars, ball bearings throughout	65.00
19	54 Victor, half nickeled, splendid condition	60.00
20	55 Premier, enamelled finish, a good strong wheel, Cow horn bars, ball bearings	28.00
21	55 Royal Mail Light Roadster, enamelled finish, Cow horn bars, detachable handle bars, splendid condition	55.00
22	55 New Mail, enamelled, Cow horn bars and Spade handles, same as new	75.00
23	56-inch New Mail, ball head, latest improvements, fine condition	65.00
24	55 Columbia Light Roadster, full nickeled, Cow horn bars, Spade handles	58.00
25	56 Champion, rams-horn bars, fine	50.00
26	56 Rudge Semi-Readster, light, for good roads and racing, enamelled finish	40.00
27	58 Victor, enamelled finish, Cow horn bars, ball bearing, good condition	50.00
28	58 Expert Columbia, full nickeled, Cow horn bars, ball bearing, fine condition	58.00
29	58 Rudge Light Roadster, tangent spokes, Cow horn handles, ball bearings, fine condition, a bargain	60.00
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Manufacturers of NEW MAIL.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

MESSRS. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 27 SEPTEMBER, 1889.

WHEN we read of a man having a record of four thousand miles or more for the season's riding we feel as though we were very much of a "theoretical rider." We do love to plod along and we are not alone in our preference. Both the editors of this paper have degenerated into road dawdlers. One of "us" (not the writer) has achieved no mean fame on the racing path, and be it to our honor to add that "loafing tactics" on the track was a comparatively unknown "art" in the days when this fame was acquired. As for ourselves (the writer) we have always been one of the slow riding kind, and had our taste run to racing we do not doubt but that we should have been a rabid follower of the Lacy Hillier and modern amateur style of riding a two-mile race in about a hundred-yard sprint. We never did like to lose our breath or make our legs ache.

IN this issue we have a letter from a gentleman on the Sunday riding question. For our part we can see no harm in Sunday riding if properly and decorously indulged in. There is a something about the quiet spin on a charming day, be it Sunday or week day, that inspires the very best impulses we are capable of. Communion with nature, to those who love her as we do, brings out the better self, and the feelings that are stirred and quickened are such that our Maker Himself cannot but approve. These words are not "cant," but they are simply facts which hundreds of work-a-day cyclists can appreciate.

True it is that we have a class of riders who cannot respect or appreciate these impulses, and whose coarse conduct at times while riding, Sunday or Monday, makes their presence on the roads a harm to the good name of the sport. The large majority of wheelmen are not of this class, but a very small leavening of the hoodlum element gives a coloring to the vast majority, a coloring which we do not enjoy. How to correct this condition of things we know not. It is a problem far beyond our reach. But because a man rides quietly along the highway on Sunday, in search of innocent enjoyment and good health, we can see no reason for condemning him in the least. Let every man follow the dictates of his conscience, and be circumspect in his conduct while on the wheel and under public scrutiny.

CHICAGO must bestir herself if she desires the League meet for 1890. The proposition of holding the next meet at Niagara Falls seems to be meeting with great favor from all points. We have several communications endorsing the Falls as the next place, and they will have space in our next issue.

That place certainly has great advantages, and unless Chicago wants the next meet badly and makes an effort to stem the popular tide in favor of Niagara we think the Falls will get it.

THE SIDEWALK QUESTION.

Editor Bicycling World: I desire to express my disapproval at the constant attacks made in the WORLD on the custom of sidewalk riding. In towns of 10,000 to 20,000, no difficulties are met where proper restrictions are adopted and enforced, and even in larger cities, such as Rochester, N. Y., and Erie, Pa., very little trouble has been experienced. I think in the East you have a larger class of reckless roughs, who are regardless of the rights of others, but if such were regularly arrested and fined you would soon overcome that difficulty.

In Lockport, where sidewalk riding is allowed, we have 150 riders and a large and prosperous League club, while in Tonawanda, only seventeen miles distant, and same population, where sidewalk riding is not allowed, there is no club, and not over a dozen or fifteen riders. The people here not only do not object to sidewalk riding, but, at the request of the wheelmen, the council last year covered every open gutter with an iron plate, so that from the time a wheelman enters the limits of our paradise they can ride every street from end to end without making a dismount.

You constantly dub us "sidewalk fiends," but a person can ride a sidewalk and be as courteous and considerate and careful of the rights of others as if he rode in the road.

I enclose a circular issued several years ago, which we regularly send to new riders. You will notice that we especially claim that we have no rights on the sidewalk. We have privileges which the people have conceded to us, and which we shall retain as long as we do not abuse them. We have no right of way, and no one is obliged to make room for us unless they choose.

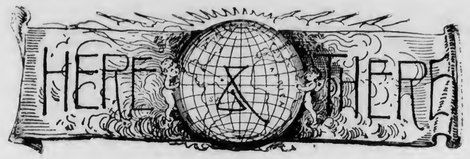
You must certainly be aware that in most towns some of the roads are impassible to wheels all the time, and all the roads are some of the time, and a gentleman using a wheel for business is deprived of its use frequently, unless allowed on the sidewalk.

Not only do we send circulars to new wheelmen, but when we find a wheelman riding recklessly, the Secretary of the club sends him a notice that he must let up, or the club will see that he is arrested and prosecuted to the fullest extent of the law, and we have never found such a warning to be ineffective.

You constantly abuse "sidewalk fiends," and seldom allow a word to appear on their side of the question, but we know by our experience here that sidewalk riding can be indulged with perfect safety to pedestrians, and after they become accustomed to it, without discomfort to them. Yours truly,

CHARLES T. RAYMOND,
L. A. W. 286. Captain Lockport Wheelmen.

[In cases like that stated by our Lockport friend there can be no possible objection to the practice. The above described condition of cordial understanding between pedestrians and cyclers does not exist except in a few instances. We heartily congratulate Lockport on having a lot of wheelmen so courteous, and a public so considerate. Unfortunately, it is the rule that sidewalk riders are entirely oblivious to the rights of others. Where the public are willing and the cyclers are careful and courteous, then we can raise no possible objection. We shall be glad to hear from other places where the *entente cordiale* exists between pedestrians and cyclers. Our correspondent makes one false statement when he says "we (the WORLD) seldom allow a word to appear" on the other side of the question. It is a statement he has no business to make, as he has never tried it before.—ED]



NEW YORK.

"HAWKSHAW."

WHAT'S in a name? Not much, perhaps, but did it ever strike you though that sometimes the name of an individual proves particularly appropriate to him, or is especially noticeable through being directly the reverse? A few examples will perhaps more clearly demonstrate what I am trying to explain. When one reads or hears of a wagoner the picture it brings to his mind is of the humble driver of some plodding van or cart, and yet the name of Van Wagoner is borne by one of our speediest flyers. With the name of Wheeler, particularly appropriate for cycling, I cannot remember now of one of that name ever being other than the most ordinary of riders, and yet sometimes one does just seem to find the name and the individual so coupled that the former exactly portrays the latter. For instance, when I read in your last issue that an English rider named Sampson went in and knocked a lot of long-distance records silly, really it didn't astonish me so much, because the name he bears in some way seems to cause me to associate him in my mind with he of the "jaw-bone" reputation, and it seemed perfectly natural that any man who could knock out all of the people that individual did, with so unwieldy a weapon as he used, would of course have no trouble getting away with so defenceless a thing as a "record." Of course a little reflection caused me at once to see that the modern cycling Sampson couldn't be any relation of the old-time one, because that gentleman never recovered from his first job of tearing down an old building, which building got such a "mash" on him that he never felt like marrying afterwards.

IT's a dangerous thing to set oneself up as a teacher, and a man can't be too careful how he rushes into print with instruction and advice to others. This has been very forcibly impressed upon me by reading an article in the *Wheel*, from the pen of Mr. "5678," entitled "Utility and Pleasure," in which the writer goes on to tell what he knows about bicycles and things in general, and incidentally in the four columns it takes him to do it, lets the fact become patent that it is what he *doesn't* know, not what he does know, that he is writing about. This gentleman makes the following wonderful announcement: "In hill-climbing the bicycle is a trifle inferior to the bicyclette, because, in the bicycle the weight is all on one wheel and that wheel skids when great power is applied, but in the bicyclette the weight is so distributed between two wheels that the driving wheel does not skid when power is applied." A little thought would show "5678" that when a bicycle is ascending a hill for each degree of elevation he rides a corresponding amount of weight is displaced from off the front or driving wheel and thrown upon the trail wheel, and that it is the *removal* of this weight from off the large and driving wheel that causes it to skid, and *not* its presence there, as he claims. So in the case of the bicyclette, as he chooses to call the safety, is the fact again proven. In a properly constructed safety the weight is *not* "distributed between the two wheels," as "5678" claims, but is directly to the contrary, kept over the rear or driving wheel to the greatest extent possible, and for this reason in going up hill the steeper the grade the more the weight is upon the drivers, and the less the skidding on the part of the safety. In other words, taking the argument of "5678" and directly reversing it will cause the reader to understand the position exactly.

NATURE had just laid her large, motherly ear over her grand earth-harp the other day, and found it in perfect tune. The discords and falsettos of rain and mist were gone, and the gentle goddess laid aside her wreath and danced a jig to an unheard choral accompaniment of "Johnny, Get Your Gun." It was an undignified but natural proceeding, and emanated not so much from a spirit of frivolity as from a feeling of heartfelt joy at the disappearance of the rain clouds that had lingered with us so long. In this musical accompaniment Central Park played the part of a C string. It was a dream of green and gray, and the autumn foliage was a symphony in gleaming reds and browns. On the leaf-strewn mall the last grasshopper of summer hopped and sang plaintively a love song to his missing mate, the crickets played cricket around the foot of the benches, and over amid a few late blossoms the little brown bees were beeswaxing for the coming winter. Into all of this dream of peace and beauty came a figure clad in black tights and riding a bicycle. It was enough. Nature donned her wreath and ceased her dancing. A cold and cheerless wind moaned through the trees. The grasshopper no longer sang a love song, but uttered a defiant note of disgust; the crickets no longer cricketed, nor did the bees beeswax; all was changed. Nature, her lovers and her children, all in their way protested against the hideousness of those black tights, but what cared he that wore them? Had not press, public and decency, all in their time, endeavored to induce him to abandon them, and had they not all failed? so how could Nature and her gentle minions succeed? She couldn't. No argument less forcible than a club will ever succeed in cases of balletdemonia.

PORKOPOLIS NOTES.

"STAR."

THE run of the C. B. C. to Independence on the 15th inst. was one that will never be forgotten. The sun seemed to be doing all in his power to discourage cycling, for he beamed and beamed till, judging from our feelings, it would have taken a thermometer as tall as the Eiffel tower to have measured the intensity of the heat. Added to this the protracted drouth had dried up all of the springs and made the supply of drinking water so scanty that at several places we were actually refused a drink of water and did not get a drop until we were within a mile of our destination. And then the road! It seems strange that the State of Kentucky, which has some of the finest pikes in the country, should tolerate such an excuse for a highway; at present it consists of little more than two ruts through a lot of dust and loose macadam. When we were gathered about the dinner table Chief Consul High told that same old story, and we all laughed at the proper time—we never make a mistake on that story. The weather was so hot that we did not attempt any new tunes, but sang "There Were Three Crows." This, however, was not intended as any reflection on the genial Ed Croninger, who was one of the party.

THE festive Heidkamp has three saddles on his safety. The front one is for the accommodation of his five-year-old niece, and the rear one for his seven-year-old nephew, who climbs on after his uncle is in the saddle.

I HAVE been told that because I poked a little fun at their Little Tin God, the Crescent Wheelmen, who intended joining the L. A. W. in a body, have said that now they won't do any such a thing. That is really too bad, and I am so sorry that if they will only conclude to join I will agree to swear that "Teddy" can make a mile in two minutes, and can climb Sycamore Street Hill seventeen times without a dismount, and "oftener if necessary."

To those who have been accustomed to look on Andy Hanauer as a fancy rider only, his performance on the track at Nicholasville and at the Lebanon Fair were in the nature of a surprise. He won a first prize in both cases.

TEDDY" ALLSUP won the mile race at the Lebanon Fair in two minutes and some seconds. L. F. Benckenstein came in second.

THE Crescents run their twenty-mile club championship track race at Oakley, on the 29th inst., and as they are all hard riders some good time may be expected.

THE Athletic Cycling Club, on account of their starting from the Garfield monument when they go on club runs, have been nicknamed the Monumental Club.

THERE will be a meeting of the officers and representatives of the Ohio Division held at the rooms of the C. B. C., on the afternoon and evening of Saturday, September 28.

PENNSYLVANIA.

"ARIEL."

TWENTY-FIVE members of the Pennsylvania Bicycle Club have run upwards of 50,000 miles this season, an average of about 2000 miles each for the twenty-five, although some of them have ridden but 1000, while others have run up a greater proportion. The six leading men are as follows: J. H. Draper, 3835; B. F. McDaniel, 3833; S. W. Merrihew, 3389; F. K. Mears, 3131; C. T. Harvey, 2985; J. B. Young, 2462 miles.

THE Century Wheelmen have arranged with Mr. C. E. Carpenter to give dancing lessons to the members who desire to book themselves preparatory to doing the light fantastic at the sociables of the club this winter, of which they propose holding quite a number. The terms are very reasonable, $6.50 for a nine months' course. Century has probably one of the best houses in the city for entertaining the members.

THE Associated Cycling Clubs held their regular meeting at the club house of the Mount Vernon Wheelmen Tuesday night. The question of the race meeting this fall was agitated, but it was decided it is too late in the season for them to take hold, however, arrangements are now on foot by which a race meet will be given by outside parties, and among other things, the track at Belmont and Elm avenues, the Y. M. C. A. grounds, is to be put in first-class condition. It is thought this can be done with the expenditure of $75 to $150, and the money will be forthcoming. Should this be carried through, Philadelphia wheelmen will have the opportunity of witnessing a first-class series of races. It mought be.

DIAMOND STREET is now being paved with asphalt down to Front, and with the new asphalt extending on Oxford street west to Twenty-eighth, together with the work on North Broad street, we are gradually securing a great deal of good riding. Not only the wheelmen, but the citizens generally seem waking up to the necessity of better streets. The local press is doing its share towards keeping up the good work.

THE wheel rooms of both the Century and Pennsylvania will be enlarged next month. The present plan under consideration by the Pennsylvanias is to build back from the basement and utilize the roof of the addition as a place for entertainment during the winter, by combining it with the rooms on the first floor. It is thought it can be done by means of a canvas covering.

CHIEF CONSUL BOYLE is hard at work in the appointment of committees, for the division, to serve during the ensuing year. He is also taking active interest in the new road book, and has given valuable assistance to the committee in this work.

CHARLES WILSON, JR., of the South End Wheelmen, has made fifty miles on the asphalt paving around Passayunk square in three hours and thirty-five minutes this week. Mr. Wilson had had some hankering after a safety machine, but one or two heavy side falls while scorching convinced him that you could take a tumble from the safety as well as an ordinary, and like a wise man he sticks to his old love. Shake, Mr. Wilson, the writer agrees with you heartily. The oftener I ride a safety the oftener I come back to my light roadster and think I never enjoyed its rythmic motion so much as in contrast.

EMPHASIZING the above, and following out the line of reasoning adopted by the writer of the exceptionally able and interesting article on the subject of "Ordinary vs. Safety," in last week's *Wheel*, came a pratical illustration on Saturday night. Mounted on an English safety I left my house, and was just getting up speed when, as I was nearing Diamond street, I put on the brake (somewhat suddenly I suppose), and it being in common with most English safeties on the front wheel, up came the machine and over went I, landing on my face and hands. It is a wonder I did not break my jaw. Now had I been on my ordinary this would not have happened, for I should have been riding carefully, and the moral is that the safety rider takes chances that the other does not. The other point is that *all* safeties should have the break on the driver.

HARRISBURG, PA.

"CYC."

"WHEN you get to Downington you are to telephone" has become a by-word for us, and has afforded no little amusement during the past two weeks of rain. On concluding to make a century to Philadelphia on the 14th, and pending a decision as to the proper route (a Road Book not being handy) Chayne wrote Bert Galbraith of Milton who had made the run a few weeks ago. Promptly came the reply naming the route via Lancaster and also the towns that we would pass through (among them being Wagontown and Compassville of which I overheard Dampman say at York was the longest four miles that he ever rode) and further on in the letter came "Downingtown, where you are to telephone." Here was a puzzler, and it was some time before we could understand its meaning. In fact we are not clear on it as yet. We imagine that he meant that if we desired we could notify our friends in Philadelphia to send out a "coupe." Too much rain and the bad condition of the roads have caused a change in our arrangements and the trip is abandoned for the present, very much to our regret.

ANOTHER delightful run was made to Wheelton Park above Rockville Sunday last, where the boys saw with regret that their grounds were in a bad condition, having been occupied by Gipsies. They carried away all the cooking utensils and destroyed the spring.

JUST here I might say that we read with profit what L. A. W. 9840 says in last week's WORLD regarding the use of the Sabbath by wheelmen. When men are closely confined all the week, with no day but the Sabbath for their exercise and pleasure, they are apt to forget that it is a holy day, but as the Rev. gentlemen has said, it will still be pleasure to us if the proper regard for the day is maintained.

PROBABLY the last run of the Sunday series is set for the 7th of October Train to Hagerstown, Md., breakfast at the "Hamilton," wheel to Martinsburg, W. Va., where the club will be entertained by the parents of H. B. Gerhardt. Returning to Hagerstown for midnight train home. Fifteen names already grace the board.

ON the 24th, Messrs. Stone and Gerhardt made the run to Dauphin in 39 minutes, thus beating the record of 40 minutes made by this latter named gentleman.

PROVIDENCE NOTES.

"ELNOD."

THE many friends of Mr. C. E. Monroe will be pleased to learn of his safe arrival in San Francisco, where he has secured a position with the firm of Higgins, Devaney & Co., cycle dealers. Mr. Monroe was well known as an expert.

THE R. I. Wheelmen ran their annual club races on Friday afternoon at Roger Williams Park at 4.30. See racing columns.

THE annual 25-mile race for the L. A. W. State Division championship will have taken place, ere this reaches you, at Roger Williams Park.

MESSRS. HENRY F. CAMPBELL, Benj. Smith and Warren Copeland, all members of the R. I. Wheelmen, together with Mr. Herbert Thomas, unattached, left New York last Saturday morning on the Steamer Etruria for Liverpool The party have all ordered safeties, which will be waiting for them on their arrival, and upon which they intend making a trip through England, Scotland, Ireland and France, visiting the Paris Exposition, also other points of interest ere they return, which they expect will be in about eight weeks. The party left Providence for New York last Thursday night on Steamer Connecticut, and were given a send off by the club boys in form of red fire and the club cheer.

NEWS AND COMMENT.

THE annual meeting of the Middlesex Cycle Club, for the election of officers for 1889 and 1890, was held at the residence of Mr. F. K. M. Jones, Melrose, Mass., September 19th, a goodly representation of the members being present. They pledged themselves to have as many (if not more) pleasant runs in the future, as in the past, and the coming year promises to be a lively one for the members and their friends. The following officers were elected: Mr. F. K. M. Jones, President; Mrs. G. J. McArthur, Vice President; Miss M. Kirkwood, Secretary-Treasurer; Mr. E. P. J. Morton, Captain; Mr. J. Butcher, Lieutenant. A vigorous committee was also elected to arrange for runs, the prospects of a good, live year being thereby assured.

MR. W. H. BACON, of Newton, writes us: "It happened to be my good fortune to be in New York during the New York State meet. I was unable to attend the theatre party and the run next day, but I went to the dinner given by the Manhattan Club. I showed my League ticket to one of the members and he gave me his card and introduced me to the others. As soon as they found I was from Massachusetts they began to cheer, under the impression that I was from the Massachusetts Club. I was soon surrounded and was plied with questions. Did I belong to the Massachusetts Bi. Club? Alas, I was obliged to tell them no. I was soon presented with a badge and a souvenir of the Manhattan Club. I spent the whole of the evening there and a splendid time I had. Long live the Manhattans."

ILLINOIS has passed Ohio and taken fourth place in the list of League divisions.

THE Maine Central has issued excursion rate tickets to Portland to wheelmen during the League meet in that city.

THROUGH a purely mechanical imperfection in the exhaust valves, the first trial of the Boynton bicycle locomotive over the Gravesend (N. Y.) track was a failure. Another trial will be made this week.

WE had a very brief but pleasant call from Mr. W. R. Beckham, of the Illinois Cycling Club of Chicago. He has been doing England and the Continent for the past few months. "London and Paris are well enough, but give me Chicago," says Mr. Beckham.

BERT MYERS, of Peoria, it is said, has been offered $25,000 to circumcycle the globe on a unicycle.

MR. GUS E. VOGEL has been writing up a history of all the New York cycle clubs of past and present existence.

WE have heard it whispered that W. Van Wagoner, the "Newport wonder," will shortly figure as an inventor, and perchance a manufacturer. We cannot vouch for the authenticity of it as a fact.

TO-MORROW (Saturday) the Cambridgeport, Mass., Club will hold its twenty-five-mile road race. Carmen and Himeon will be among the starters.

It is hoped that Banker and Lumsden will meet at Peoria. If they do, our fancy will rather rest with the Western flyer.

The coming bicycle races will be the first important events given by the Boston Athletic Club, though two hare and hound runs were held in the spring, and a boat crew successfully manned.

The pamphlet issued by the L. A. W. on the "Improvement of Highways" is receiving attention from many sources ail over the country. A New York paper, speaking of the book, says: "It cannot be too widely circulated, for it contains articles on the making and care of good roads and on city pavements by experts, who not only urge the saving and the comfort of good roads, but show in detail how they are to be made and maintained. Every farmer in the country ought to have a copy put into his hands."

Arthur G. Collins' ("Pedals") address will, till further notice be No. 9 Rue le Verrier (Notre Dame des Champs), Paris, France.

"Cycling, Art, Energy and Locomotion" is the name of a book now in press. It is described as a series of remarks on the development of bicycles, tricycles and man-motor carriages. By Robert P. Scott; illustrated. We hope to receive advance sheets, and thus be able to review.

The Indiana Supreme Court has done wisely by deciding that bicyclists cannot be made liable for damages resulting from horses becoming frightened at their wheels, if such runaways occur while the bicyclists are riding upon the highway, and are doing nothing which shows a lack of regard for the rights of others.

F. B. Hesse will not race again this year. He still suffers from the fall he had at Albany, N. Y., last month.

Those who have met Lumsden on the path can scarce believe that in describing him he is spoken of as being "a weak, sickly lad" two years ago.

The racing season is not over yet, and the month of October will see many most interesting events.

Henry E. Ducker is in Springfield, Mass. The local paper stating the fact, avers that H. E. is "as much of a tournament crank as ever."

The Millbury, Mass., Wanderers give an eight mile road race to-morrow, Saturday.

The plucky Bay State Wheelmen of Worcester, Mass., want to try the tournament racket again in the spring. It takes more than a postponement to discourage them.

The New York Bicycle Club will have a hare-and-hound chase on election day.

The Washington, D. C., cyclers will give the biggest lantern parade ever held in the country on Oct. 8 next. Chief Consul Atwater will be marshal. Particulars later.

The Atalanta Wheelmen of Newark will lantern parade on the evening of October 10.

At the race meet in New Orleans, September 14, the first thing the band did was to play "Annie Laurie."

The Union run of Massachusetts Wheelman a week ago was the smallest turn out yet. Bad weather and heavy roads the cause of it. The party consisted of seven men in charge of Second Lieutenant McCausland of the Somerville Club. By the way, this live, hard riding club is already making arrangements for its grand annual ball which will take place in December.

The Casino school for lady riders in Brooklyn is proselyting many of Brooklyn's fair daughters to the pleasure of the safety.

We learn from the New Orleans *Picayune* that Mr. M. O. Springformerly of St. Louis, Mo., has been entering races in New Orleans under the name of Burt Sprigg. He was found out, and so had to withdraw. He joined the League under the alias, as his amateur standing was not according to League rules.

Amateurs will do well to remember the fate of Mr. E. Danchey, who sold his prizes which he won in races, for cash, and pocketed the proceeds.

Dan Canary has joined the "Two Macks Specialty Co.," and will for a time travel with that theatrical combination.

The New York and New Jersey Wheelmen's Bowling League, which was such a success last season, will reorganize for the season of 1889-90. A schedule of games will be decided upon this week.

The New York *Sun* describes Tom Roe as "chief of the Chicago Bicycle tribe." Mr. Roe is reported as having arrived in Los Angeles. He left San Francisco for Chicago on his bicycle Saturday noon, Sept. 21.

R. H. Robson of Salem, Mass., was run into by one of two teams which were racing on Ocean avenue near Swampscott last week. The horsemen are unknown.

Correction.—In our report of the New York Division meet we stated that Miss Lyford was presented with a floral device of the *League Emblem*. We should have stated the device was the New York Club badge, and it was given entirely by the members of that club.

Chief Consul Emery writes us: "The North Easton (Mass.) Wheel Club, while on their way to Whitman last Sunday, stopped at a drinking fountain in Brockton and were ordered to move off by a policeman, though they were standing in the street at the time, and my account says acting gentlemanly and making no noise. The officer refused to listen to a word of expostulation but abruptly ordered them to move on. I am investigating the matter, and if there is no claim other than they were wheelmen standing in the street, I shall complain to the Mayor and try to make it warm for that officer. It seems that careless sidewalk riding knocked a woman down and broke her leg in that city and the officers are trying to take revenge out of all cyclers."

ROAD HOGGISM IN MALDEN, MASS.

As a party of ladies and gentlemen of the Middlesex (Mass.) Club, in charge of Mr. Joseph Butcher and Mr. McCune, were riding quietly over the roads of Malden last Sunday they were overtaken by a couple of men in a buggy. These individuals had just enough liquor down to make them see sport in running down a cycler, either lady or gentleman. The cyclers gave the coming carriage plenty of room to pass, but the driver shouted that if the cyclers "didn't get off the road he would run them down," after which announcement the driver proceeded to carry out his threat.

Mr. McCune, who was riding last with a lady, managed to get his companion out of harm's way, and by jumping himself escaped the buggy wheels. Not so lucky was Mr. Bordman, a guest of the club, who, though he managed to save the ladies he was with got knocked down himself and was badly shaken up and bruised. The signal was at once given and Mr. Butcher returned to the scene of the trouble, and there found the loafers abusing the cyclers in offensive language. The buggy men then lashed up their horse and started down the road at a top pace. Mr. Butcher put after them, and at the Boston and Maine crossing on Pleasant street he caught them. The gate was down and Mr. Butcher managed to slip under the gates and rode down the road until he found a policeman. With this official he returned and demanded the arrest of the road hogs, when to Mr. Butcher's surprise they denied all knowledge of the affair. Luckily a couple of gentlemen who had seen the whole thing, came along in a buggy just then and identified the men. The whole party then proceeded to the station house and the names of the offenders were taken. These are Peter Igo, of 366 North avenue, North Cambridge, and P. F. Brashnahan, Station Agent Boston and Maine Railroad, Lake street station, Arlington, Mass. Warrants were sworn out Monday, and the men will have to answer next Saturday. The L. A. W. will follow the case up and pay expenses. Well done, Mr. Butcher, and bravo for the L. A. W.

THROUGH GERMANY.

(BY A MEMBER OF THE "ELWELL PARTY.")

Concluded.

The next day's ride brought us to Wurzburg, which is one of the quaintest old places we saw, with its large fortress and high towers, but as it rained quite hard, we did not go around much, but took the train for Nurnburg.

On the train we met a gentleman from Nurnburg, who had spent nine years in London, and who spoke very good English, and he gave us some very valuable information in regard to the surrounding country, and also the German side of the Franco-Prussian war, which was very interesting.

As we came near to Nurnburg we passed the factory of Hillman, Herbert & Cooper, the great Coventry makers, who also have a branch here, as well as Faber's lead pencil factory. On arriving in the town, we searched for a hotel, but they were all full, and we were obliged to divide the party, some of us taking rooms in a private house.

Your correspondent being one of the lucky ones secured a room in a hotel, and while enjoying his daily sponge bath, the chambermaid entered the room without any ceremony and coolly asked if he wished any more towels, and on receiving a reply walked around the rooms leisurely, and then went out as though she were accustomed to such sights.

The next day we spent in looking over the city, and among the curiosities we saw some old instruments of torture, and being on the ground where they were used made them all the more interesting.

Here our party divided for the first time, some wishing to stay longer and others wishing to go to near-by places, so the following morning one section took the train for some distance in order to



Chicago, Ill., Sept. 10th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.:

Gentlemen:—As I have now had my Eagle nearly a month, I thought perhaps you would like to hear from me.

The machine came to hand neatly crated, in good order, and in spite of prophecies that it would be a week before I should be able to mount and ride a block, I rode it over fifty miles before I had had it in my possession twenty-four hours. In fact so quickly and completely did I obtain mastery of the machine that I decided to spend my vacation in the saddle, and just one week after its receipt I mounted, bag and baggage, and headed for Kansas City.

I rode the entire distance, 611 miles, by my cyclometer, in 10 days. My route carried me over every imaginable kind of road, through mud, dust, sand and loose stone, up hill and down. Oh! such hills. The roads over them mostly clay and amply spread with loose stones, tree stumps, etc., often badly gullied by heavy rains. Over such hills I drove my Eagle. To say that I am well pleased with it is to "put it mildly." After a short stop in Kansas, I continued my trip by wheel and rail through Missouri, Kansas, Nebraska, Iowa and Illinois, back to Chicago. To sum matters up I have had my Eagle less than a month, during which time it has carried me over more than one thousand miles of Western roads and that without the breaking of a single part. Except for torn and jagged tires the machine stands to-day *apparently as good as new*.

The fact that I never mounted a wheel of *any description* before June 15th this year, am of very slight build (6 feet and only 135 lbs.) and have never before given my attention to athletic sports, speaks well for the easy-running qualities of the Eagle.

Push your wheel, Gentlemen. Your principle is O. K. Keep up your reputation for good material, careful workmanship and honest dealings and the Eagle will surely rise.

Wishing you all possible success, I remain,

Yours,

T. V. Wilson,
Chicago, Ill.

Illustrated Catalogue Free.

The Eagle Bicycle Mfg. Co.,

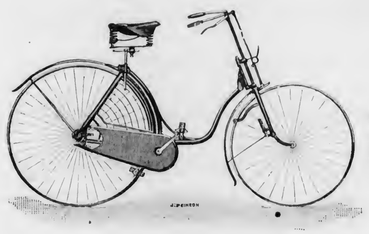
STAMFORD, CONN.



THE SWIFT SAFETY TO THE FRONT.

G. M. HENDEE, at Hartford, Sept. 4th, beat the Safety record for one mile. Time, 2.41 1-4.

G. M. HENDEE rode a **SWIFT SAFETY.** The previous record was 2.46, which, by the bye, was made on a SWIFT SAFETY.



The first Century ever made by a Lady bicyclist.

On August 25th, Miss Maggie Kirkwood, of Maplewood, Mass., rode 101 miles and 3-4 in one day on a **SWIFT LADY'S SAFETY.**

THE SWIFT LEADS THE WORLD.

COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - - - - - BOSTON, MASS.

WE HAVE A FEW

Second-Hand Safeties taken in exchange for NEW PREMIERS, that we will sell to First-Comers at Exceptionally Low Prices. They include Victors, New Rapids, Humbers, Rudges and Rovers, all in First-Class order. No List. Write us what you want and we can supply you at a Satisfactory Figure.

Don't Forget to ask for a Premier Catalogue if you have'nt got one.

LLEWELLYN H. JOHNSON,

SOLE IMPORTER PREMIER CYCLES,

401 & 403 MAIN ST., - - ORANGE, N. J.

avoid bad roads and others wrote letters and looked the place over more thoroughly. Those who started out on the train went as far as Pegnitz, from where they mounted their wheels and rode through some of the most beautiful rolling country seen on our tour. It was through the kingdom of Saxony, and the grain all being ripe and the roads in splendid condition, we thoroughly enjoyed ourselves. There was not a half mile of level road in the whole day's run, but the hills were not long and we were able to climb most of them.

We stopped at a city of about 30,000 population for the night, having made about 86 miles during the day and continued the next morning to a small manufacturing town, where the rain overtook us, and we took train for Dresden.

At Dresden we saw some of the ware for which it is noted, and also the art gallery, which ranks next to the Louvre at Paris, and took a ride out of the city to a place called the "Bastei," which is a large basaltic formation rising out of the river Elbe to a height of 650 feet. We ascended, and were rewarded by a fine view of the surrounding country.

Our party was once more united, with two exceptions, Breed having gone to Bayreuth from Nurnburg, and Hicks having stopped there as we rode through.

The next evening we rode to a small town 35 kilos from Dresden and stopped for the night, hoping to make Potsdam, 125 miles, the following day.

While here Schneider visited a barber shop, and during the usual conversation the barber asked if he were English, to which Mr. S. quickly replied that he was not, and told him that he was an American, which surprised the barber so that he dropped his razor and held up his hands in astonishment, and at the same time exclaiming "Himmel!"

The next day did not prove to be the kind we desired for a long run, as it blew a regular gale in our faces as we started, but we pushed on in hopes that the wind would die out, but instead of that it increased until it was all we could do to keep moving. We endured this until 3 P.M., when we stopped at Juterbog, having made only 68 miles.

The roads over which we rode from Dresden were equal to any in France, and the country was as flat as a table, and if the wind had not blown so, we would have beaten the record made on the Elwell tour of 106 miles, nearly all of us being on that ride.

As we entered Juterbog we passed through a bunch of fifteen windmills all in operation, it being a splendid day for them.

The next morning we took train for Berlin, and disposing of our wheels trained to Potsdam and visited the Royal Palace, and strolled around the park; returning to Berlin we visited a great many places of interest and saw some of the fine statues and buildings which are quite plentiful. We spent our time very profitably here, and took the night train for London via Flushing and Queensboro, where we arrived after a ride of 24 hours.

From London, Kirk, Schneider and Cooper join the Mecredy Camping Tour in Scotland; Dan and Wm. Krumm and S. L. Breed go to Liverpool and sail for home, and W. E. Hicks, being a "citizen of the world," is undecided as to which way he will turn next.

There was one thing which attracted our attention particularly, and that was the care which is taken to keep the roads in repair. As we were riding outside of Frankfurt am Main we met men at work repairing the road. So far as we were able to see, there was nothing the matter with it, and it was equal to almost any of the Orange roads, but it did not suit them and they were tearing it up and were relaying it, having about 50 men and a steam roller at work. This is noticeable in all sections; at one time we passed through a small country village and the same operation was going on, this time on what an American would call a grand piece of road. If our government took half as much trouble to maintain good roads as Germany does, we would double the number of wheelmen in a short time.

Germany has a large number of wheelmen, and I am told that the "Deutcher Radfahrer Bund" has a membership of 22,000.

15664.

SUNDAY RIDING.

Editor Bicycling World: Grant me space to protest against the illiberal sentiments of the "prominent Chicago gentleman" whom you quote in your 6 September edition. Sunday tours "hurt" his bigoted soul, but his theological views have not made him courteous nor honest. Otherwise, this "prominent" Lake City man would not characterize Sunday riding as "modern ruffianism." His narrow views are as bad as his English when he "remembers the splendid (*i. e.*, shining, heroic, illustrious) men" who preferred Sunday loafing to Sunday riding. You know, Mr. Editor,—indeed who does not know?—that the majority of wheelmen have little or no opportunity to ride except on Sunday. He who would deny them the privilege of Sunday riding is a bigot, with the spirit of the Inquisition, and, moreover, a small-minded man or a dishonest man if he does not concede that the healthfulness and the scenes and the impressions of country riding on Sunday are conducive to good morals.

I write this protest in behalf of many moral and well-behaved young men who ride the wheel on Sunday ("sinners" that they are), and thereby store up enough energy and good spirits to sustain them during the following week of toil at desk, bench or counter. Not only are they not "ruffians," but they have that morality which is not always found in young men who do not exercise in the open air, even though the non-exerciser spends his Sundays in church pews.

Respectfully yours, EDWIN H. BACON.

San Francisco, Sept. 17.

BOSTON IS NOT THE FIRST.

Editor Bicycling World: In the WORLD of September 6 you say that "bicyclers, for the first time in this country, are taxed in Boston." If you mean bicyclers, instead of bicycles, I think you must be right if they are taxed as real estate or personal property, but if it is a poll tax it doesn't seem necessary for them to be bicyclers. If on the other hand you mean "bicycles are taxed," etc., then you are mistaken, as in Colorado Springs I and other wheel owners paid a tax on our wheels in 1887 and 1888, and I suppose the wheelmen who are there now still pay taxes on their wheels. Bicycles are valued at $25, and my tax amounted to $1.81 (instead of 81 cents, as in Boston). It was divided into State, county, school and military tax.

There is also an ordinance against sidewalk riding in Colorado Springs, punishable by a fine of $10. I know of two wheelmen who paid the fine. We also had a lawsuit with a road hog which we won, said road hog coming out about $75 loser.

E. E. KNIGHT, No. 8817.

Greenwood Springs, Colo.

IMPORTANT TO BALTIMOREANS.

THE following circular has been sent to all the Baltimore, Md., cycle clubs:

Gentlemen—I have just had an interview with Mr. Frank Brown, of the Maryland State Agricultural and Mechanical Association, and the prospective Executive Committee of the new association. It was their view that 1000 members would be enrolled during the next week. I clearly see that if the cyclists wish to derive the benefits and to have Pimlico the great track and centre it would be to their interest to become members of the new club at once, as should they secure 1000 members this week there will be an initiation fee for all over and above.

I would advise any club or individual cyclist to receive the benefit of the scheme by signing now at the regular dues ($25). A new track will be built inside the mile track for cyclers. It is proposed to keep the exposition as well as to have amusements of all descriptions during the entire year, and members will be entitled to all privileges on the ground.

All members that have paid in their dues before the twenty-second of October will have free admission to the four days' meeting, commencing October the twenty-second.

No doubt a cycle race could be entered as one of the attractions during the October meeting, if arrangements can be made at once.

The above project will insure "beyond a doubt" the improvement of Pimlico avenue drive, and open up an electric railway to the grounds.

Any information regarding the above can be had by addressing

Yours truly, A. J. FRANK,
L. A. W. 22,377.

212 and 214 West Baltimore street, Baltimore.

THAT PASSAIC TRACK.

Editor Bicycling World: In last week's issue Mr. "Hawkshaw," of New York, takes it for granted because fast time was made that the Clifton race track, on which the Passaic City Wheeling and Athletic Association ran their recent meeting, must be short of the distance claimed (three-quarters of a mile). Among other wild assertions he claims that the track could not possibly be put in shape for such fast time just because he had seen it when wheeling would be slightly at a disadvantage on its surface, which was then probably adapted to running horses.

The facts about the fast time at this meeting are exceedingly easy to get at. Ordinarily the surface is of sand about four inches in depth, but with the generous assistance of the owner, Mr. Engeman, and the track Superintendent, Mr. Clare, the Games Committee had this sand removed and a hard clay surface exposed, which, combined with the facts that the track is a three-quarter-mile, affording two opportunities to pass the grand stand in the mile, and

the easy turns of so large a track, make it not at all remarkable that the time for the mile, with such men entered as the list exhibits, should get as low as 2.37 3-5.

Although the track is measured three feet from the pole the surface was not rolled any nearer than that to the rail, and the best riding was at four and one-half feet distance, and all the riding was done at that distance or further from the pole.

The clay foundation of this track when scraped and rolled as it was August 31st makes a surface which cannot be excelled for wheeling and "Hawkshaw's" attack would have been turned to praise could he have seen the track on that day, and removed the impression his former acquaintance with the track had produced.

This track will be available for the association for their meetings and can be put into equal or better condition in two days, so that with the proper class of entries and the time limit rule adopted and operated so successfully at Hartford, nothing can prevent Passaic's lively organization from hanging a record or two at her belt at the future meetings.

The class of men employed as timers and general officials for our meeting precludes any possibility of inaccuracy of timing, and the exceptionally good time made in the athletic contests on the track speaks volumes for the quality of its surface.

In conclusion, as a member of the club and one interested in fair sport, I do not desire that our club should claim fast time or good records unfairly made, but stand ready to furnish affidavits certifying to the full length of the track and a history of its measurement. It is asserted by a member of the commission who measured the track, after it was entirely completed and had been run on, that the track at three feet from the rail is twelve feet over three-quarters of a mile, which, if true, makes the measurement at eighteen inches from the rail nearly three feet over the distance. It would be well if some of these critics would not do so much guessing but have more facts at their command before sailing into the promoters of an unexpectedly successful meeting. W. E. S.

[We have several letters of the same tenor, but one will suffice.—ED.]

CHALLENGE.

THE Genesee Bicycle Club of Rochester, N. Y., challenge any club in this State between Syracuse and Buffalo inclusive, to a road race starting from the Parade House, Buffalo, at 10 o'clock, A. M., October 15th, and finishing in Rochester (distance about 75 miles) for the championship of Western New York, 1st and 2d prizes equaling two thirds and one third respectively, the value of entrance fees, which will be ($15.00) fifteen dollars for each club entering a team. Teams to consist of six men, members of one club. Entries close October 12th. For further information address:

GORDON S. MONTGOMERY,
10 Graves street. Sec. Road Race Committee.

MEETING OF THE MARYLAND DIVISION BOARD OF OFFICERS AT BALTIMORE, MD.

AT the regular meeting of the board of officers of the Maryland Division, Chief Consul Mott presiding, held at 340 North Charles street, Baltimore, Md., the subject of a State road book was discussed. A communication from the road book committee of Pennsylvania was read and placed in the hands of the Chief Consul. [illegible]. Le Cato and S. T. Clark were elected delegates to attend the [illegible]ing of the National Assembly which takes place in February, [illegible]robably in New York. Owing to the absence of G. W. H. [illegible]e routine business was dispensed with.

RHODE ISLAND DIVISION.

[illegible] meeting of the Rhode Island Division was held last [illegible]ember 21. The Treasurer's report showed a balance [illegible]$174 95. The membership of the division numbers [illegible] the division an additional member on the Board of [illegible]ads Improvement question got plenty of attention. This gives [illegible]portant subject engrossed much of the time of Officers. The Ro[illegible] tion, in fact this im[illegible]mes L. Spiers as delegate to the National [illegible]the meeting. [illegible]onsul Davol and Vice Consul Cooke, dele[illegible]

THE annua[illegible] Saturday, Sep[illegible] in the bank of [illegible] 310. This gives [illegible] Officers. The Ro[illegible] tion, in fact this im[illegible] the meeting.

The board elected Ja[illegible] C. Newell was elected member of the Assembly, with Chief C[illegible] the Chief Consul then announced the gates ex officio. George [illegible]s: Financial Committee, and [illegible]vol, Vice Consul Cooke, George C. standing committee as follow[illegible] and Privileges—Joseph C. Ely of Finance—Chief Consul Da[illegible]rren, Dr. J. Howard Morgan of Newell of Pawtucket. Rights [illegible]oke, Charles H. Howland, James Providence, C. B. Mason of Wa[illegible]ng—Passed. Improvement of Westerly. Touring—George L. Cc[illegible] L. Spiers, all of Providence. Raci[illegible] local Consuls as appears in Highways—Passed.

The Chief Consul also announced th[illegible] our official columns.

ANNUAL MEET OF THE MICHIGAN DIVISION L. A. W. AT YPSILANTI.

THE annual meet of the Michigan Division L. A. W. was held at Ypsilanti, Mich., on September 20th. The morning opened inauspiciously with a cold, drizzly rain, but this only held out for a short time, when the clouds broke away, leaving the roads in splendid condition. At 1.30 the wheelmen congregated in front of the Opera House, where an address of welcome was delivered by Mayor Putnam. After this a procession was formed, which rode to the fair grounds, where the races took place.

At night there was a lantern parade, a short business meeting, a banquet and a hop, which terminated the day.

J. E. Beal, of Ann Arbor, was elected Delegate to the National Assembly, and H. M. Snow, of Detroit, was elected Auditor.

The Michigan Division now has a membership of 425, and stands ninth in the list of States. This is a good showing, considering the branch was only organized on May 30, 1883. Net assets in 1888 were $13.26, they are now $424 54. Through the efforts of the League, machines are now carried free on all railroads, provided they are accompanied by their owner. This year the division will pay $50 on expense of the delegate to the national meeting.

Account of the races will be found in the racing column.

NOTICE OF ASSIGNMENT.

THE Springfield Bicycle Mfg. Co. have made a voluntary assignment to Augustus Russ and Charles E. Pratt, attorneys, Boston, Mass., for the benefit of their creditors. The company has been successful during its three years of existence, but the heavy expense of building a new factory, together with the lateness which their machines were placed on the market this season, necessitated unusual expenses, and it was thought best at a stockholders' meeting, held Sept. 18, 1889, to make an assignment. The company have a good sized factory at Highlandville, Mass., equipped with modern machinery, and it is hoped that a new company will be formed to carry on the present business.

J. B. MCCUNE, President.
HERBERT BARROWS, Treasurer

We have accepted the above named assignment, and enclose a copy of the same, and as it is desirable for all parties interested that the cost and delay of proceedings in insolvency should be avoided by the assent of a majority of the creditors, we hope you will return this assignment with your assent without delay, to Augustus Russ, 20 Pemberton square, Boston, Mass.

AUGUSTUS RUSS.
CHARLES E. PRATT.

COMING EVENTS.

AT BOSTON, MASS.—The coming 25-mile and 12 1-2-mile road races, to be held October 5 under the auspices of the Boston A. A., promise to be most interesting events. The route for the 25 miles has already been printed in our issue of the 13th, and below will be found the course for the 12 1-2-mile race: Starting from club house, L Boylston street, R Chester Park, L Commonwealth avenue and Beacon street direct to Reservoir, bearing L past water works, around further basin out through main gateway, L Chestnut Hill avenue to Brighton, taking street which passes in front of fire engine house, R Cambridge street to Allston, R Brighton avenue, R. Babcock street, L Harvard street to Coolidge Corner, L Boulevard, Beacon street, Commonwealth avenue, R Chester Park, L Boylston to point of starting at club house; subject to few minor changes.

AT BRISTOL, CONN.—On Oct. 1 a tournament will be held at Bristol Fair Grounds, and the following events will be run and prizes given:

One mile, open: 1st, pair of pearl opera glasses; 2d, engraving, "The Horse Fair;" 3d, fountain pen. One mile handicap, for Bristol riders: 1st, gold Dueber case watch, open face; 2d, engraving, "The Life Boat;" 3d, League ball and bat. Three mile, lap: 1st, gold, Dueber case watch, hunting case; 2d, steel fish pole; 3d, pair sleeve buttons. One mile safety: 1st, rifle; 2d, steel fish pole; 3d, four-in-hand tie. One mile, 3.20 class: 1st, etching, "Twilight;" 2d, marine clock; 3d. Trenton, open face watch. Fifty yards, slow race: 1st, gentleman's dressing case; 2d, traveling bag; 3d, pearl handled knife. One mile, open handicap: 1st, double barrelled shot gun; 2d, silk umbrella; 3d, 1-2 dozen linen handkerchiefs. One-half mile, run-and-ride: 1st, pair of opera glasses; 2d, pearl scarf pin; 3d, small clock. Special prize: A diamond scarf pin will be given to the winner of the fastest half-mile run in any event, the first half-mile of the handicap races excepted. All races are for amateurs only, and are to be run under rules of the L. A. W. A time limit may be placed on any race. Excursion rates on N. Y. and N. E. R. R. Admission to fair and grounds, 25 cents. Grand stand, 25 cents extra. If you ride, enter in some of the races; if not, come and take in the fair and see the fun.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

AT LEXINGTON, NEB., Oct. 9.—On page 603 will be found a complete programme of the tournament to be held at Lexington, Neb. (formerly Plum Creek). There is no use talking, for enterprise and pluck you have got to go West to find it. What place of 2000 inhabitants in the East would have enough energy and enough cyclers to put $1000 into a bicycle track? Read the following taken from a personal letter, and cease to wonder at the success of the West: "We have a thriving little city of some 2000 inhabitants, and boast of the second largest club in size in the State. Our bicycle track, four laps to the mile, has been built and is owned entirely by members of the club. We have spent $1000 on it already, and think we have the finest bicycle track in the State."

Now we claim a club and community of the size of Lexington, which can do as above, can and *will* give a high old time to those who are lucky enough to be their guests. We again call attention to advt. on page 603.

AT WILMINGTON, DEL.—The Committee in charge of the Wilmington Wheel Club's 25 mile road race, to be held Saturday, Oct. 19, 1889, are rapidly getting things in shape, and the outlook is very bright for one of the greatest races ever held. The following, among others, have entered or are expected to enter: Gerwing of Denver, Van Wagoner of Newport, H. L. Bradley of Brooklyn Bi. Club, T. J. Hall, Jr., and W. F. Murphy of Kings County Wheelmen, and Messrs. Dampman, McDaniel, Merrihew and Elliott of Wilmington Wheel Club, while efforts are being made to have some of the Chicago and St. Louis cracks come on. The prize list is already large and is being added to every day. It includes a Victor Light Roadster bicycle from the Overman Wheel Co., a Columbia Light Roadster bicycle from the Pope Mfg. Co., a second-hand bicycle from the Philadelphia Cycle Co., $10 in cash from Hart Cycle Co. (to be invested in a prize at the discretion of the Committee), Signal Cyclometer from Strong & Green Cycle Co., cyclometer or rat-trap ball pedals from Gormully & Jeffery Co., tennis racquet from F. M. Dampman, and prizes yet to be selected from the Springfield Bicycle Co., Kirk Brown, E. K. Tryon, Jr. & Co., Sweeting Cycle Co., V. R. Pyle and Bertolette Bros. The maker of the fastest time will have the first choice of prizes, the first man in the second choice, the maker of the second fastest time third choice, and the remainder to the men as they finish, each man taking his choice of the prizes that are left. No one, however, shall receive more than one prize.

The time limit of 15 minutes and the fact that the best men of the Wheel Club will be placed on scratch should be a guarantee that the visitors will be treated fairly in the handicaps.

It is hoped that all visiting wheelmen will arrange to stay over the Sunday following the race, and the Wheel Club will endeavor to show them a good time.

AT PEORIA, ILL.—The dates for the great meet, Oct. 4 and 5, are drawing near and a few final words will be in place. The total value of the prizes will aggregate $1500—full list published last week. That list of prizes is bringing in entries from the best men in the country: Lumsden, Thorne, Banker, Hendee, Tuttle and Meyers will be there, and other prominent racing men have been heard from.

The run to Prospect Hill is simply grand—sand-papered roads, long, elegant coasts, and a run that all visiting wheelmen should not fail to take in.

There will be runs for scorchers and runs for stayers. The smoker will be a feature and clubs are requested to send along their "official liars" to compete with Peoria's champion. Eh, Bates? The girls of Peoria and Chillicothe are just counting the days. Peoria is a fine city, good hotels which give special rates and first-class accommodation. On Sunday, October 6, a special service for wheelmen will be held in one of the churches. The Reception Committee will be on hand and meet you at the depots. Bring your L. A. W. ticket, bring your wheel and don't forget to bring yourself. Good sailing and fishing on the lake for those who like that kind of sport. Come one and all and you'll not regret it.

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.]

AT WORCESTER, MASS., Sept. 18.—Postponement is usually a bad thing for a tournament, and while the Bay State Bi. Club saved itself from loss, still what little it did gain should have been much larger. As it was the day was showery and the track bad, but a second postponement was deemed unwise, and so the races were run. The races were excellent, and had they been run as originally intended the attendance would have been large.

One mile novice, H. B. Hathaway, one; Jno. Olson, two; time, 3.45 1-2.

One mile safety novice, Fred I. Johnson, one; J. Kenworthy, two; time, 3.57.

Two mile Worcester Co. Championship, James Wilson, Jr., one; J. F. Cronin, two; time, 7.15 3-4.

One mile open, P. J. Berlo, one; W. A. M. Scott, two; time, 3.27 1-2.

One mile match, C. Fenner, one; J. Wilson, Jr., two; time, 3.36 4-5.

One mile safety, E. A. Bailey, one; P. J. Berlo, two; time, 4.10 1-2.

Two mile team, Milbury Wanderers, Fenner, Cronin and White, 74 points, one; Bay State Wheelmen, Wilson, Brown and Benson, 68 points, two; no time.

One mile safety handicap, C. Benson, 150 yds., one; W. Aldrich, 150 yds., two; time, 3 21 3-4.

Three mile lap race, P. J. Berlo, 16 points, one; C. Benson, 11 points, two; no time.

IRVINGTON-MILBURN, N. J.—The match race between W. Van Wagoner and W. Murphy, Saturday, September 21, proved to be a most unsatisfactory affair. A cold, strong wind was blowing, making it anything but pleasant for contestants or spectators. There were scarcely a hundred spectators present. The distance was 25 miles and this match was the outcome of the race on last Decoration Day in which Murphy beat Van Wagoner.

For the first five miles after the start both men kept close together, then Van Wagoner began to forge ahead of Murphy, and on the second turn at the Irving Hotel was leading by 500 yards. The first ten miles were covered by Van Wagoner in 34 m., Murphy half a minute behind. After fifteen miles had been ridden Murphy began steadily gaining on the Newport lad, although the latter was riding in fine form. When they made the last turn beyond the hotel and started to ride the last two and one-half miles they were neck and neck. Both began to spurt about a mile beyond the hotel, and try as they would neither could break away from the other. Before reaching the finish they ran against one another, Van Wagoner getting the worst of the fall which resulted. Murphy crossed the tape a safe distance ahead of Van Wagoner in 1h. 36m. 30s., but the latter claimed a foul, which was allowed, and he was awarded the race and the medal. The result of the race was very unsatisfatory to many and the chances are that another race under similar conditions will be arranged for some future date. The course was in fine shape but for the wind and dust. The best time on record is that of Kluge in 1888, 1 hour 30 minutes.

AT PROVIDENCE, Sept. 25.—As we go to press a despatch was received stating that W. Van Wagoner beat Mott Scott in the 25 mile Rhode Island championship race. Time given in despatch, 1h. 18m. 15s. [If the above time is reported correctly, we think, after a hurried examination, that it is amateur record in competion.—ED.]

AT NEW YORK, Sept. 21, under the auspices of the Manhattan Athletic Club.—One and one-half mile bicycle handicap race.—Trial heats; first and second men to ride in final; six men in each heat. The first heat was won by A. C. Banker, Berkeley Athletic Club, scratch; second, C. W. Murphy, Kings County Wheelmen, 40 yards. Time, 4.40 1-5. The second heat proved to be a tie between J. G. Brown, New Jersey A. C., 60 yards, and J. B. Bowman, New Jersey A. C., 65 yards. Time, 4.50 2-5. The third heat also ended in a dead heat between F. B. Hesse, New Jersey A. C., 55 yards, and Jno. Schaefer, Berkeley A. C., 35 yards, crossing the line together. Time, 4.45 1-5. In the final A. C. Banker found it impossible to overcome the handicaps he had against him. J. G. Brown brought up the rear up to the last lap, when he spurted, winning by ten feet in 4.36 4-5; F. B. Hesse was second and A. C. Banker third. Banker's time was 4.39 3-5.

AT DANVILLE, PA., Sept. 21.—The club race for the championship of the Danville Bi. Club was held on Saturday, Sept. 21, at the 19th annual exhibition of the Montour National Driving Park and Fair Association, with four competitors for three medals, of which H. G. Weidenhamer took first, Ernest C. Rogers second,

and John McClure third. The race was run in the rain and a heavy head wind.

AT YPSILANTI, MICH, September 20.—The following are the results of the races at the annual meet of the Michigan Division L. A. W.:

Half-mile open, in heats—The first heat was won by C. F. Moreland; Gus M. Jones, second; time, 1.28 1-4. The second heat was won by W. J. Marr; Gus M. Jones, second; time, 1.26 4-5. The third heat was won by W. J. Marr in 1.30 1-2; Gus M. Jones, second; giving Marr the race, with Jones second.

Half-mile safety—First heat won by F. N. Bovee; T. C. Collings, second; time, 1.34 1-5. Second heat was by T. C. Collings; F. N. Bovee. second; time, 1.29 4-5. Third heat won by T. C. Collings; F. N. Bovee, second; time, 1.31 1-2.

Half-mile boys' race—Won by Bert Rolling; time, 1.59.

Half-mile tandem—Won by Geo. E. Lane and W. J. Marr; time, 1.57.

F. N. Bovee and Chas. Krobler took several falls in this race. They were leading by forty yards at the time. The tandem bicycle was badly broken.

Three-mile State championship—This race was the leading one of the meet and was contested for by the best men in the State. It was won by Geo. E. Lane; R. B. Hain, second; W. J. Marr, third. Time, 10.11 1-2.

Next in order was the twenty-eight and one-half-mile road race to Saline, thence to Ann Arbor and return to Ypsilanti. There were four contestants. Dennis Marshall came in first; Geo. Kebler, second; F. Bovee, third; H. Ridley, fourth. Time, 2.05.30.

The hill-climbing contest was won by Frank Bovee.

AT SEDALIA, MO., Sept. 19.—Track.—Sedalia is rapidly coming to the front as a racing centre, and races are almost of a monthly occurrence. The following events were run off Sept. 19, in the presence of a large crowd, among which were a number of ladies:

One-half mile handicap, F. E. Hoffman, one; Joe H. Kelly, two; time, 1m. 39s.

One-half mile, hands off, F. E. Hoffman, one; Joe H. Kelly, two; time, 2m. 6s.

One-half mile team race was very exciting, and was won by Kelly's team, after a grand struggle, in 1m. 44 1-2s.

One-quarter mile consolation, Harry Miles, one; Harry Moss, two; time, 53 1-2s.

Hoffman is now the fastest man of the Sedalia Cyclers, having scored the best time yet made by them. A number of others show marked improvement, and under the careful guidance of Secretary-Treasurer Kelly the crop of Central Missouri racing men promises to be large and fast next season. E. W. Quisenberry acted as starter, Will Krigler, timer; Randolph Daniels, referee; J. B. S. Lynch, judge.

AT BOSTON.—Twenty-five mile tandem road record. On the 22d September W. S. Doane and A. P. Benson, of the Dorchester Club started from the Boston Athletic Clubhouse, over their 12 1-2 mile course, to make a tandem road record for the United States. As this is the first time that any run of this kind has been made on a tandem, this will stand as record. A. D. Peck, Jr., N. Ethier of the Boston Athletic, and William Chick of Minneapolis were timers. At 8.22.24 Doane and Benson mounted their tandem safety and started with a pace maker, who was unable to keep up with them, but they continued on and were checked at Chestnut Hill Reservoir. Their first round they succeeded in making in 46m. 40s. On the second round they were paced by C. C. Anthony of Taunton, and made the last round in 47m. 33s., or 1h. 34m. 13s. for the 25 miles. Dr. W. H. Emery checked the second round at Chestnut Hill. The roads for most of the distance were good, but the wind was blowing for 18 miles dead against them, which delayed them a great deal. Benson and Doane and Anthony came in on spurt at the finish, neck and neck. Several noted wheelmen were present, and were very much surprised at the fresh condition of the tandem riders. The tandem used was a road wheel geared to 57 inches. Under favorable conditions and with fresh pace makers at every five miles, Benson and Doane are positive that they can run under 1 hour and 25 minutes.

AT DETROIT, Sept. 20.—"The meeting of the Michigan Division of the L. A. W. was held Sept. 21, at the D. A. C. Club grounds. All the races were close. Donaldson, D. A. C., won the one mile novice race in 3.19 1-2, and T. Howard Tuttle, J. C. C., the three mile open in 9 02 2-5. In the one mile State championship race, George S. Smith, F. B. C., won the first heat, and George L. Lanes, D. A. C., the second heat and race in 3.16 1-5. The first heat in the 3.20 class was won by D. Marshall, St. J. B. C., in 3.17 1-5; the second by Gus W. Jones, D. A. C., in the same time, and the final by D. Marshall in 3.05 1-5. The one mile open was won by T. Howard Tuttle in 2.51 2-5, which broke the State record by six seconds. The half-mile State championship was won by G. E. Lane in 1.33 2-5, and the one mile consolation by G. L. Smith in 3.17 4-5. The two mile team race was won by Gus M. Jones and George E. Lane in 6.28."—*Chicago Herald.*

AT ROCHESTER, N. Y.—The bicycle races at the Driving Park, Sept. 20, resulted as follows:

One mile novice, roadsters: Frank Kemmer, first, 4m. 6 3-4s.; Fred H. Smith, second.

One mile safety, open: C. J. Iven, first, 4m. 22s.; A. A. Zimmerman, second.

One mile, open: B. A. Pratt, first, 4m. 8s.; Frank Kemmer, second

Two miles, open: A. A. Zimmerman, first; C. J. Connolly, second; no time.

One mile club championship: E. A. Folsom, first, 4m. 9s.; B. W. Trenaman, second.

Half mile pony star club race: C. C. Ashley, first, 2m. 57s.; Clarence Whittlesey, second.

Fifty yards slow race: F. A. Mabbet, first, 1m. 41s.; Burt A. Pratt, second.

One mile tandem, open: E. A. Folson and C. J. Iven, first, 5m. 12s.; C. J. Connolly and Burt A. Pratt, second.

One mile handicap: C. J. Iven, first, 3m. 58s.; Burt A. Pratt, second; B. W. Trenaman, third (no handicaps given).

One mile open, safety: A. A. Zimmerman, first, 4m. 52s.; C. J. Connolly, second.

Half mile open: C. J. Iven, first, 1m. 40s.; Burt A. Pratt, second.

One mile club novice: B. W. Trenaman, first, 4m. 23s; Howard, second.

One mile open: A. A. Zimmerman, first, 4m. 5s.; C. J. Connolly, second.

One mile consolation: M. Service, first, 4m. 25s.; Harry Rulifson, second.

AT BOSTON—In accordance with the established custom, the Roxbury Club had their annual race on the 21st inst. The gold medal for club championship was won by Capt. J. Keltie, the second prize, a league pin, by A. Keltie. This club is developing several sturdy riders who may be heard from in the future.

AT TAUNTON, Mass.—Under the auspices of the Bristol Co. Society: one mile novice, J. W. Roberston (1), F. H. Borden (2). Time, 3.23.

One mile safety, Hoyland Smith (1), P. L. Hassenford (2). Time, 3.13.

Ten miles, E. C. Anthony (1) J. H. Robertson (2). Time, 34.9 1-2.

AT WILMINGTON, DEL, September 23.—Under the auspices of the Warren Athletic Club.

Two mile handicap, W. W. Taxis, scratch (1), B. F. McDaniel, 145 yds. (2); time, 6.17 1-5.

Two mile, Delaware championship, B. F. McDaniel (1). S. W. Merrihew (2); time, 6.43 1-5.

One mile W. W. Taxis (1), S. W. Merrihew (2); time, 3.7 4-5.

AT PROVIDENCE, R. I.—The third annual race meet of the Rhode Island Wheelmen was held at Roger Williams' Park, last Friday afternoon. The attendance was good, but the high wind made fast pedalling hard work for the contestants. The results:

One-mile State championship—W. Van Wagoner, 1; C. H. Weld, 2. Time, 3.05 1-4.

One-mile safety—W. Van Wagoner, 1; B. T. Bruce, 2. Time, 3.03 1-4.

Two-mile lap—W. Van Wagoner, 1; C. H. Weld, 2. No time.

One-mile safety handicap—L. B. Ballou, 325 yards, 1; S. W. C. Jones, 325 yards, 2. Time, 2.47 1-2.

One-mile tandem safety—C. H. Weld and Miller, 100 yards, 1; W. Van Wagoner and A. E. Henry, scratch, 2. Time, 2.43.

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.
A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

THE OVERMAN WHEEL CO.

THE Hartford *Post* thus describes the large additions made to the Overman factory at Chicopee Falls, Mass.:

The new works erected by the Overman Wheel Company at Chicopee Falls, Mass., which were commenced in June, have been completed. The wood work was done by A. E. Johnson, of New Britain. The building is 148 feet long, 43 1-2 feet deep and five stories high, thirteen feet to the story. There is also a basement with concrete floor, which can be used for manufacturing purposes. The walls to the first story are two feet thick; from the first floor to the second the walls are twenty inches thick; the next three floors have sixteen-inch walls, and the top story has a wall of twelve inches. There are very little stone trimmings, the decorations being largely of brick, fancifully laid in panel designs over and between the windows. Round cornered brick are used in building the window and door openings, and have a very pretty effect. At the north end is an arch driveway which leads to the interior of the shops. An annex at the rear connects the new with the older building. The floors are of three thicknesses, the first being of two and one-half inch matched spruce, the second one-inch square spruce, and the third one-inch square maple. The floors are supported by seventeen pine posts or pillars nine inches square. About 1,000,000 brick have been used in the construction of the building. An iron stack for a chimney, which is ninety-four feet high and four feet in diameter, will be raised this week. Two new boilers and an engine will be put in to run the new shop. On the lower floor will be the offices of the superintendent and foreman. As has been previously made known, the main office and salesroom at Boston will be moved to Chicopee Falls, and these together with the president's office will be quartered on the second floor and at the north end of the building. The office will be finished in cherry. The company at present employs over 200 hands, and it is thought that the new building when first used will not give work to more than that number, as but two or three floors will be occupied at first.

A. H. Overman, the president and manager of the company, is now in Europe on a business and pleasure trip, but will arrive home early in November, when the plans for operations in the new building will be settled. The Overman Wheel Company has been located in Chicopee Falls only a short time, but during that time have shown much enterprise, and helped along the growth of that village by putting up new buildings and giving employment to a large number, the greater part being residents of the village.

THE machine ridden by Doane and Benson in establishing a tandem road record, was a Singer regular stock roadster, geared to 57 inches. This gives the Singer people the first 25 miles road tandem record ever made in this country.

HOWARD A. SMITH & Co., Newark, N. J., have one of the best repair shops, using steam power for lathe work, etc. Liberal discount to regular agents.

THE revised Massachusetts Road Book will be out October 1, sure. The delay has been in procuring the proper leather for binding.

THE Capital Cycle Co. is out with a new fall safety which they have appropriately christened "Sampson." Like its namesake it is said to be "powerful strong."

THE Capital Cycle Co. has a 34-pound Psycho on the market this fall, built for short, light ladies especially, which is said to be one of the prettiest, lightest machines yet produced in this or any other country. It is guaranteed to carry 150 pounds over any road.

Suppose we should say, as did that old thoroughbred,

"There's Nothing New Under the Sun,"

And which so many good people have came to accept as law and Gospel? We should simply echo the opinion of the GREAT EXPLORER, which was doubtless based on PERSONAL EXPERIENCE ONLY.

Now that's a good thing to base an opinion on. How many fellows have found it necessary to change their minds about—well, say a good many things—when they KNEW MORE ABOUT THEM? Had Solomon had a WHITE FLYER FOR HIS MOUNT he would have CHANGED HIS OPINION. He would have EXPERIENCED A NEW SENSATION, and the verdict would not have been so much on the VANITY order.

Now, if YOU FELLOWS want a NEW SENSATION—want to know what REAL, GENUINE, FIRST EXPERIENCE ENJOYMENT, HEIGHTENED by NOVELTY, really amounts to, BUY and RIDE a

WHITE FLYER,

PRICE $135.

Made by WHITE CYCLE CO., WESTBORO', MASS., U. S. A.

Send for a Catalog. **Send for Terms to Agents.**

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market—Safeties included. We constantly carry 300 to 400 wheels, including many rare bargains in **Second-Hand and Shop Worn Cycles.** Send for latest List and Catalogue describing every American make and many novelties in Sundries. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.
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'CYCLES ON EASY PAYMENTS,

With no extra charge except 8 per cent. Interest—Victors, Springfield Roadsters, Columbias, Champions, Rivals, Stars, Ramblers, Warwicks, Ottos, and ALL other makes. Prices on all wheels guaranteed as low as the lowest. Low rates by fast freight and express—13 railroads. Best makes boys' wheels cheap. Send for 40p. illus. Cata. with full particulars. Repairing and Nickeling.

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Successors to GEO. W. ROUSE & SON.

BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and jersey spun cotton, for Bicycle Riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

KINGSTON KNITTING CO.,

27 Kingston St., Boston

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

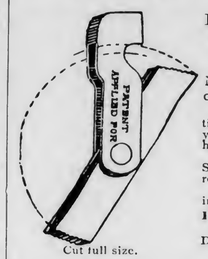


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For ordinary or safety. Latest, best, lightest, cheapest. Doesn't interfere with bending over when scorching. Pat. applied for. Discount to agents. Post paid 75 cts.

W. T. BOWERS, Saco, Me

The Automatic Spoke and Nipple Grip.



Cut full size.

Every Cyclist His Own Repairer!

No Screws, no Nuts, no Peeling of Enamel.

☞It takes a positive grip. The harder you pull the tighter it holds.

☞Catches any size Spoke or Nipple, round or square.

☞Can be carried in the vest pocket.

Price (nickeled) $1

Liberal Discount to Dealers.

JORDAN & OELLIEN,

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THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

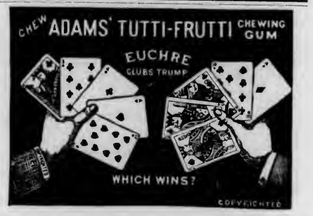
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.

ROCHESTER, N. Y.



Every Club House should have an Automatic Box.

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LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27

ABBOT BASSETT, Secretary.

Pennsylvania.

To the Pennsylvania Division:

I have to-day appointed these Committees:

Rights and privileges—Philip S. Collins, Chairman, Philadelphia; Charles P. Lusk, Harrisburg; C. C. Taggart, Pittsburg.

Rules and regulations—H. C. Walla e, Chairman, Scranton; Henry Crowther, Philadelphia; Thos. J. Lee, Phillipsburg.

Improvement of highways—Harold R. Lewis, Chairman, Philadelphia; J. P. Wood, Philadelphia; W. I. Wilhelm, Reading.

Racing—Kirk Brown, Chairman, Philadelphia; Ira A. Dayton, Williamsport; Hugh Fleming, Pittsburg.

SAMUEL A. BOYLE, Chief Consul.

Phi'adelphia, 23 Sept., 1889.

Missouri Division.

The list of League Hotels in this State is very incomplete. Local Consuls are requested to give this matter immediate attention and enter into arrangements with a first class hotel in their locality to give reduced rates to L. A. W. members on presentation of membership card. Certificate of appointment to be hung in a conspicuous place in hotel office will be mailed by the undersigned. Fraternally yours,

ROBERT HOLM, Chief Consul.

St. Louis, Sept 21.

Missouri Division.

A meeting of the Board of Officers of this Division will be held at the Missouri Bicycle Club, St. Louis, Saturday, September 28, at 8 P. M for the purpose of electing a delegate to the National Convention as well as for other business that may properly come up. A full attendance is requested.

ROBT. HOLM, Chief Consul.

New Jersey.

This is to certify that Fred C. Gilbert has been elected as League club Representative from this club, L. A. W. No. 35, in place of Geo. C. Pennell resigned.

GEORGE C. PENNELL, President.
LOUIS B. BONNETT, Secretary.

Massachusetts

The annual meeting of the Board of Officers of the Massachusetts Division L. A. W. was held at the Clarendon Hotel, Boston, on the evening of September 14. Chief Consul Emery presided, and there was a large attendance of the newly elected members.

The following report of the finance committee was submitted and accepted:

To the Board of Officers of the Massachusetts Division:

Gentlemen—Following the annual custom, the Chairman of this Committee has carefully audited the accounts and examined the vouchers of the Secretary-Treasurer, covering the period of time between September 17th, '88 to August 7th, '89 inclusive, and found them correct in every particular, and respectfully submits the following as an analysis of the transactions, showing the sources of our receipts and expenditures.

Sanford Lawton, Treasurer, in account with the Massachusetts Division L. A. W. From the 17th September, '88 to the 7th August, '89 inclusive. Receipts:

Dr.		
Balance from old account	$ 109 27	
From R. I. Division for Road Books	17.00	
Sale of Road Books	14.30	
L. A. W. subscription returned	390.00	
L. A. W. for 571 new members	781.50	
L. A. W. for 837 renewals	418.50	
Total receipts		$1733.57
Cr.		
Expenditures.		
Expenses of Chief Consul's office as follows		$ 399.01
For allowance for expenses to H. W. Hayes	$100.00	
For allowance for expenses to W. H Emery	50 00	
For travelling expenses to New York, New Bedford, Springfield, Northampton and Worcester	33.61	
Stationery and printing	105 90	
Postage	109.50	
Stationery and printing for Vice Consul	2.75	
Expenses of Secretary-Treasurer's office as follows		158.83
Books, printing and stationery	36.66	
Allowance for expenses	100.00	
Po tage	21 42	
Express and telegrams	.75	
Expenses of Delegates to New York, Feb 18, '88	$4.00	
L. A. W. assessment 1218 members at 15 cents	187.20	
Expenses Road Book Com. to New York and Philadelphia	11.50	
Express on book plates	2.00	13.50
Expenses guide post committee		12.30
Postage	10.00	
Printing and stationery	2.30	
Expenses Committee on meets		42.40
Rent of hall in Boston	10.00	
Sundry expenses and supplies at Squantum	32.40	
Total expenditures		$899.09
Cash on hand to balance		$833.58
Total		$1733.57

We would especially commend the careful and accurate manner in which Mr. Lawton has fulfilled his duties as custodian of the funds of our Division, and take this occasion to thank him for the cheerful manner in which he has acceded to all our requests.

The heavy expenses of the Chief Consul's office, covered by bills for printing, stationery and postage shows the untiring manner in which the present incumbent has performed the duties attendant to his office.

It will be noticed that as far as possible the expenditures have been charged to the various officers and committees to which they belong, thus giving a fair idea, in a compact form, for what purposes our money has been spent.

There remains unpaid bills amounting to $15 which have been approved, at the time of auditing the Treasurers books.

We recommend to the Board of Officers that in future those in authority ordering supplies or expending money in behalf of the Division in anyway, should be required to demand itemized bills or furnish itemized accounts of the same. This in the past has not always been done and members have not seen the necessity of such exactness, but we feel that if they would give the matter a little thought that they would appreciate and conform to the Committees desires.

The Chairman of Committees or Officers should examine and endorse such accounts as correct and forward them to the Finance Committee for their approval.

All of which is respectfully submitted.

J. FRED ADAMS,
A. L. BOWKER,
WM. A. MOSMAN,
Finance Committee.

The following report was received from the committee in charge of the recent meet at Cottage City:

Your committee on the annual meet of the Division held at Cottage City, Aug. 8, 9 and 10, submit the following report of receipts and expenditures:

Expenditures.

E. E. Merrill, Medals	$60.00
A Mudge & Sons, Badges	31.05
Prizes for illuminated parade	12.00
Bicycling World programmes	2.50
Total expenses	$106.45
Receipts.	
Entrance fee to races	57.50
Contributed by Martha's Vineyard Ass'n	50.00
Rhode Island Div. share of expenses	10.50
Total receipts	$71.00
Balance due committee	$32.45

Respectfully submitted,

WM. H. EMERY,
ABBOT BASSETT,
CHAS. S. HOWARD.

The following communication was read by the Secretary, and the donation accepted with thanks by the Division:

To the Board of Officers of the Mass. Division:

Gentlemen—We take pleasure in turning over to you the surplus remaining after payment of expenses of ball at Cottage City, Aug. 9, 1889. Please find enclosed $61.10. Very truly and fraternally,

JAMES W. BEAN,
GEO. W. SMITH.

Boston, Aug. 10th, 1889.

It was voted to allow the Secretary Treasurer $100 as recompense for the performance of the duties of his office.

A committee, consisting of the Chief Consul, Secretary and I. E. Moultrop, was appointed to provide for the erection of danger guide boards at such places on the roads of Massachusetts as the committee considered advisable.

The Chief Consul was authorized to have printed 1500 road books for use of the members of the Division.

The Rights and Privileges Committee reported that the Division had interested itself in two legal cases where the rights of wheelmen were interfered with.

Delegates to represent Massachusetts at the annual convention of the L. A. W. were elected as follows: J. S. Dean, Boston; G. A. Perkins, Cambridge; B. A. Barber, Worcester; E. B. Pillsbury, Boston; I. E. Moultrop, Boston; J. B. Seward, Chelsea; Charles S. Howard, Boston. The Chief Consul and Vice Consuls are, by virtue of their offices, delegates to the convention. The Division has gained two delegates since last year.

The Chief Consul announced the appointment of Standing Committees as follows:

Rules and Regulations, I. E. Moultrop, Sanford Lawton, E. B. Pillsbury.

Rights and Privileges, J. S. Dean, W. S. Slocum, G. A. Perkins.

Finance Committee, J. Fred Adams, B. A. Barber, A. M. Gooch.

Touring, A. W. Robinson, W. G. Kendall, C. P. Cubberly.

Improvement of Highways, C. S. Howard, C. W. Fourdrinier, S. L. Ford.

CHAS. S. HOWARD, Secretary.

Rhode Island Consuls for 1889--90.

1. H. M. Gardiner, Barrington Centre P. O., Barrington.
2. C. F. Gladding, Warren.
3. W. H. Barclay, Evening Times, Pawtucket.
4. S. W. Hines, Phenix.
5. H. A. Potter, Corliss Safe Co., Auburn.
6. S. Herbert Jenks, U. S. Cotton Co., Central Falls.
7. W. L. Manchester, Box 69, Bristol.
8. C. A. Foster, Washington P. O., Washington, Anthony.
9. H. G. Lee, Pawtuxet.
10. E. R. Darling, 120 Main st., Woonsocket.
11. Allen Aldrich, Howard.
12. Chas. E. ——, Merchants Ins. Co., Providence.
13. Chas. A. Gale, 277 Westminster st., Providence.
14. B. F. Simon, Portsmouth.
15. Wm. Van Wagoner, Bellevue ave., Newport.
16. Chas. T. Lakey, Box 33, Georgiaville.
17. Orville Stillman, Westerly.

CHAS. S. DAVOL, C. C. R. I. Division.

Maryland.

At the regular meeting of the Board of Officers of the Maryland Division, held at Baltimore, September 21, 1889, Mr. E. F. Le Cato and S. T. Clark were elected delegates to the National Assembly. Respectfully,

G. W. H. CARR, Secretary-Treasurer.

Tennessee Division.

To the Members of the Tennessee Division League of American Wheelmen:

Gentlemen—The Tennessee Division enters upon the fourth year of its existence with about ninety members, an increase of thirty over the membership at the beginning of the last League year, and a decrease of about seventeen from the number on our roll June 30th, 1888. It should be our purpose to end the present League year with at least two hundred or two hundred and fifty members. We can do this if we will, for there are large numbers of wheelmen in all sections of the State who would join us if approached in the proper way and invited to do so.

There is a big work for each and every member of the Division to do during the present League year. Upon our general membership rests much of the responsibility as to the future welfare and growth of the Division. Let our members awake to the fact that all of the work must not be left to the officers of the State; let them lend a helping hand in carrying the good work forward; then, and only then, may we hope to see our Division working its way upward to a place among the most influential Divisions in the L. A. W. On the members then, one and all, depends much of the future, as well as the present welfare of the Division. What, fellow members, will our future be? Shall we put shoulder to shoulder and work hand in hand to final success in the cause, or shall we continue to be as painfully inactive as we have been during the years that have passed since the Division was organized? "In union there is strength," and if we apply ourselves diligently to the work before us we may hope for great results.

What is this work we all have to do and that is of so much importance to the future prosperity of the League and the welfare of its members? The *first* work to be done is that of *recruiting*. Let each one of us during the next few months secure at least two or three new members and as many more as possible. All about us are non-League wheelmen, and a few words spoken as to the advantages of League membership, the great work already accomplished by the parent body, and its objects, as well as its plans for future usefulness, would bring about a great increase in membership. With a large membership, all else will be possible. From many who are already connected with the L. A. W. comes the question, "What good does League membership do me?" It is a sad truth that our Division has been enabled to accomplish little in the past, and consequently our State members have derived little real good from membership in the L. A. W. Why is this? Not because of the inactivity of your officers, but because they have not been constantly endeavoring to devise plans for the good of our members and the welfare of the League in general, but because of the weakness of the State organization, because the membership at large is idle and wont engage in the work. First, then, we must increase our numbers, and thereby widen our influence, for with a membership of not over one hundred or one hundred and fifty scattered over a large State like Tennessee the work is very slow and the advantages of membership very few. As our membership grows, so will our yearly income increase, and so will our influence become greater and more widely felt. We want, and must have if possible, a suitable State Road Book; a League Hotel in every important town in Tennessee; better highways; large and enthusiastic State meets and tours annually, and other advantages that can be obtained without much trouble by a Division that is numerically strong. Do you want these advantages? They are yours if you wish to obtain them, I don't blame the State Board of Officers if you do not receive the full benefit of your yearly dues, for they are doing all they can to help you and only ask your hearty support and co-operation in the work.

Let us, then, go to work and double, triple or quadruple our State membership by bringing all of our cycling friends and acquaintances into the League. Many will join if asked, and many more if urged. In your touring over the State try to persuade the unattached to join us, for almost every wheelman in the State would willingly give one dollar ($1.00) annually if they see that they will secure any good to themselves by so doing. If you know of any wheelmen in your own town, or in other districts, whom you cannot see personally, send me their names and I will mail recruiting circulars to them. Don't put this work off, but commence it at once. In our work we must, of course, see that no objectionable persons are admitted and thereby keep up the present high standing of the League.

Let me respectfully and most earnestly urge each and every member of the Tennessee Division to exert himself to obtain as many recruits as possible, and as soon as possible. A few words spoken out of business hours will accomplish much. Don't leave this to any one who "has more time," but work as if the entire success of the Division depended on each individual member. It is for our common good that we are working, not for any individual. '78

There are towns where we have no members, where much good might be done by members touring, or as before requested, by sending me the names of wheelmen of your acquaintance.

Again, we want League clubs all over the State. Let our clubs join the League as clubs, and thereby help themselves as well as the L. A. W. Let our League clubs with twenty or more members elect Representatives to the State Board of officers, and thereby increase their club influence and importance, as well as give us more energetic leaders in the work.

Hoping you much success, and with regards and best wishes to the members of the Division, one and all, I remain, fraternally and respectfully yours,

JOSEPH R. WILSON, JR.,
Chief Consul Tenn. Div. L. A. W.

Rhode Island.

The R. I. Division being entitled to an additional Representative I have appointed Mr. James L. Speirs of Providence to that position.

CHAS. S. DAVOL,
Chief Consul for R. I.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 208—Total 56—11,416.

BOSTON, Sept. 27, 1889.

CALIFORNIA DIVISION—1—388.

Silver Gate Wheelmen.

25101 Paris, Geo. H., cor. 18 and C sts., San Diego

CONNECTICUT DIVISION—9—661.

Aspinwalk Wheel Club.

25110 Burroughs, Fred C., Danielsonville
25111 Gardiner, W. B., Box 170, "
25112 Geer, Ernest J., "

Thomaston Cyclers.

25113 Wells, Geo. H., Box 60, Thomaston

Winsted Wheel Club.

25144 Holmes, Edward R., West Winsted

Unattached.

25128 Pepper, Warren H., 97 Warren st., Bridgeport
25142 Beach, Geo. Watson, 8 Main st., Hartford
25102 Lewis, T. J., Phoenix Ins. Co., "
25143 Ulrich, A. L., 25 Congress st., "

DISTRICT OF COLUMBIA DIVISION—1—187.

Penn. Bi. Club.

25103 Hill, Louis A., 1805 S st., N. W. Washington

ILLINOIS DIVISION—5—818.

Freeport C. C.

25129 Wilson, A. A., Box 1058, Freeport

Peoria Bi. Club.

25137 Pinkney, R. M., 501 Main st., Peoria

Unattached.

25114 Lennington Allan, 19 Main st., Champaign
25138 Kingsbury, J. H., Box 60. Forrest
25139 Smith, Herbert C., Illiopolis

LOUISIANA DIVISION—1—81.

La. C. C.

25104 Nixon, Joseph R., 339 Jackson st., New Orleans

MAINE DIVISION—7—152.

Kennebec Ramblers.

25146 Wyer, C. S., Fairfield

Portland Wheel Club.

25115 Hart, Henry B., care Evening Express, Portland

Unattached.
25131 Davis, Edw. B., 31 1-2 Exchange st., "
25139 Gilson, Luther C., 183 Clark st., "
25116 Lidback, Paul J., Deering Centre
25145 Blake, Geo., Box 90, Woodfords

MASSACHUSETTS DIVISION—8—1522.

Fall River Ramblers.
25117 Stebbins, Robert H., 200 So. Main st., Fall River

Rovers Cycle Club.
25154 Bolan, Joel C., 23 Monument sq., Charlestown
25153 Lewis, E. W., 73 Bartlett st., "
25152 Lynde, C. R., "

Unattached.
25133 Coleman, Geo. B, Franklin
25132 Taylor, Henry D., "Homestead office," Springfield
25151 Bordman, Edw. K., Box 231, Melrose
25155 Watson, T. A., Weymouth

MICHIGAN DIVISION—1—424.

Grand Rapids Bi. Club.
25134 *Sutton, Miss Libbie*, 16 Spring st., Grand Rapids

MISSOURI DIVISION—3—283.

Unattached.
25140 Nelson, Chas. R., 815 Main st., Kansas City
25118 Hardcastle, C. C., 821 No. Ewing ave., St. Louis
25147 Isaacs, B. F., 1210 Olive st., "

NEBRASKA DIVISION—1—82.

Fremont Wheel Club.
25122 Pease, Edwin R., Drawer M, Fremont

NEW JERSEY DIVISION—1—564.

Unattached.
25119 McCulloch, Jno. Austen, Gloucester

NEW YORK DIVISION—8—2007.

Manhattan Bi. Club.
25105 Clark, John, 108 West 73rd st., New York
25107 Patterson, W. F., 343 Bowery, "

Newburgh Bi. Club.
25124 Pike, Henry A., 82 Broadway, Newburgh

Unattached.
25148 Esler, Wm. C., 21 Le Roy st., "
25106 Friedberger, Sanford, 628 Broadway, "
25149 Grimwoood, Henry W., 160 Front st., "
25123 Heim, Gustave J., 352 So. First st., Brooklyn
25135 Piel, Otto, 440 Broadway, Buffalo

PENNSYLVANIA DIVISION—5—1334.

Keystone B. C.
25108 Mahon, Jos. S., 613 Penn. ave., Pittsburgh
25109 Verner, C. A., care Cain and Verner "

Penn. Bi. Club.
25125 Lee, Preston B., 4047 Lancaster ave., Philadelphia

Unattached.
25120 Minnick, Geo., Jr., 86 Monterey st., Allegheny
25150 Stevenson, Cornelius, 237 So. 21st st., Philadelphia

RHODE ISLAND DIVISION—3—313.

Pawtuxet Wheelmen.
25136 Foster, S. James Jr., Box 1114, Providence

Unattached.
25126 Anthony, David Chase, 59 Courtland, "
25121 Mills, Rev. B. Fay, Gleniham st., "

VIRGINIA DIVISION—1—83.

Unattached.
25141 Ostergreen, Otto, 611 E. Broad, Richmond

WEST VIRGINIA DIVISION—1—59.

Unattached.
25127 Shaffer, Phil. A., L Box 1, Morgantown

WASHINGTON—1—3.

Unattached.
25156 Lawton, F. H., Seattle

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find* $..... *for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name*,..... .....

Club,..... ..... *St. and Number, or Box*,..... .....

References:..... ..... *City*,..... .....

State,..... .....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

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"COVENTRY RIVAL"

Safety for **$85** just as good.

Our Line of Wheels is the BEST VALUE in the WORLD.

THIS IS UNIVERSALLY ADMITTED.

Our $75 Coventry Rival Safety is equal to many sold at $135.
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Our $100 Coventry Rival Safety is BEST VALUE IN THE WORLD.

These are strong statements, but we can prove them. Send for Catalogue. We want every agent in the United States to try one of these wheels this season. They are all built of best steel, all hollow, and ball bearings all over, including pedals. Warranted for one year. Can supply on receipt of order.

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SOLE IMPORTERS and CONTROLLERS for the UNITED STATES.

N. B. We prefer that you should buy through your local agent, but if they do not or will not get you one, we will deliver at above prices to any address in the United States on receipt of price, allow examination, and refund money, less freight charges, if not perfectly satisfied. Send for "Philadelphia Testimonials."

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ONE MEDICINE FOR ONE DISEASE.

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No. 6—Female Weakness, Irregularities, Whites. A Golden Remedy.
No. 7—A Perfect Tonic, which gives Health, Form and Fullness, Clear Complexion, Good Blood and lots of it.
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Improved

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Steel Wheels

All grades and sizes, from 12 to 42 inch diameter, in quantities, for Bicycles, Tricycles, Velocipedes, &c., &c.

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Those contemplating manufacturing such will do well to write us for prices.

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No. 1, Hand-sewed and Hand-stitched,	$5.00
No. 2, " " " "	3.50
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Ideal Racing Shoe, - - - - - - -	5.00
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RENTING, STORING, LOCKERS, ETC.
REPAIRING A SPECIALTY.

"WON'T THEY DRY UP AND SQUEAK!"

This has been asked about the ***Hickory Wheels*** many times. It was first written by a college professor in Conn.; 91 others have asked that particular question in writing, the last being an Ohio undertaker.

Teachers, Lawyers, Ministers, Bank Men, Doctors, and the sons, daughters and wives of all these and many more in the various walks (and rides) of life.

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P. S. The Elliott Hickory Safety weighs 42 (sometimes 42 1-2) pounds and will carry a 200 pound rider. When you leave home on one of these machines the chances are more than even that you can get back with it.

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NEW STAR SAFETY,

With all the latest improvements; balls and roller bearings all round; no chain or complicated gear wheels. Very fast and good on hills. Cost $145.00; Used one month, and will be sold to close out business for only $97.00. The greatest bargain this year. One New Ideal Rambler; cost $65, for $55. Drawer E, West Randolph, Vt.

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First-Class Repairing ONLY.

Every attention given to repairs from the South.
Parts and Sundries Supplied for all Machines.
A few good second-hand machines always in stock.
State size or style required.

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JAPANNED. $5.50.

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Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

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This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

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Let every Sportsman try them.

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Send Size of Waist and Hip.

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3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

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GRAND BICYCLE RACE TOURNAMENT

GIVEN BY

Peoria Bicycle Club,

—AT—

LAKE VIEW PARK,

Friday and Saturday, Oct. 4th and 5th, '89

$1,500 In Exceptionally Fine Prizes, INCLUDING FIVE BICYCLES.

Three and Four Valuable Prizes for Every Race. BONA FIDE VALUE in every Prize.

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Entries are coming in daily from the fastest and most prominent flyers in the United States.

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THIRD OUT-DOOR

TOURNAMENT

OF THE

Lexington Wheel Club,

TO BE HELD AT

LEXINGTON, NEBR.,

(Formerly Plum Creek)

Wednesday, October 9, 1889.

2 L. A. W. STATE CHAMPIONSHIP RACES.

EVENTS:

One Mile Novice—
1st, Bicycle Lantern; 2d, Bell

One-Quarter Mile R. T. Safety—
1st, Silver Medal; 2d, Spade Handles

One Mile L. A. W. State Championship—
$50 Gold Medal

One-Quarter Mile Dash—
1st, Gold Medal; 2d, Silver Medal

One-Half Mile (boys under fourteen)—
1st, Nickel Watch; 2d, Cuff Buttons

Two Mile Lap Race—
1st, Gold Medal; 2d, Silver Medal

One Half Mile R. T. Safety, L. A. W. State Championship—
$50 Gold Medal

One-Half Mile Dash—
1st, Gold Medal; 2d, Silver Medal

One Mile Safety—
1st, Gold Medal; 2d, Silver Medal

Five Mile Open—
1st, Gold Medal; 2d, Silver Medal

One Mile Handicap—
1st, Gold Medal; 2d, Silver Medal

Consolation Race (open to those who have not won a medal)—
Leather Medal

A Good Track & Costly Medals

All races are open. Entrance fee, each event, 50 cts.; L. A. W. State Championship races, $1. All races governed by League racing rules. Reduced rates at all hotels. For further information write Secretary of Club at Lexington, Nebr. All entries must be in Oct. 8th.

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High grades in Silk, Silk and Jaeger's, Silk and Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn in Summer, Winter, and extra heavy Weight.

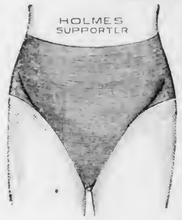
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Send Size of Waist and Hip.

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One-Half Mile (boys under fourteen)—
1st, Nickel Watch; 2d, Cuff Buttons

Two Mile Lap Race—
1st, Gold Medal; 2d, Silver Medal

One Half Mile R. T. Safety, L. A. W. State Championship—
$50 Gold Medal

One-Half Mile Dash—
1st, Gold Medal; 2d, Silver Medal

One Mile Safety—
1st, Gold Medal; 2d, Silver Medal

Five Mile Open—
1st, Gold Medal; 2d, Silver Medal

One Mile Handicap—
1st, Gold Medal; 2d, Silver Medal

Consolation Race (open to those who have not won a medal)—
Leather Medal

A Good Track & Costly Medals

All races are open. Entrance fee, each event, 50 cts.; L. A. W. State Championship races, $1. All races governed by League racing rules. Reduced rates at all hotels. For further information write Secretary of Club at Lexington, Nebr. All entries must be in Oct. 8th.

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Used with strap or chain.



SECURES Satchels to Seats in Cars or Waiting Rooms. FASTENS Bicycles, Grips, Packages, Robes in Buggies, Dog Collars, Horses, Trunk, Telescope and Valise Straps. Complete lit-tle Yale Lock. Neatly made and Nickled. NO TRAVELER CAN AFFORD TO BE WITHOUT IT.

LYNCH MFG. CO.

75 Cents. **Madison, Wis**



New York Bicycle Co.

No. 4 East 60th Street,
NEW YORK,
DEALERS IN

New & Second-hand Wheels

Of Every Description.

Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New Mails, &c. A very fine asssortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

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98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.

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PROVIDENCE, R. I.

Ask your local Dealer (given gratis) for

HINTS on the CARE of CYCLE-CHAINS

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New and Second-Hand Wheels

OF EVERY DESCRIPTION.

Repairs Executed Promptly and at Reasonable Rates.

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BARGAINS.

One 52-inch Volunteer Columbia, good as new, $75.
One New Rapid Safety, good order 90.00
One Victor Safety, 1888 pattern, fine order..... 95.00
One Premier Safety, 1889 pattern, hardly been ridden; just as good as new. Best offer takes it.

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Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street, BUFFALO, N. Y

SECOND-HAND

Bicycles & Tricycles

—FOR SALE BY—

Howard A. Smith & Co.

Oraton Hall, - - NEWARK, N. J.

FINISH—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals. "6" Plain bearings, both wheels. "7" Balls to front, plain to rear wheel. "8" Cones to front and plain to rear wheel. "9" Balls to front, rollers to rear wheel.

CONDITION—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A1. "6" Finish and bearings in first rate shape, tires somewhat worn.

.....	Size.	Make.	Price.	Finish.	Bear'g.	Cond.
535	54	American Club,	$55.00	4	1	4
502	50	American Club,	65.00	4	1	1
474	54	American Star,	40.00	5	6	6
479	52	Challenge,	60.00	1	1	5
503	54	British Champion,	45.00	4	1	3
521	52	British Champion,	75.00	4	1	1
515	50	Expert,	80.00	4	1	4
501	54	Special Star,	45.00	4	6	4
577	50	Am. Rudge,	40.00	4	2	8
009	50	Ideal,	30.00	3	6	5
053	50	Am. Club,	60.00	1	2	2
057	50	Humber,	60.00	4	1	2
077	50	Expert,	40.00	3	2	5
084	30	Universal Safety,	95.00	4	1	1
084	48	American Star,	30.00	5	6	5
085	48	Special Star,	80.00	3	7	3
091	45	Special Star,	85.00	3	7	3
092	52	Challenge,	45.00	1	6	5
093	48	Special Star,	85.00	4	8	5
094	50	Singer Safety,	95.00	1	1	6
095	53	Col. Lt. Roadster,	60.00	3	1	1
096	50	Victor,	65.00	3	1	3
098	50	Expert,	40.00	4	1	5
700	51	Am. Star.	25.00	5	6	6
703	50	Expert,	40.00	1	2	5
705	52	Victor,	60.00	4	1	1
706	51	Special Star,	80.00	4	9	3
707	48	Am. Star,	25.00	5	6	6
708	52	Spec. Col.	30.00	6	3	5
709	52	Expert,	85.00	1	2	2
710	30	Victor Safety,	75.00	4	1	5
711	30	Victor Safety,	115.00	4	1	1
712	Col.	Tandem Safety.	100.00	4	1	1
301	48	Col. three track,	45.00	4	1	3
000	30	Humber,	85.00	4	1	2
052	48	Col. two track,	40.00	4	2	4
007	40	Otto Tricycle,	30.00	5	6	5

Upon receipt of $5.00 any machine upon above list will be sent C. O. D. for balance, with privilege of examination.



HANDLE-BAR BUNDLE CARRIER

Owing to the patented principle of the swinging plates, allowing them to be placed at right angles under the Bundle, and replaced parallel with the bar, when not in use, these Carriers have come into almost universal use where introduced to Safety riders. Send for one. **Price, $1.25.**

HOWARD A. SMITH & CO., Newark, N. J.

Still Getting There.

Look at the CHAMPIONSHIPS Won on the STAR this early in 1889, Can any machine beat this record for 1889? Facts that talk.

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles, Cal.
One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.
Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.
One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.
Quarter-mile L. A. W. State Championship, By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

The NEW "39" and "24" STAR.

No Machine on the Market its Equal.



Easiest Running Wheel
AND
Best Hill Climbing Machine
EVER PRODUCED.

WE CHALLENGE HONEST CRITICISM.

In this machine we have combined ALL the advantages of a low wheel and the speed of the high one.

Send for Catalogue of

Star - Bicycles.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

IN MICHIGAN

MICH. DIV. L. A. W., Ypsilanti, Sept. 20, 1889.

HILL-CLIMBING CONTEST.....

HALF-MILE ROAD RACE.....
First, Second, and Third.

HALF-MILE SAFETY, OPEN.....
First and Second.

HALF-MILE TANDEM SAFETY, OPEN.....
First and Second.

THREE-MILE STATE L. A. W. CHAMPIONSHIP.....
First and Second.

WON BY RIDERS OF COLUMBIAS.

MICHIGAN DIV. L. A. W., Detroit, Sept. 21, 1889.

1. ONE-MILE NOVICE.....
1st, Columbia. 2d, —— 3d, Columbia.

2. THREE-MILE OPEN.....
1st, Columbia. Second, Columbia.

3. ONE-MILE STATE L. A. W. CHAMPIONSHIP.....
1st, Columbia. Second, Columbia.

4. ONE-MILE 3.20 CLASS.....
1st, Columbia. 2d, ——

5. ONE-MILE OPEN.....
1st, Columbia. 2d, Columbia.

6. HALF-MILE STATE L. A. W. CHAMPIONSHIP.....
1st, Columbia. 2d. ——

7. TWO-MILE TEAM.....
1st, Columbia, and most points.

8. ONE-MILE CONSOLATION.....
1st, —— 2d, Columbia.

WON BY RIDERS OF COLUMBIAS.

SEVEN OUT OF EIGHT FIRSTS.
FOUR OUT OF SEVEN SECONDS.

THE BICYCLING WORLD & L. A. W. BULLETIN.
DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.
BOSTON, 4 OCTOBER, 1889.
Volume XIX. Number 23.

ABOUT OCTOBER 15th, WE SHALL

REMOVE

OUR OFFICES FROM BOSTON TO OUR FACTORY AT CHICOPEE FALLS, MASS., SO THAT AFTER THAT DATE ALL COMMUNICATIONS AND SHIPMENTS SHOULD BE ADDRESSED TO US AT THAT POINT.

THIS CHANGE WILL GREATLY EXPEDITE THE TRANSACTION OF OUR BUSINESS AND IS MADE FOR THIS SOLE REASON.

OVERMAN WHEEL CO.,

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Plates and printing done by the Moss Engraving Co.

A work of art suitable for Parlor, Library or Office.

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34 Pound Ladies' Psycho Now Ready.

A CHICAGO LADY ON A CHICAGO WHEEL,



THE

AMERICAN RAMBLER.

Can be furnished for use of both lady and gentleman if desired.

Catalogue on Application.

Gormully & Jeffery Mfg. Co.,

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Largest American Manufacturers.

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Bicycles & Tricycles

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FINISH—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

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CONDITION—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A1. "6" Finish and bearings in first rate shape, tires somewhat worn.

No.	Size	Make	Price	Finish.	Bearg.	Cond'n
325	54	American Club,	$55.00	1	1	4
402	50	American Club,	65.00	1	1	1
473	54	American Star,	40.00	5	6	6
479	52	British Challenge	60.00	1	1	5
503	51	British Champion,	45.00	4	1	3
521	52	British Champion,	75.00	4	1	1
515	50	Expert,	60.00	4	1	1
561	51	Special Star,	45.00	4	6	1
577	50	Am. Rudge,	40.00	4	2	8
609	50	Ideal,	30.00	3	6	5
653	50	Am. Club,	60.00	1	2	2
657	50	Humber,	60.00	4	1	2
677	50	Expert,	40.00	3	2	5
685	30	Universal Safety,	95.00	4	1	1
684	48	American Star,	30.00	5	6	5
691	45	Special Star,	50.00	3	7	3
692	52	Challenge,	40.00	1	6	5
693	48	Special Star,	55.00	4	8	5
694	30	Singer Safety,	90.00	4	1	6
695	53	Col. Lt. Roadster,	90.00	3	1	1
696	50	Victor,	65.00	3	1	3
698	50	Expert,	40.00	4	1	5
700	51	Am. Star.	25.00	5	6	6
703	50	Expert,	40.00	1	2	5
705	52	Victor,	90.00	4	1	1
706	51	Special Star,	100.00	1	0	3
708	52	Spec. Col.	30.00	6	3	5
709	52	Expert,	85.00	1	2	2
710	30	Victor Safety,	75.00	4	1	5
711	30	Victor Safety,	115.00	4	1	1
712	Col.	Tandem Safety.	150.00	4	1	1
713	48	Special Star,	90.00	4	0	1
714	30	Star Safety,	115.00	4	7	1
715	39	Otto,	15.00	6	6	2
301	48	Col. three track,	45.00	4	1	3
052	48	Col. two track,	40.00	4	2	4
697	40	Otto Tricycle,	30.00	5	6	5

Upon receipt of $5.00 any machine upon above list will be sent C. O. D. for balance, with privilege of examination.



HANDLE-BAR BUNDLE CARRIER

Owing to the patented principle of the swinging plates, allowing them to be placed at right angles under the Bundle, and replaced parallel with the bar, when not in use, these Carriers have come into almost universal use where introduced to Safety riders. Send for one. **Price, $1.25.**

HOWARD A. SMITH & CO., Newark, N. J.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 211 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of fine rolled Silver Plate. Very neat and serviceable.

N. H. CIBBS,

Box 632. PROVIDENCE, R. I.

BICYCLE OIL BY MAIL OR EXPRESS.—Two ounces of Flyer Wheel Oil, by mail, 20 cents; by express, per gallon, $1.00. Safety lamp oil same price. EASTERN LUBRICATING OIL CO., 40 Dey street, N. Y. Send for circular.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.

BARGAIN—Columbia Tandem Safety Bicycle; good as new. $150, if sold soon. CANTON WHEEL CO., Canton, Ohio.

Second-Hand Wheels.

1889 Singer Safety	$100
48-inch Special Star	65
54-inch Special Star	75
1889 Premier Tandem Bicycle	150
All steel, All ball, new Safety	100
46-inch Columbia Semi-Roadster	25
52-inch Victor	75

CAMPBELL & CO.,

33 Page St., Providence R. I.

'BICYCLE BARGAINS."

50 American Challenge, fine order	$33.00
50 Club, ball bearings, good order	37.00
51 Star, good running order	25.00
52 Expert, soiled, never used	100.00
52 Harvard, ball bearings, good order	33.00
52 Otto Special, spade handles, new	31.00
52 Expert, with lamp	45.00
52 American Challenge, new	42.00
54 Premier, ball bearings, good order	31.00
54 Victor, good shape	50.00
53 Sunsparlel, new tires, ball bearings	47.00
56 Expert, ball bearings, cow-horn bars	48.00
56 American Champion, fine order, ball bear'gs	45.00
56 Club, ball bearings, spade handles	40.00
58 Rudge Light Roadster, ball bearings	40.00
58 Standard Columbia, ball bearings, good	35.00
60 Expert, ball bearings, fine order	45.00
1889 Rambler, like new	105 00
Columbia Tandem Safety, good	135.00
Crescent Safety, like new	50.00

400 more second-hand wheels.

Guns and typewriters taken in trade.

A. W. GUMP & CO., Dayton, Ohio.

Mention this paper.

LEAGUE HOTELS.

CHICAGO—The Commercial Hotel, N. W. Cor. Lake and Dearborn Sts. Room with board, $1.50 per day; room without board, 75c. per day.

SAND LAKE, N.Y.—League Official Hotel, of easy access from Troy and Albany. A first-class table, prompt attention and all the luxuries in season. JOHN H. WEED, Proprietor.

FOR SALE OR EXCHANGE

In this Department, 15 cents a line. ☞ *Cash must accompany the order.* ☜

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FOR SALE—50-inch New Mail Ordinary; in first-class condition. $80. B. B. NICHOLS, No. 10 Congress street, Boston.

FOR SALE CHEAP—One 50-in h ball bearing Springfield Roadster Bicycle, in good order; one new National Safety. WM. A. YOUNG, 912 North Collins st., Joliet, Ill.

$76 BUYS a New Safety; balls all around. H. PHILLIPS, care 41 Washington st., Freeport, Ill.

MUST BE SOLD THIS SEASON—Three Victor Safeties, 1889 pattern; $100, $110, $115. Will be sent C. O. D. on approval. Send stamp for list of bargains in second hand wheels. A. A. GILMORE, North Easton, Mass.

$110 TAKES a Columbia Light Roadster Safety; run about 50 miles; A1 condition. Address LE GRAND SPICER, 18 River street, Troy, N. Y.

SPECIAL—A new Butcher Cyclometer and a Telegraph Key and Sounder for a Double Case World Type-Writer. W. COMSTOCK, Warsaw, Ind.

FOR SALE—53-inch Columbia L. Roadster; good condition; best offer over $55 takes it; full ball bearings; new spade handles. Larkin Cyclometer, 48-in size; run only 108 miles; $5. F. H. McKEE, North Adams, Mass.

WHITE FLYER SAFETY BICYCLE—Ridden less than 500 miles; in first-class condition. $100. Will send on approval for $5 remittance for express charges. Now at N. Y. Bi. Co., No. 6 East 60th st., New York.

BARGAIN—New 54-inch Columbia Light Roadster; all nickel but rims; balls throughout; elegant condition; with bell and Ritchie cyclometer. Cost of all $147.50. Now $100 takes it. W. M. FERGUSON, Jefferson, Iowa.

54-INCH VICTOR, '89 pattern; splendid condition; $90. 54-inch Columbia Light Roadster, $80. O. W. SWIFT, Danbury, Conn.

Repairs! Repairs!!

Bicycle Repairing in all its Branches.

Difficult Repairing a Specialty.

Estimates cheerfully given. Out of town orders promptly attended to. Send your machine to our headquarters and save paying two or three profits. All work done on our premises by our regularly employed workmen under our personal supervision.

Satisfaction Guaranteed.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., - N. Y. City.

5th Ave. Entrance to Central Park.

SEND FOR LIST OF

Second-Hand Wheels,

With terms of Easy Payments, to

KIRK BROWN,

18 So. Broad St., - Philadelphia.



INCER CYCLES

OVER 62,000 IN USE.

LARGEST MAKERS IN THE WORLD

W. S. DOANE climbed Corey Hill, the 19th inst., three times in succession without a dismount, on a "Singer" Safety, geared to 57 inches, regular stock machine, 6 1-2 inch cranks, thus beating his own performance of last week. W. W. Stall, G. M. Worden and Asa Wendell witnessed the feat. A strong head wind was blowing at the time of the ascent.—*Bi. World, May 24, 1889.*



Price, $135.00.

ROCHESTER, N. Y., Sept. 12, 1889.

SINGER & Co., 6 and 8 Berkeley St., Boston, Mass.

Dear Sirs:— * * * * My fall trade seems to be increasing, as every Singer wheel I put out is a first-class card. * * * *

Yours respectfully,

(Signed) C. J. CONOLLY.

WITHOUT EXCEPTION.

BUY THE BEST.

IMMEDIATE SUPPLY.

NEW YORK, N. Y. Agent, Gilbert A. Litchhult, 352 Lenox Ave.
CHICAGO, ILL., Agents, Singer Cycle Co., 201 Randolph St.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkelev St., - - - - - BOSTON, MASS.

HAVE YOU NOTICED

That the NEW MAIL has Not been Advertised for over two months? Why? Because there was NO NEED of it. Orders have come right along for them. Wherever shown other orders followed, and though we only take a half page space any time of the year, we entirely stopped advertising two months ago. This tells pretty well whether the wheels are good and popular. They still are selling! Have you seen any other High Grade Wheel this year so little advertised, and yet we have sold more New Mails than ever before.

We are now closing out all Second Hands traded for this year, and among them some New Mails traded for different sizes. All makes in the lot. Send for Second-Hand List. One New Mail Safety, $85.00. One Humber, $85.00, etc., etc.



This Safety Bicycle Bridle

is still in daily demand. Every mail brings us orders from all parts of the country and the trade are ordering them largely. A SIMPLE DEVICE for KEEPING the front wheel steady, and IT DOES IT.

We repeat what we previously said It looks as though every Safety Rider in the Country is going to have one. Only $1.50 by mail. We are sole Agents. Discount to the trade. Surely send for Second-Hand List of Bicycles and Safeties, just out.

WM. READ & SONS, - - 107 Washington St., Boston.

THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and Folio number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 4 OCTOBER, 1889.

OUR Official Department this week is replete with interesting matter. A full and most interesting report of the New York Division meet is one of the features, and should be perused by every New York Division member.

THE advocates of sidewalk riding would not feel so aggrieved at the stand we take on that matter if they could every week look over our exchanges and read of the running down of pedestrians by cyclers. This last week we have no less than six of such accidents reported. Of those that are not reported we cannot say anything, but we will wager that there are as many again. An aggravated case now under our notice is that of a Mr. Page, an old gentleman of Dedham, who was run into and then threatened with assault by the offender. Luckily two decent cyclers protected Mr. Page from harm.

IF the local pride of a racing man does not dictate the propriety of riding under the name and colors of his home club we would like to see the L. A. W. formulate a rule similar to track rule 32, last paragraph, and we would like to see rule "H," in regard to the expenses of riders being paid "under special sanction," etc., changed, modified, or obliterated, so that members of cycle clubs would have no inducement to join athletic clubs, the rules of which are recognized by the L. A. W., and which rules allow of the expenses being paid without "sanction," etc.

We hope the Racing Board will meet this question without delay, so that the local rider can have no inducement to desert his local club. The principle of gobbling up the fast amateurs from all over the country by athletic clubs like the Berkeley is a bad one, and if not checked will have a tendency to fatal centralization and destruction of the local interest and *esprit du corps*. We will say nothing of the principle of the men whose desire to race at "some other fellow's" expense is stronger than the true amateur spirit of racing for the honor of his home club and local fame.

There are two ways to handle this new development:

First—To permit cycle clubs to pay such expenses without special sanction.

Second—Not to allow any man to race under the name and colors of a club unless the man is a resident of the same city in which the club exists, or within a reasonable distance thereof.

The latter rule would have in its favor the fact that the desire of such clubs as the Berkeley to pay expenses of men who had to ride under the name and colors of the Bungtown Ramblers would disappear, and the remedy would be found.

It can be said in favor of the first suggestion, that if clubs are permitted to pay expenses without special sanction then we would feel that other amateur organizations would not have any "pull" on the L. A. W., because of being able to offer any privileges not offered by the body to which we owe loyalty.

This is a question for the Racing Board to decide, and we have the utmost faith that it will be decided properly and in due order.

OUR young and over-enthusiastic Boston scorchers will do well to read "Toney's" conversation with a Franklin Park policeman, and govern themselves accordingly.

JUST think what 323 miles in 24 hours mean! It means that every minute must be ridden during the 24 hours and an average of 4 minutes 37 seconds must be kept up; and yet just this marvellous performance was done last month by Mr. A. Holbein of the Premier Road Club, London. This on a safety too. This record exactly ties the 24 hours' record made by S. G. Whittaker on an ordinary October 27, 1887.

HE WANTS NIAGARA.

Editor Bicycling World: Having already begun to look forward to the L. A. W. meet of 1890, and predicting as I do another of those never to be forgotton events which join hand in hand with a successful, well managed bicycle meet when held in a desirable, interesting place, and, as a member of the L. A. W. and one willing to render any possible service and aid in making the meet of 1890 one of the most successful and delightful meets ever held, allow me to say Amen to the suggestions offered by some previous writers in the WORLD, who favor Niagara Falls as the place to hold such meet. Surely there is no other place on God's footstool can offer the attraction that this masterpiece of Divine handiwork can offer. No place on the face of the earth is more desirable, beautiful or more centrally located, and mainly on these qualities depend the great success of our next meet. It is entirely useless to squander time or paper in sounding the praises of Niagara Falls and the attraction offered the pleasure seeker, as all mankind, from the lisping babe to the hoary-headed veteran, have heard of the beauty of this picturesque, world-renowned place.

Where cloudless sky and sparkling sea,
Cliff and shore and forest tree,
Glen and stream and mountain blue,
Burst at once upon the view;
The gay, the beautiful, the grand,
Blending over wave and land;
Till in after years, fond memory recalls
The 1890 meet at Niagara Falls.

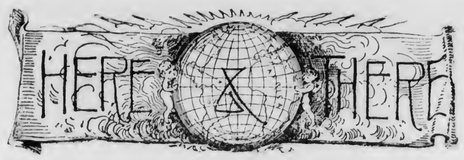
Very truly yours, T. W. SHANNON

Rochester, N. Y.

ANOTHER FOR NIAGARA.

Niagara Falls for the meet of 1890. Well, I do not think that any place which could be designated would be as popular as the Falls for the next meet. It certainly would be out of the usual routine, and would attract many cyclers, who would come merely for the sake of natural attractions. It is easy of access with fine facilities for riding. With miles of good roads extending in every direction, Niagara Falls certainly has no competitors for attractiveness; then let Chicago take the meet in 1891 and New York hold it during the World's Fair in that city in 1892. Do I hear Chicago and St. Louis smile? Well, they can put it down for a certainty that New York is the place for the great exhibition, and it will be held there, if at all, no doubt. A.

Philadelphia, Pa.



BOSTON NOTES.

"TONEY."

Since the Park Commissioners have given wheelmen permission to coast in Franklin Park, that place has become a favorite rendezvous, and the roads thereabouts are frequented at all hours by the votaries of the wheel. Not only do wheelmen take advantage of the fine sandpapered roads but horse owners take a turn around the path, and every Sunday afternoon the roads are comfortably well crowded. It is only with the greatest caution that expert cyclists are able to "scorch" with safety, yet, notwithstanding this fact, many young men who have recently purchased machines endeavor to lower the park record. These alleged fast riders effect the jack-knife style of professionals and kick their machines as though it were hard work. Instead of giving their whole attention to the handling of their wheel they look all around the path as if in search of a look of encouragement from some one of the pedestrians. Upon coming up to a carriage many of them seem to lose control of their machine, and it is only by a streak of good luck that they ride past unharmed. As I was standing watching these "cracks" the other Sunday afternoon, a park policeman approached me, and volunteered the information "that those cranks are doing bicycle riders a great deal of harm and unless they stop racing until they know how to handle their machines, the bicycle riders are apt to be put outside the park limits. This scorching business has got to be stopped and it is for the interest of the wheelmen that an end should be put to it before a formal complaint is forwarded to the park commissioners. I don't object to bicycles if they are ridden at an ordinary rate of speed, but if the boys don't stop racing I shall make a vigorous kick that will be felt. See, there is another fellow racing and I am going to stop his mad career," and having imparted this valuable piece of information the artistic club swinger meandered off in the direction of the "heavy racer." It seems to me that the wheelmen would not thinkingly abuse the privileges they enjoy at the park and I sincerely hope that hereafter they will refrain from "scorching" over the sandpapered roads of that resort.

THE membership list of the Somerville Cycle Club now bears the names of some ninety men, many of whom are well known to the cycling world. Captain Cubberly and his committee are already making arrangements for its annual ladies' night and its grand annual ball. The members expect to realize quite a large sum out of the latter affair, and the rest of the world need not be surprised to hear at any time that the club has taken possession of new and commodious headquarters.

CAPTAIN NEWMAN and his merry men are preparing a series of entertainments to be given during the wintry months, in which it is almost needless to say the ladies will be remembered. I have it on the best of authority that when Captain Newman returns from Europe he will be given a reception that will make each individual hair stand up his head, like quills upon the fretful porcupine.

ALAS! I have to chronicle the demise of another bicycle club that has valiantly stood the storms of the past few years, but which, owing to the small amount of interest taken in the sport of cycling in East Boston, has at last succumbed to the inevitable, and given up the ghost. This organization—the Maverick Wheel Club—was during its early life one of the pet organizations of East Boston, and it would have remained so, had it retained the energy and vim that characterized its youth. Its members met for the last time Monday evening, and after a hearty dinner disbanded for good.

THE riding season of the Medford Bicycle Club was appropriately brought to a close by the holding of a dinner at the Tremont House, last Saturday evening.

THE medals to be awarded in the twenty-five and twelve and one-half mile road races of the Boston Athletic Club were manufactured at the Philadelphia mint.

THE Charlestown Rovers will attempt to make a "century run" next Sunday, and should the roads and the weather be favorable more than one gallant Rover will cover the distance. The start will be made from the club rooms about 6 o'clock A. M., and those who intended making the run will ride to Salem, leave a party there, and then continue the journey to Newburyport. On the return they will go to the Reservoir and make several circuits of the upper and lower basins, so that they will be sure of riding one hundred miles.

ST. LOUIS.

"LINNEUS."

A GOOD many of the local riders have often asked the question, "Why don't we have more asphaltum pavement?" The answer is contained in the following statement of Assistant Street Commissioner Rauschenbach: "Our experience with the asphaltum pavement has been very unsatisfactory, and the Pine street pavement is said to be a failure. Boston and Washington have been very successful, showing that the asphaltum can be made durable. It makes a neat, noiseless road bed, and is very desirable for residence streets. The wood pavement (preserved wood blocks) has been very successful, and on streets where the traffic is comparatively light is preferred. * * *" Now, I would like to ask that gentleman, why is asphaltum a failure here? Close investigation will reveal the fact that the streets paved with this material drain the entire traffic for a distance of fully half a mile on each side of them, and as the ordinance to keep heavy teams off of it was never enforced the street is sought after and used by teams drawing the heaviest loads, while Olive street, which was specially reconstructed with granite all the way to Grand avenue, to accommodate this heavy traffic, is hardly, if ever, used. St. Louis has less miles of asphaltum pavement than any city in the Union of her size, and as the Board of Public Improvement is, in a measure, forcing the reconstruction with granite, which means death to the cycle, I think it high time for the wheelmen, horsemen and others, in connection with the asphaltum paving companies, to make a concerted move for more asphalt pavement instead of the noisy, slippery and bumpy granite.

D. CASTLEMAN WEBB, while crossing Broadway on Pine street, on the evening of September 25th, was struck by the shaft of a buggy driven by a young man named Frank J. Schultes. Webb was thrown from his machine and considerably shaken up. Witnesses testified that Schultes made no attempt to stop his horse, insisting that "a bicycle had no business in the middle of the street anyway." Judge Cady of the First District Police Court thought different, and fined the fresh young man $10 for careless driving. Thus another road hog is punished.

THE suggestion which I made in a previous letter about forming a Western racing circuit, and establishing an organization similar to the W. A. A. A., for the purpose of holding Western championships, is being favorably commented on on all sides. Ex-Chief Consul Brewster is particularly impressed with the scheme, and thinks it a good plan to improve our racing. He is now gathering the opinions of all the prominent men residing in the cities which are likely to be in the association, and will present them at the National Board of Officers' meeting, with a request that the championships be established.

THE Cycling Club is still without club quarters, and the headquarters of this lively, aggressive organization will remain in the saddle for the present. Some of the Missouris, believing that one large influential club was better than one indifferent and one small one, made a proposition to this club to join the Missouris. Greatly to the surprise of all, the offer was not favorably acted upon, on account of some old-time prejudices. The Cycling Club has everything to gain by such a move, as they will have the use of one of the finest club houses in America, with its accompanying baths, library and gymnasium, where now they have absolutely nothing.

THE cycle thief is getting exceedingly bold in this city, as is evidenced by the stealing of a machine out of the Missouris' wheelroom. The party owning the wheel had been off on his vacation, and on his return missed the wheel, which diligent search has failed to find to date. The member threatens to hold the club responsible, claiming that he left it in their charge in the wheelroom. The question will doubtless be brought before the club at its next meeting, and I think will be decided in favor of the club, as I always understood that a cycle left in any wheelroom is left at the owner's risk.

THE fine fall weather and the exertions of Captains Hildebrand and Sanders are inducing a large number of the club members to take part in the runs. Last Sunday the Missouris went to Creve Couer Lake, while the Cycling Club indulged in a cross country run to Clayton and return, which were both hugely enjoyed by the participants. Mr. Shumway, of Boston, went to the lake with the Missouris, but missing the usual diet of pork and beans for dinner, the representative from Beantown was forced to take to the cars on the return on account of a painful cramp in his thigh. To-morrow the Cycling Club will go on an entirely new run to Lebanon, Ill., while the Missouris will hie themselves to the far-off county line.

A MEETING of the stockholders of the Bicycle Track Association was held at the Missouris' club house, Tuesday, September 17. Secretary J. Harold Child read his report, which showed that the association cleared a handsome sum as the result of their meeting, August 31. The resignations of President Andrews, Track Superintendent Stone and Ed Smith were read and accepted, and the following were elected to fill the vacancies: President, Geo. H. Lucas; Track Superintendent, Robert Holm; Executive Committee, Percy Stone, A. J. Emery. As the prospects are good for the building of new athletic grounds the present track will not be surfaced just yet, as was intended, on account of the uncertain condition of the lease.

NEW YORK.

"HAWKSHAW."

SOME men are easy to please. A friend of mine kept a hardware store in the West, and one day a lank, lean countryman sauntered in and said, "Mister, have you got any of them 'buysickles?'" Now, as the proprieter had not expected any call for this style of stock, he replied, as they usually do in a country hotel when you ask for anything out of the regular order to eat, that he was "sorry to say that he was just out of bicycles," but here marked, fearing he might lose his customer, "I have some first-class wheelbarrows." "Oh, that's near enough," replied the purchaser. "I guess it's all in the name, anyways, and I reckon I know more about wheelbarrows than 'buysickles.' 'Taint for myself, anyways, but for my boy Jim, and I'll just tell him that 'taint the style any more to be havin' 'buysickles.'"

IT is not often that an English humoristic journal ever gets off anything in the way of being funny that an American can understand, much less copy, but occasionally even such a periodical will stumble on to something good without knowing it, and when they do the fact is such a wonderful one that every one notices and remembers it. A long while ago *Punch* really published a picture in which there was both pith and point, and they ought to get the credit for doing so. There had been several very bad accidents on British railways, and the press and public were bitter in their denunciation of the lack of interest in the passengers' safety shown by the various Boards of Directors, so *Punch* pictured a remedy, which, if it had been followed, would most surely have remedied any lack of interest in safety that the Directors might have had. It was proposed to securely fasten upon the cow-catcher of each passenger locomotive one of the Directors of the company, who was to be released only at the end of the journey, unless in the meantime he had been killed by accident. The idea was a good one and the remedy a sure one, and I think that something of the same plan might be followed by the L. A. W. in its road improvement scheme. Whenever they found any members of a Common Council, or others in authority, opposed to the construction and maintenance of good roads, mount them on bicycles and force them to travel over the bad stretches, and it won't be long before we will have the best system of roads in the world. I don't charge anything for this idea, and don't claim it to be an original one, as I admit having stolen it from *Punch*. I would like to see it tried though.

I REALLY believe that we are going to have some improved streets here in New York, at last. The usual amount of red tape has been gone through with, and we have at last arrived so far on the road that bids for their construction have been advertised for. I was looking over one of the contracts the other day, and they seem to me to be iron-clad ones. As I once before stated in this column I am rather favorable to rock asphalt as a surface, and it appears that the experts here are not convinced that it is a failure, since the contracts admit of its use. The contractors are to be required to keep the pavement in repair for fifteen years, and to be sure that they do so the city will pay them seventy per cent. of the contract price within thirty days of the completion of the laying of the pavement, three per cent. at the expiration of the sixth year, and three per cent. each year thereafter until the full amount is paid. This looks like business. To the end of keeping the pavements in good condition after they have been once laid, the Park Commissioners have set an excellent example for the Commissioner of Public Works to follow, by forcing all persons applying for permits to tear up the streets for any purpose to deposit an amount equal to the original cost of the pavement, to be held until the street is properly restored or to be used by the Commissioners themselves in doing so should the destroyers fail to properly relay the street. Little by little the leaven of good roads is working, and the long looked for results of it are not now far off.

I DON'T want to keep up any further discussion as to whether the contestants in the recent races over the Clifton track did or did not cover the distance claimed in the time given, but I do want to again state that wheelmen cannot lay claim to any performance made upon any track measured three feet from the pole, unless said track has been rearranged with a permanent pole, on an 18-inch basis. That I am correct in this position, an application to the Chairman of the L. A. W. Racing Board, will soon prove. This is all I ever claimed and I am right in doing so.

I WAS down to Louis Harrison's apartments the other evening, and found him busy experimenting with a new invention which he claims is just going to knock the Brown-Sequard Elixir out of sight. I don't understand the entire process, but you are expected to inhale super-heated air into your lungs and that kills all of the bacteria, and prevents and cures consumption. I think it will do all he claims, but many of us prefer to wait and get our dose of heat in the world to come, and not to try and get acclimated before we get there.

LOS ANGELES.

"VINDEX."

A TALL, sun-burned young man, whose face resembled a peach-blow rose with whiskers on it, stepped off a Santa Fe train at 6 o'clock this evening (September 18th), and drove up town and left his autograph at one of our numerous caravansaries. The tourist was dressed in a black uniform; he wore a Pullman crusher and a Chicago World's Fair smile. He also wore a black jersey shirt, emblazoned on which was, in large white letters, "The Chicago *Herald*." The tourist thus dressed was no other than "Tom Roe, of Chicago, America." His appearance here was a genuine surprise to your correspondent, and he was interviewed as to the chances of Chicago getting the World's Fair, politics, his health, his history, racing career, Chicago club houses, his opinion of Southern California, and other matters *ad infinitum*.

HE states it is his intention of riding from San Francisco to Chicago on his wheel, and will endeavor to lower Thomas Stevens' record of fifty-nine days on the trip. He should be able to do it, as Stevens did not ride for a record.

ROE left for Chicago at 10.30 to-night, and he intends starting Saturday noon (21st) on his long ride across the western half of the country. Roe is one of the fastest and toughest road riders of the Lake City, and that he will make good time is a foregone conclusion.

THE wheelmen here are extremely sorry that Roe took such a hasty departure, as they were desirous of taking him over some of our roads and to places of interest in and around this historical city.

IT is stated that a party of Pasadena wheelmen will make a tour to the Yosemite Valley next spring.

THE wheelman who agrees to join a tour and then does not go is a pestilential nuisance, who wouldn't be missed, in the language of the great Mikado. Mr. Atkins, of Pasadena, has decided opinions *in re* this matter, as it proved annoying to him when organizing the San Diego touring party.

J. PHIL PERCIVAL, whose departure for unknown parts was detailed in a previous letter, is in Australia.

DETROIT, MICH.

"JUDGE."

I WISH to say a few words as to our Cleveland trip last week. We left Detroit at 10.45 on the steamer City of Cleveland. We arrived at Cleveland at 5.45 the next morning. At seven o'clock a delegation of Cleveland wheelmen met us and escorted us to the Hawley House, where we had breakfast. We then mounted and wheeled out that magnificent street of national fame, Euclid avenue, to the vineyards, where a nice lunch of grapes (in both natural and liquid form) and sandwiches was partaken of. Several of the Grand Rapids ladies made the trip down on the boat with us, but Mrs. Ed. Mooar was the only one to bring her wheel; she rode the entire distance to the vineyards and back, and was right to the front of the line all the time. She is a very graceful rider, and was the object of much attention, both here and at Cleveland. We returned to the Hawley for dinner at three o'clock. After dinner Mr. B. Buchaun piloted Messrs. Whelden and Metzger over to Rocky River, and the rest of the cyclists spent the afternoon in looking over the town. In the evening Sid Black gave an exhibition of trick riding. Although a mere boy he excels any trick rider I have ever seen out of the "profesh." By the way I must tell you the joke Burt Buchaun played on Whelden. He put a pocket-book in Whelden's coat with forty dollars in it, then he got a big policeman into the scheme with him and announced he had his pocket picked, and charged Whelden with the theft; the "cop" searched poor Whelden, took him into custody and marched him off the wharf in great style. Whelden was game to the last, but told me afterwards that he really though Buchaun was going to try to make him miss the boat and keep him there all night. We were entertained right royally and all we can say is, return the visit and we will try to do the same.

THE Star Bicycle Club has abandoned the policy under which it

has been run since its organization, and from now on any wheelman of good standing, no matter what make of wheel he rides, is eligible. The club has rented a suite of very pretty rooms on the N. E. corner of John R. and Miami avenues, which are being furnished at a considerable expense. These rooms will be open day and night, and all wheelmen are cordially invited to call when in town, and all wheelmen of this city and vicinity are earnestly urged to call and inspect with a view of joining the only real *live* bicycle club in this town.

We are having elegant touring weather now, bright and sunshiny, but not too warm for a good fast pace.

We expect a few of the Cleveland men up to-morrow, and shall take them out to "Auntie Weaver's" for dinner.

BRIDGEPORT, CONN.

"NOSTAW."

The wheelmen of Bridgeport, Conn., are making arrangements to have a grand lantern parade on the evening of October 4th.—Louis R. Sturges and Harry Elliott, known as the "tramp riders" of Bridgeport, Conn., started Monday, Sept. 23d, on their wheels for Brooklyn, N. Y. They expect to be gone a couple of weeks.

Twenty-five members of the Rambling Wheelmen Bicycle Club, of Bridgeport, Conn., took a run to Norwalk, Conn., Sunday, Sept. 29th. They report the roads to that place in excellent condition.

The Rambling Wheelmen B. C., of Bridgeport, Conn., will hold a twenty-mile road race some time during the month of October. The prize for the winner will be a handsome silver cup.

PORKOPOLIS NOTES.

"STAR."

Hamilton, the county seat of Butler County, with a population of over 12,000, and surrounded by good roads, has only five wheelmen, but one of whom is a member of the League. It is a pity that cycling is so dead there. If the solitary League member would get the others to join the L. A. W. and form a club, have club runs, and get the local press to devote a little space to cycling every week, it would not be long before they would have a strong club.

To the wheelman whose muscles are in good condition, and who is willing to rise early and ride slowly, long rides at this season of the year have many attractions. It may, it is true, require the exercise of considerable will power to enable him to leave the embrace of the drowsy god, but the pleasures in store for him more than compensates for this act of self denial. The dim light, the cool, bracing air, the silence that is soon broken by a choral from a thousand feathered throats, all tend to make him forget the drudgery of the past week. And then, as it grows lighter, the very trees seem to nod a welcome, the rosy cheeked apples that peep through the foliage to wish him good morniug, and the bushes that line the road, to bid him good speed.

Very few of the hundreds of wheelmen who have quenched their thirst at the never-failing spring near Venice, Ohio, can recall the inscription on the stone above the trough into which the water flows. The last time I was there I took the pains to copy it. It is as follows:

(on the top)
"Erected by Giles Mitchell
A. D. 1867."
(on the face)

"Stranger and traveler
Drink freely and bestow
A kind thought on him
Who bade this fountain flow,
Yet hath no other claim
Than as the minister
Of blessing in God's name.
Drink, and in peace go."

To those who are aware that the spring was put in its present condition at the dying request of an only daughter these lines have a peculiar interest.

On Sunday, May 5th, one of our clubs took a run via Venice and Oxford to Hamilton, and claimed that the distance was 55 miles. Those figures always seemed rather large to me, so the other Sunday I went over the same route, and the distance from Garfield Monument, according to my cyclometer, was as follows: Venice, 17 9; Millville, 24.0; McGonigle, 28 6; Oxford, 34.8; Darrtown, 40.1; St. Charles Hotel, Hamilton, 49.0. Perhaps they measured it with a cyclometer like one that Piper had, which registered nine miles for every eight that he rode. All cyclometers are not ambitious. One owned by one of the participants in the late State tour registered just two miles during a ride of over 160 miles. The "Duke" had one that discounted that, for during the parade at the opening of the Centennial last year it *went back three-quarters of a mile*.

On the 22d of September the C. B. C. had a picnic at Silver Grove, Ky. The attendance was large, very large, and the fun! Just imagine all the fun you could have in one day, then multiply by one hundred, and you'll have a faint conception of the kind of a time that was had.

At the Board meeting of the Ohio Division, held in Cincinnati, on September 28, it was decided to issue a supplement to the road book to be mailed to each League member in the State. It was also decided to hold the next State meet in Cincinnati and to have several of the State championship races run at that time. The board further indorsed James R. Dunn, of Massilon, the present Vice President of the National League for the next President of that organization.

PROVIDENCE NOTES.

"ELNOD."

The rooms of the Rhode Island Wheelmen have undergone quite a change within the past two weeks. The partition that separated the reading room and parlor has been removed, and the billiard and pool tables have been placed therein. What was the pool room will hereafter be used as a smoking and reading room, while the billiard room is to be the holy of holies, or in other words used as a parlor. The rooms have all been made very attractive, by newly painting and papering, and no doubt this change will be the means of adding many new names to the roll of membership of the club.

A number of Providence cyclers visited North Attleboro' last Sunday, and partook of the hospitality of the Columbia Club of that place. Wheelmen were also there to the number of about fifteen from Warren. Dr. Wyman, of New Bedford, was there also.

It is understood here that Beasley, of the Kings County Wheelmen, wishes to race Van Wagoner. We hope if the race is to come off that Mr. Beasley will consent to come here and race, as we can guarantee him fair play and courteous treatment, which is more than what one of our representatives received when he visited Taunton, and also on the Milburn and Irvington course.

NEWS AND COMMENT.

It *is pretty* tough for a rider where the roads are so bad that he cannot push a wheel over the highways. The "crime" of sidewalk riding has some mitigation when the carriage roads are impassable. But in many sections the road is "good enough," and there the sidewalk rider becomes a "villain of the deepest dye."

Rain has interfered with the carrying out of a good many race meetings on the original dates.

We have heard all sorts of complaints against the bicycle, but it remains for an Oakland (Cal.) resident to charge that "handsome *stone* pavements are materially injured by bicycles!!"

Peoria, Ill., races this week, 4th and 5th. Sorry to miss two good days' sport.

Certain of our English exchanges doubt the validity of the record, by Dick Howell, of one mile in 2.31 1-5.

The New York *Herald* reports three tourists, F. L. Libbey, F. L. Bailey and J. J. Bligh, as being members of the Boston Bi. Club. The *Herald* is mistaken.

Brief but to the point: "The Cycle Club of Mansfield, Mass., is busted, the keys turned over and furniture gone."

H. L. Butler and E. Brown, of Fitchburg, Mass., recently rode from that city to Chestnut Hill reservoir, Brighton, and return, a distance of 110 miles in 10 3-4 hours. They claim this as record for that route.

The Portland Wheel Club gave a supper last week to Mr. F. A. Elwell, who has just returned from his European trip.

Van Wagoner wants to ride over that Murphy match again. He has offered the prize he won to Murphy if he (Murphy) will ride it over, to test the question of superiority, and for no prize.

The crack road riders of Philadelphia and Brooklyn are quietly getting "fit" for that Wilmington road race.

The greatest interest is manifested in the attempt of Tom Roe, of Chicago, to cycle from San Francisco to Chicago, a distance of 2573 miles, in 50 days. It wil be seen from this that he must average 50 miles per day. It will be plain sailing for Roe until he reaches the Apache canyon, when a very mountainous region will be encountered. After crossing the Colorado river it will be up grade for many, many miles, but through Kansas the road will be all down grade. The most perilous part of the ride will be crossing the Mojave desert, which is 240 miles long, and hot and sandy as the Sahara. While talking over the route with Superintendent Chase, of the Santa Fe road, Tom was informed that he was liable

THERE ◎ THEY ◎ GO ◎ AGAIN!

There Who Goes?

Why, Wm. Van Wagoner and his 46-lb. EAGLE over the tape FIRST in the 25-mile State Championship at Providence, September 25th. Time, 1 hour 18 minutes and 15 seconds. The first twenty miles ridden in 59 minutes, the fastest time for that distance ever made in competition in this country.

Why does the Eagle almost always get there FIRST?

BECAUSE IT IS BUILT THAT WAY.

Send for Catalogue.

The Eagle Bicycle Mfg. Co.,

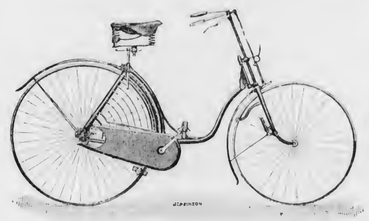
STAMFORD, CONN.



THE SWIFT SAFETY TO THE FRONT.

G. M. HENDEE, at Hartford, Sept. 4th, beat the Safety record for one mile. Time, 2.41 1-4.

G. M. HENDEE rode a **SWIFT SAFETY.** The previous record was 2.46, which, by the bye, was made on a SWIFT SAFETY.



The first Century ever made by a Lady bicyclist.

On August 25th, Miss Maggie Kirkwood, of Maplewood, Mass., rode 101 miles and 3-4 in one day on a **SWIFT LADY'S SAFETY.**

THE SWIFT LEADS THE WORLD.

COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - - - - - BOSTON, MASS.

PERENNIAL - PREMIERS!



There is no "Close Season" for PREMIER SAFETIES—they are a Perennial Source of Pleasure and Health. By the way, that was a pretty good performance of HOLBEIN on a PREMIER SAFETY. 323 MILES IN A DAY! Best on Record.

CATFORD PREMIER SAFETY.

LLEWELLYN H. JOHNSON, Mfg. Importer,

401 & 403 MAIN ST., - - ORANGE, N. J.

to get broiled and to meet with plenty of Indians, but Tom did not scare worth a cent.

THE Eck female cyclists combination has just captured old sober-sided England.

A BOY'S racing wheel, weighing eight pounds, was on exhibition in Brooklyn the other day. It had twenty-inch wheels, and was made in England for young Harriott, a six-year-old boy.

KENNEDY-CHILD paid us a flying visit the other day. The Child is still busy and hard at work for the Warwick Cycle Co. It is now nearly one year since the Child favored Boston with his sunny presence.

HAVING completed the cleaning and refurnishing of the Buffalo Bi. Club house it was opened with an informal reception, on Friday evening, October 4th.

MR. JOHN L. HANNA, of Fort Wayne, Ind., while riding his bicycle recently, was run into by L. C. Heck, of same place, and Hanna's machine was smashed. The latter will at once bring suit for assault and damages.

WE are just in receipt of a splendid photograph of twenty-six of the Elwell tourists, taken at Zurich, Switzerland. We would like to know *who* to thank.

THAT the Long Island wheelmen are riders is shown by the fixture card which they issue, stating: "Club runs for October every morning 6 A. M."

Bicycling News is out with us because we accredit Miss Kirkwood with the ladies' road world's record on a "single." If *Bi. News* wishes us to be more explicit, we will state that the ride was record for a lady on the "single bicycle."

WE are sorry to notice by the papers that the Ramblers of Buffalo feel aggrieved at the treatment they received at the State League meeting in New York.

THE Chicago Club house represents an outlay of over $25,000.

THE authorities of Brockton, Mass., are after the sidewalk riders. Half a dozen arrests have been made during the past few weeks.

THE McKeesport, Pa., Cyclers have opened new club rooms, at No. 115 Fifth avenue. The rooms are handsomely furnished in oak, and carpeted with Brussels. All visiting wheelmen are invited to call.

MR. R. J. CAUGHEY, a well-known rider of McKeesport, Pa., was married September 25, to Miss Matilda E Hartman. After an extended trip East they will return to McKeesport and reside at the Cousin residence on Fifth avenue.

RHODE ISLAND to the front. Look on this picture and then on that. September 18 W. Van Wagoner and Mont Scott, twenty-five-mile match race at Providence; time, 1.18 15. At Binghamton, September 11, L. A. W. State championship, one-mile, W. S. Campbell (of Buffalo), A. C. Banker; time, 3 56 1-4.

WE are informed that at the races at South Weymouth, Mass., held last Saturday, that certain prizes were withheld from A. W. Porter, of Newton, Mass., and A. K. Pressy, of the same place, on the ground that the above men were professionals. The management are at fault in their ruling. Both Porter and Pressey are amateurs according to League rules.

'Tis said that the Baltimore Cycle Club want W. W. Taxis, of Philadelphia, to join that club and ride in the team race for the Citizens' cup. If this be true we would respectfully protest. This "borrowing" out of-town talent is getting to be monotonous.

THE Ramblers, of Buffalo, took first prize for the biggest out of town representation, at Niagara Falls, appearing in the parade over sixty strong, and the Lockport Club took second prize, with ten men.

THE road hog case in Malden, as reported in our last issue, was called at Malden Police Court on last Saturday morning. The defendants asked for a continuance, pleaded not guilty, and were held in $300 each, for trial on October 19th next. Mr. J. S. Dean and Dr. Emery were in attendance, representing the L. A. W.

ANOTHER CASE OF ROAD HOGGISM.

WHILE W. A. Rhodes was riding through Brighton, Mass., last Monday, on the right side of the road, he was deliberately run down by a fish dealer, by the name of Stetson, of Brighton. Both wheels of the buggy passed over the body of Rhodes, and his bicycle was smashed. Rhodes was rendered insensible for a time. Stetson drove off at a fast gait, but was recognized by many who witnessed the outrage. Rhodes called on Stetson and offered to settle for damages to bike. Stetson refused to settle, and so the law will be invoked, and Mr. Fish Dealer Stetson made to see the error of his ways.

LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

We have had a list of "don'ts" from nearly every point of view. It may be well to add to the number. Therefore:

Don't scorch. Hasten slowly.

Don't ride recklessly. Ride with care.

Don't be too ambitious about climbing hills.

Don't go off on a long ride without an extra wrap. It will serve you well when you halt.

Don't be afraid. Fear often goes before a fall. But want of fear doesn't infer want of care.

Don't for a moment lose control of your machine. At the top of every hill try your brake to see if it is in working order and start downward with a little pressure on the wheel.

Don't forget that your wheel runs steadier, and that you favor the machine and lengthen its days by this brakage on the hills.

Don't set the saddle too low, else you cannot work to advantage and the knee movement is excessive and ungraceful. Appearance is everything.

Don't set the saddle too high, else you cannot get the correct ankle action, you lose power and you are in danger of a strain.

Don't place the saddle so high that you cannot reach the pedal with the arch of the foot or place your toe beneath it. Strike a happy medium.

Don't fail to learn the ankle action and practice it.

Don't wear corsets. Think what your brothers would suffer were they forced to ride tightly banded in steel.

Don't wear boots for they prevent the freedom of motion essential to good pedalling. Buttons are better than strings.

Don't regard the mutterings of Mrs. Grundy if you feel that cycling benefits you and gives you innocent pleasure.

Don't be disturbed if the people look at you. People always look at a locomotive, though it is not a strange sight. You will find more friendliness than harsh criticism behind the gaze of the populace.

Don't forget that the pioneers in every cause excite the attention and remark of the world.

Don't forget your purse. You may need a little cash and the want of it may lead to embarrassment.

Don't, by reckless riding, bring cycling into disrepute and dissuade many from riding. One accident will have an effect that months of talking up the wheel cannot undo.

Don't expect to accomplish much in your first season of riding.

Don't forget that woolen is the only thing for underwear. Banish linen even from the hands.

Don't trim your outer garments to any considerable extent.

Don't wear bright colors except it be a knot of ribbon well placed.

Don't neglect your wheel. Keep the nuts tight, the bearings well oiled, the nickle bright and the enamel clean. Good care will double the life of a wheel.

Don't say that you don't know how to use the wrench or oiler. If you don't know learn. Ignorance that can be removed should never be confessed except as a step to its removal.

Don't ride on a tandem with a reckless man. Place some value upon your neck and limbs if he does not.

Don't ride on sidewalks and expect the police to consider your sex. The law knows no sex.

Don't try to ride all the year round. Not one in ten can ride with safety when the wintry winds blow. When cycling ceases to be pleasurable house your wheel.

Don't fail to have a tight sleeve in the fall. If the sleeve is not tight wear woolen wristers that will prevent the wind from blowing up the sleeve.

Don't ring your bell except in cases of emergency. Don't be "loud" in any way.

Don't be impatient with those who ask questions about the wheel, though you have to tell an oft-told tale. You were once as ignorant as they.

Don't forget the rules of the road, and remember that it is good policy to yield more of the road than the law compels you to, rather than provoke a quarrel.

Don't forget to notify your companions a-wheel which side you will pass on when you are coasting a hill or riding fast. Say "on your left," or "on your right," to indicate the side you will pass on.

Don't forget the L. A. W., and add your name, your dollar and your influence to the good cause in which it has enlisted.

Don't forget to put sewing materials, pins, court plaster and a cake of camphor ice into your bag when you tour.

Don't think you ride the only perfect mount. If you are on the fleet and narrow-track bicycle don't forget that the broad-track tricycle has its advantages.

Don't pedal hard in a gust of wind. Take it easy and wait for the lull.

Don't turn the corners too shortly, especially if the gutter be deep. Take a wide sweep and go over at right angles.

Don't forget to "claw" Follow the pedal all the way round, clawing one forward and the other backward.

Don't rush the long hills; take them slowly. Rush the short ones.

Don't have your skirt too full. If it escapes entanglement on a calm day it will get into the cogs on the wheel when the wind is high.

Don't boast of distances accomplished in wonderfully short spaces of time.

Don't try to see how quickly you can go from one point to another; rather see how much you can take in of what is around and about you, and how much of pleasure and profit you can get. A desire for speed and nothing more is not a high ambition.

Don't encourage that pride which leads you to climb a hill that will overtax your strength. Get off and walk, and get your recompense in the want of exhaustion at the top.

Don't lose your head. In the face of danger try and keep your wits about you. Courage will carry you safely through many a trying experience.

Don't be afraid to acknowledge a courtesy on the road. He who puts himself out to oblige you deserves, at least, a "thank you."

Don't ride in crowded thouroughfares. If you must enter them walk, and diminish the chances of accident.

Don't lend your machine. Breakages come to borrowers more frequently than to owners.

Don't give up the search for a squeak or rattle till it is found. If you cannot place it go to a repair shop.

Don't begrudge the time spent in adjusting the height and pitch of saddle.

Don't fail to regard these don'ts if you don't know any that are better.

HELEN GREY.

TEMPLE IN ENGLAND.

THE MEN HE MET.

It is raining! Rain is not a strange occurence in England or its surrounding countries, yet it is possible to spend six weeks in coursing among the British Isles and a whirl over to the ever-gay Paris, return to England and sail for America without meeting a rain storm—of course heavy dews are not counted. Such was the fortune of two American boys well known in cycling circles.

I had just returned from a heavy week's work on the race path, and found lying beside the tea tray, a card: "Art. Taylor, Boston, at the 'Three Tuns.'" Right glad was I to meet the genial Taylor, and I found in his company Mr. Kirk Corey. Now I have at odd times heard much of Mr. Corey, and the pleasure of meeting him found a return. As the boys had just arrived, my knowledge of Coventy's by-streets and lanes leading to all places of local interest came in good stead, also of the grand road which leads to Kenilworth, further on in another direction Warwick Castle, and still further Stratford-on-Avon. St. Michael's Cathedral came in for a close inspection, but what seemed to take our fancy was St. Mary's Hall, with its heavy oak carvings. The place where Lady Godiva was supposed to mount for her ride through the streets of Coventry. "Peeping Tom" took the boys' fancy, and I believe they secured a photo. of the ugly rascal, bending sideways from the topmost window of the King's Head Hotel. A reminder to the good people of Coventry what they owe to the pity and courage of a brave woman.

The great cycle works were visited, and a lunch at the Red Lion of a grand roast washed down with flagons of old ale was enjoyed, the ruddy, robust landlord himself presiding at the the table.

The evening before Messrs. Taylor and Corey did hie away for Liverpool (sailing on the same boat that I returned home on just a year ago the same week, the Aurania), we decided that a little dinner for the three would be a proper final to the meeting. So we repaired to the King's Head Hotel at 8 P. M. As we all are temperate men, no harm to the bottle and its partner marked "Mumm's;" but what a jovial two hours we had over the table, witty speeches pass back and forth, the song, the toast. But where they had me was that they had recently returned from Scotland, and had some kind of a Scotch word at ready hand which always meant a final. I am sure that Taylor and Corey must have enjoyed their trip to this country, and have already made indistinct plans for another year.

I myself have settled down to the country's ways, and have taken up my headquarters in this old town of Coventry, which lies, as everybody knows, in the midst of Warwickshire, surrounded by all that is serene and beautiful in nature.

I have ridden in but few races, and considering the fact of my being on a racing machine but one week previous to my victory at Alystone Grounds, I feel quite pleased at the results. Though not in condition I rode in this race upon my nerves. The victory of the ten-mile world's championship was the best race I ever rode, the field comprising Howell, Robb, F. Wood, W. Wood, R. H. and Tom English, Lee, Allard and Hawkes.

My trick riding has rather taken much of my time, and on the invitation of the Earl of Denbiegh my exhibition at Newnham Paddox was one of the pleasantest episodes of my business life. So much, briefly, as to my "professional" doings.

Walter Phillips, manager for Rudge's, requested me to try the Triplet, in company of Jack Lee and Sam Brown, the noted amateur. We took a spin to Kenilworth Castle and return, and talk about flying! There is a straight mile that I will warrant was covered in two minutes.

Having an engagement at Grimsby, which, by the way, is the largest fish market in the world, I took train via Nottingham and Lincoln, and as it was Friday and market day, I concluded to stop over in Lincoln several hours, and picked up a few interesting historical facts as I wandered around shelling out the proverbial copper. The chief object which attracts the attention as the train rolls into Lincoln is the cathedral, which overshadows the city. A grand view is seen as the town lies upon a tremendous hillside. The cathedral at York is said to be the king of English cathedrals, if so Lincoln may worthily rank as their queen, and for my part I am for the petticoat.

(To be continued.)

PUT THE SURPLUS INTO NATIONAL HIGHWAYS.

PERHAPS all are enough interested in polities to have read up on the tariff question anyway. Well, have *you?* Do you perfectly understand and comprehend it—cause and effect and all that sort of thing? Do you? Well, the writer don't. But there is one thing connected with it that is certain, and that, all will admit. It is that both political parties, in effect, say that there is a bountiful supply of cash to run the government machine—in fact too much, and that there is a large and enormously growing surplus which is locked up from circulation and threatens the monetary equilibrium of the country. Both admit this to a degree. One party proposes to cut down the revenue of the government and the other also proposes to pare off. Each admits that the public purse is too rich, but profess to know of no *worthy* object on which to expend it, or even a portion of it. A navy, sea-coast fortifications and all the worthy public enterprises will fail to exhaust the revenues they say. Well, where are the sympathies of the people? Where are yours? Are they with the prosperous and rich of our country, or are they with those who are obliged to delve and labor for a livelihood when they can get anything to do? Don't make any mistake, the wealthy classes have my sympathy to a certain extent, and my admiration for the ability to accumulate money, but my heartstrings are pulled toward the millions of our land who are willing and yet unable to find employment, or when employed unable to earn sufficient to give themselves and their families *abundance* of food and healthful shelter. Many of these are aged people who have reared sons and daughters, and now, decrepit with years of toil as well as of age, crowd our almshouses because there is not sufficient work to enable these same sons and daughters to earn enough steady wages to offer seats at the family table to the dear ones to whom they owe their origin.

Do you wonder at labor strikes? Well, the wheelman's scheme for national roads improvement does not strike at the wealthy classes while endeavoring to give employment to the masses of mechanics and laborers in the grand work of internal improvements. A prosperous country contemplates the prosperity of every inhabitant. The money earned by working on roads is expended for the necessaries and conveniences of life in the shops and manufactories of the more prosperous. Everybody feels to a degree the unlocking of the public treasury, and expending the people's money on roads, waterways, fortifications, navy, lighthouses, public buildings, etc., and nowhere more than on public highways. There is money enough and to spare without anybody being taxed a farthing more than at present. This is not *partisan*, but it may be politics in so far as touching upon the "science of government." In the scheme, then, for national roads improvement we should have the sympathy of all classes, inasmuch as it does not touch the tenderest part of the civilized anatomy—the pocket—except to make it feel more comfortable. Do you think, then, if an appeal is made to the country, in the proper way, and in such a systematic manner that all would comprehend, that the League of American Wheelmen propose to have highways included in national internal improvements, that it would not be hailed with delight by the laboring classes? Does it not touch them so nearly that it would become a factor with them at the ballot box? It would be absurd to contend that every laboring man would be employed on internal improvements, but it would so extend the field of labor that each could find employment.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

Would any public-spirited man object who was made to comprehend the scheme? No; he would reason this way:

"I want to see the roads improved because it is a great benefit to the country and indirectly benefits me. It does not cost me any more than at present, and yet I will be a participant in the general prosperity. It is not *collecting* money to do the work on roads, for the funds are already in hand." You will then readily perceive that there is no tax to frighten away adherents, and on the other hand every inducement to appeal to them to assist the L. A. W. in the battle for national roads. The great railroad corporations would foster the scheme because highways are feeders to their lines and the more there are of them and the better condition they are in, the more they feed. The same is true of waterways, and, in fact, every channel of commerce. The census shows that even estimated in gold values, the *average* value of farms all over the country increased only one dollar per acre, or five per cent on the original investment in ten years, while the whole of this increase occurred in the Western States, the value of farm land in the East having declined and is still declining. In New York and Pennsylvania this is as true as in New England. In Ohio there was no advance in the average value per acre, of improved farming lands, between 1870 and 1880, and there has been a positive decline ever since. This is as much due to bad roads as any other cause. By the wheelman's scheme of national roads improvement, the farmer would pay no more taxes than at present—the revenues are more than sufficient now—and so can you not see plainly that the farmers throughout the country would be more deeply interested in the highway scheme than even the wheelmen? The way is so inviting and so sure of success, that surely the League of American Wheelmen will embrace the opportunity and *lead* in this grand scheme. Even the coming session of Congress can receive the entering wedge, and if gone about properly the first appropriation can be gotten.

ALBERT MOTT.

WHAT WAS THE REAL MOTIVE? THE DANVERS (MASS.) ARRESTS.

In a late issue of our paper we printed an item stating that a lawyer, a clergyman and a doctor had been arrested in Danvers for sidewalk riding. This item has called forth the following statement made by a party living in Danvers, and is rather interesting as being capable of being read between the lines. We print in *extenso*:

"In 1880 the town of Danvers, Mass., passed a by-law against the riding of bicycles on the sidewalks, which was duly approved by the Superior Court.

From the day it was passed up to the present time no person was ever complained of for riding on any sidewalk in town, although during all of that time, up to within a month, the sidewalks have been used by bicyclists and especially by a nephew of the Chief of Police, who has had the reputation of being a reckless rider.

At the town meeting when the by-law was under consideration, the brother of the Chief of Police moved to strike out 'tricycles' from the by-law because, as he said, he thought it might prevent his son from riding on the sidewalks with his velocipede.

At the last town meeting a by-law was passed prohibiting the riding of bicycles and velocipedes on the sidewalks and regulating the riding of tricycles. At an adjourned meeting, which was held in the evening, the brother of the Chief of Police came into the town meeting, with friends he had solicited to come to the meeting during the day, and they passed a by-law against the use of tricycles and bicycles on the sidewalks.

The persons who used tricycles in town were the Rev. Mr. Thompson, the Rev. Mr. Ayres, Dr. W. W. Eaton, Dr. Frost and Lawyer J. W. Porter, Mr. Baker and his son (the latter being lame), and several ladies. There was never any complaint that any of these persons rode fast or were rude. There were frequent complaints that bicyclists rode fast and were rude. Dr. W. W. Eaton was one of the Trustees of the Walnut Grove Cemetery who voted to turn off the father of the Chief of Police, who was Superintendent of said cemetery. The Chief of Police is the brother of the man who was so active in having tricycles excluded from the sidewalks, and father of the young man who has always ridden on the sidewalks on a bicycle.

One other person who was very active against tricycles is an enemy of J. W. Porter. The Rev. Mr. Thompson and Dr. W. W. Eaton, who were complained of for riding on the sidewalks, only rode short distances in order to get rid of muddy places in the streets. J. W. Porter only rode in front of a house to speak to a gentleman standing on the opposite side of a fence, and rode off as soon as he finished the conversation.

Bicycles and tricycles have been ridden on the sidewalks, greater distances than John W. Porter rode his, *since Mr. Porter was complained of, and no notice has been taken of it.*

Several days before any complaint was received by the magistrate against the doctor and lawyer, notices were put into all the local daily papers that these gentlemen had been arrested for riding on the sidewalks. Not being satisfied with this outrage and slander, a statement was made in the papers that Mr. Porter ran into a baby carriage in Peabody and was arrested for it.

This slander was the outgrowth of the Danvers slander, and when investigated by the authorities of Peabody it was found to be false, and Mr. Porter vindicated.

Mr. Porter has always been very active in enforcing the liquor law, and has made many enemies by so doing."

A DENIAL.

In your issue of August 30th, under the head of "Porkopolis Notes," there appeared an article stating that the Athletic Cycle Club were the cause of the Lexington Pike Company again charging toll to wheelmen, on account of their coasting down a hill *four abreast*, and in so doing frightening a horse so that he ran over an embankment, overturned the vehicle and injured the occupants. This statement is untrue, and had your correspondent "Star" made the proper inquiries, as he should have done, he would have been convinced of its untruthfulness.

W. J. STRAUSS,
Secretary A. C. C. (No. 20,569).

THE VAN WAGONER-MURPHY RACE.

THE Providence Sunday *Journal* thus gives its version of the match race between Mr. Van Wagoner and Mr. Murphy, which, if true, places the management of the race in rather dubious light. It was "slack," to put a mild construction on it, if the *Journal* is correct: "The layout of the famous Irvington-Millburn course may not be familiar to the general run of cyclers hereabouts. The course is situated some few miles out of Newark, N. J. The course is not a road circuit, but is simply a stretch measured along a pretty fairly made bit of highway for a distance of five miles. To make a 25-mile race the measured bit of road must evidently be covered five times. But instead of starting at one end and riding to the other, then turning and coming back, and so continuing for the 25 miles, the start and finish line is drawn at the middle of the strip, 2 1-2 miles from either end. This arrangement is evidently desirable in a 25-mile race—or for any distance divisible by 5 rather than by 10—else the finish would be at the opposite end from the start, and necessitate a procession of spectators, who saw the start up the road to view the finish. But the arrangement necessitates the placing of some mark at either end of the course, 2 1-2 miles from the start and finish line, to instruct the riders when to turn, else they are likely to keep on going along the road. * * *

The condition of things as they were for the Van Wagoner-Murphy race is thus outlined: According to Mr. Van Wagoner's story of the race he allowed Murphy to lead for the first round. He did not pay particular attention to the locality where he turned, as it was arranged to have men posted there for the purpose of directing the riders on the course, and he was directed all right. On the second round Van Wagoner led Murphy. When he arrived at the place where he thought he had turned before, he found no one there to guide him. There was no time to be wasted thinking about it, and, supposing that he might be mistaken, and that the turning point was farther on, he kept on for a half mile further, when he began to feel quite sure that he was going too far. He looked behind him, for it was on one of the few stretches in the winding road where one could see half a mile along the course, and he saw Murphy just turning at the place he had gone by. He at once made for the finish, and, upon arriving there, reported the circumstances to the judges. The men who had been sent out to direct the riders were called, and said that they were at their posts. Then Van Wagoner recognized them, and said he remembered passing them on the road, but they did not tell him to turn, and he did not think they were in the proper place, either. He went back along the road with the judges and pointed out the place where he saw them, and the judges said that if they were there they were 100 yards inside the proper point."

The same paper says farther on: "Mr. F. P. Prial, editor of the *Wheel*, who had charge of the arrangements and held the stakes, but who was not on the ground, has written Mr. Van Wagoner that he would not award the prize until the race was ridden over again."

MAINE DIVISION MEET—POSTPONEMENT.

RAIN again spoiled, as it has several times in succession, the fall race meet of the Maine Division. Postponement was had until afternoon of Wednesday, October 2. There was a good attendance from the division, and from Massachusetts came Dr. W. H. Emery, Chief Consul; E. B. Pillsbury, Representative: C. P. Cubberly, Captain Somerville Club; and E. P. J. Morton, of the Pope Mfg. Co. The day passed happily in the rooms of the Portland Wheel Club, and in the evening there was a fine banquet at the Preble House. Dr. Emery made a ringing speech, and was followed by the other visitors. As the gathering was about disbanding, F. A. Elwell, manager of European party, stepped in the upon them and was warmly welcomed. Considering the circumstances, it was an extremely interesting occasion, and with good weather on Wednesday some fine races are anticipated.

THE PASADENA (CAL.) CYCLING CLUB'S TOUR.

THE Pasadena Cycling Club's first annual tour is a thing of the past. Last Wednesday (the 11th) A. L. Atkins, J. W. Lancaster and C. L. Rasey of Pasadena and W. S. Wing, P. L. Abel and Frank Scheidler of this city, left Pasadena on the eight-day tour to San Diego and return. D. L. Burke accompanied them as far as Perris. The weather was cool and pleasant, and Pomona, 30 miles, was made before dinner. The WORLD correspondent, who accompanied the tourists this far, returned home. Riverside was reached at night where they were met by the bicyclists and escorted to their hotel, the wheelmen riding for miles down the famous Magnolia avenue. After being serenaded by a band, the hospitalities of the Robidoux Club were extended the tourists and they were delighted with the reception accorded them. The route next day (Thursday) was as follows: Box Canon (3 miles long), Perris, Elsinore (dinner), Wildomar, Murrietta (night). Friday the route was as follows: Linda Rosa, Temecula, Vallecitos, Fallbrook (dinner) Ostrich Farm, San Luis Rey River, San Luis Rey, Oceanside (night). Saturday—Escondido Junction, Carlsbad, Stewart's, Leucadia, Encinitas, Loockwood, Del Mar (dinner) Cordero, Corrento, Selwyn, La Jolla, Morena, Old Town, San Diego (night, stopping at the famous Hotel del Coronada). The next day, Sunday, was spent in visiting the different places of interest in and around San Diego, as follows: National City, Chula Vista, Otay, Oneonta, Tia Juana (Old Mexico), stopping for dinner and to visit Mexican Custom House, etc., returning to Sweetwater dam (San Diego's water supply works). Next day the party left San Diego, homeward bound, and the route was near the ocean. The party reached home to-day delighted with the outing. The roads were very good for this season of the year. The success of the tour was due to Mr. Atkins, who is a veteran in the matter of tours. VINDEX.

COMING EVENTS.

AT MILWAUKEE, WIS—The fall handicap road race of the Milwaukee Wheelmen takes place October 26, over the Whitefish Bay course; distance, eleven miles. This race is open to all, and every bicyclist is respectfully requested to enter. Entries close October 21st. Entrance fee, 50 cents. Henry Rotier, Chairman Racing Board, 427 Milwaukee street, Milwaukee, Wis.

AT YOUNGSTOWN, PA.—The Mahoning Cycle Club of Youngstown will hold the annual meeting at the Fair grounds next Monday. The following programme has been arranged: Parade over paved streets, at fair grounds, 100 yards slow race, open, one-half mile open, one-half mile club, one mile open, one mile tandem, five mile open handicap, one mile club.

AT BERGEN POINT, N. J.—Second annual cycling tournament of the New Jersey Athletic Club, at Bergen Point, New Jersey, Saturday, October 12, 1889, at 2.45 P. M. sharp. Events (L. A. W. rules to govern): One-mile novice, open to residents of Jersey City, Bayonne, Elizabeth and Plainfield only; quarter-mile dash, open; half-mile hands off; half-mile handicap; one and a half-mile handicap; one and a half-mile relay race, teams of three with substitute; one-mile tandem bicycle handicap; two-mile Rover type, scratch, open; one-mile open; three-mile handicap. Entrance fee, 50 cents per man for each event. Entries close October 5th, 1889, with A. M. Sweet, P. O. Box No. 262, Bayonne City, N. J. Right to reject any entries reserved. Prizes will be on exhibition at A. G. Spalding's, No. 241 Broadway, New York, on and after September 30th, 1889. Prizes to first, second and third in each event, except relay race, for which a stand of colors will be given the winning club. Trains leave New York, foot of Liberty street, via C. R. R. of N. J., 12.45, 1.15 and 2 P. M., stopping at grounds.

AT WHEELING, W. VA.—The place and dates for the W. Virginia Division meet have been decided on. The place will be Wheeling and the dates Tuesday, Wednesday and Thursday, October 15, 16 and 17. This will bring riders from all over the country hereabouts, from Pennsylvania, Ohio, West Virginia, Maryland and the District of Columbia. It is also proposed to have a regular bicycle track constructed in time for the meet. The committee appointed to make arrangements for the meet are R. H Bullard, E. L. Rose, K. E. Sarver, J. M. Belleville, C. E. Van Keuren and H. P. Wilkinson. They will be assisted by Chief Consul C. E. Irwin to make the affair a grand success.

AT NORFOLK, VA.—The postponed races and runs of the Virginia Division will be held at Norfork, October 14 and 15. The programme is:

Monday, October 14, 10 A. M., parade; lunch at Norfolk Club house. At 2.30 races, as per following programme, on the club's private track: One-mile novice; one-mile, State L. A. W. championship; one-mile, open; half-mile, boys; three-mile, State L. A. W. championship; one-mile safety, open; trick and fancy riding; one-mile safety, State L. A. W. championship; one-mile tandem, handicap; half-mile dash; two-mile handicap; one-mile Norfolk Bicycle Club. All entries must be in by October 10th. Entrance fee, 50 cents for each event. Above races to be run under L. A. W. rules. Contestants for the boys' race to be sixteen years or under. For entry blanks, etc., address A. A. O'Neill, 64 Bank street. At 8 P. M., moonlight run to Kempsville.

Tuesday, October 15, 10 A. M., run to Portsmouth, visiting Navy Yard, hospital, etc. At 3 P. M., run to Ocean View; escorts furnished to those who desire a run to Virginia Beach.

The members of the Portsmouth Cycle Club will be glad to see all visitors, and will take great pleasure in showing them all points of interest in and around the city. For any further information apply to any of the following: A. A. O'Neill, J. Hugh Henry, W. J. Stanworth, Norfolk, Va.

AT WASHINGTON, D C.—The great lantern parade which is to take place in Washington next Tuesday promises to be a great affair. No expense will be spared, and it is the intention of the projectors to make it the grandest lantern parade ever held. Chief Marshal Atwater is hard at work, and is backed up by the local wheelmen to a most satisfactory extent. A large delegation from Baltimore and other points is expected.

The wheelmen will form in nine divisions on Maryland avenue, with their right resting on 1st street west. The column will then move west along Pennsylvania avenue to 15th street; thence North to Pennsylvania avenue, to west gate of executive grounds; through grounds, passing in front of executive mansion, out the east gate; west along Pennsylvania avenue to Washington circle, around south side of circle to K street, thence to Vermont avenue, north to Thomas circle, to Massachusetts avenue, east to 13th street, south to K street, east to Mount Vernon square, where the parade will be dismissed.

A committee was appointed to call upon President Harrison and request him to review the parade.

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.]

AT LONDON, ENG.—On the Kensington Oval, the great ten-mile race for the Surrey cup was run and won on the grass, by J. H. Adams, in the "grass record" time of 31.10 At the end the race lay between J. H. Adams, F. P. Wood, E. M. Mayes and H J. Howard, all the others having dropped out *en route*. Until the beginning of the last half mile Adams maintained his place consistently in the rear, but always close to the others. A quarter of a mile from home he shot ahead like an arrow, and a great race commenced between him and Wood, ending in the victory of Adams by about five yards. Mayes came in third, about ten yards behind, followed by Howard.

IN ENGLAND.—The following road records went overboard in the recent road race held by the Premier Road Club: M. A. Holbein, safety, 12 hours, 175 1-2 miles; 24 hours, 323 miles. W. C. Golding, tricycle, 12 hours, 151 miles; 24 hours, 280 miles.

NORTH ROAD, ENGLAND.—On the 11th September F. T. Bidlake succeeded in beating the 100-mile tricycle road record by nearly 3 min. The time was 6h. 55m. 58s. The best previous was made by Miles, in 6h. 58m. 54s.

AT NORTH SHIELDS, ENGLAND—The 15-mile professional championship was run at North Shields, Eng., and won by R. H. English. R. Temple a close second, T. English (3): time, 49.11 2-5

AT PEPPERELL, MASS.—The 20-miles bicycle road race under the auspices of the Cycle Club run last Saturday was won by M. C. Moss, he doing the distance in 1.42 15. Guy Tracy second, 1.52.15; Stackpole third, time not taken. The wind was exceedingly strong, making it hard riding, and there was no prize offered.

AT DUTCHESS CO., N. Y.—The bicycle race at the Dutchess County fair was won by John Van Benschoten. Time, 3.12 1-2. Theodore W. Roberts second, Edward Cashin third.

AT CINCINNATI, OHIO—The twenty-mile club championship of the Crescent Wheelmen was run on the mile track near Oakley, Ohio, one of the suburbs of Cincinnati, Sept. 29 "Teddy" Allsup came in first, in 1h. 13m. 48s.; Charles Roth, second, in 1 13 48 4-5; Charles Reid, third, in 1.15.00. The finish was very exciting. "Teddy" had a lead of nearly three-quarters of a mile, which was closed up by a magnificent spurt by Roth. "Teddy's" first mile was made in 3.20, and his last in 4.02.

AT NIAGARA FALLS, N. Y., September 27.—The races at Niagara Falls, under the auspices of the Niagara Falls Wheelmen, were run Friday last. The track was heavy, the sky cloudy, and a cold, strong wind prevailed; conditions not favorable to fast time. The events and results were:

One-mile novice—Windsor, of Lockport, 1; C. F. Butler, 2. Time, 3 40.

One-mile novice, safety—G. H. Staey, 1; G. F. Diemer, 2. Time, 3 52 3 5.

Half-mile safety—W. F. Gassler, 1; Burt A. Pratt, 2. No time.

One-mile open (W. S. Campbell barred)—C. J. Iven, 1; Blown (Toronto), 2. Time, 3 10.

One-mile tandem—J. B. Milley and F. M. Brinker, 1; F. H. Salt and W. S. Pierce, 2. Time, 3 27 4-5.

One-mile match—W. F. Gassler, 1; W. G. Schack, 2. Time, 3.30 4-5.

Two-mile safety—C. J. Iven, 1; B. A. Pratt, 2. Time, 6.59.

One-mile C. W. A. members—Brown, of Toronto, 1; Whatmaugh, Toronto, 2. Time, 3.40.

One-mile, Niagara County championship—Burt Green, 1; C. F. Butler, 2. Time, 3 29 4-5.

One-mile safety, Niagara Falls championship—W. S. Pierce, 1; F. H. Salt, 2. Time, 3 35.

One-mile open—C. J. Iven, 1; B. A. Pratt, 2. Time, 3.19.

The programme was run off in great shape, and the management is to be congratulated.

AT CAMBRIDGEPORT, MASS.—The annual twenty-five-mile race of the Port Cycle Club took place last week Friday afternoon. Following is a list of the starters in order of time of arrival at the finishing post: A. W. Chamberlain, 1h. 43m. 20s.; George Kelsew, 1h. 44m.; Charles Fay, 1h. 48m.; Bert McLean, 1h 50m. 50s; E. LaCroix, 1h. 50m. 55s.; A. Shaeffer, 1h. 51m.; John Crocker, 1h. 51m. 58.; J. Carmen, 1h. 53m.; G. W. Bean, 1h 54m.; E. R. Rodd, 1h. 56m.; J. Shedd, 1h. 59m.; M. Nowell, 1h. 59m. 30s.; J. W. Bean, 2h. 3m. 30s.; H. Clark, 2h. 4m.

IN ENGLAND—The marvelous performance of Mr. A. Holbein, of the Premier Road Club, in riding 323 miles within the 24 hours, on a safety, is still the topic of conversation on both sides of the Atlantic. He did 175 1-2 miles in 12 hours and 323 miles in 24 hours This is best world's record for the safety, and it ties the record of S. G. Whittaker on an ordinary, made October 27, 1887.

AT MILLBURY, MASS—The eight-mile handicap road race, under the auspices of the Millbury Wanderers, came off September 28. The result was: C. Benson, 1 min., first; W. Hathaway, 2 min., second; V. Kidder, 2 min., third; W. White, 2 min., fourth; C. A. Fenner, scratch, fifth Benson's time, 29 42 1-2.

It was a fine race between Benson and Hathaway, but the former proved too quick on the finish, and won by a neck.

AT ST. JOHN, N. B., September 24.—A telegram to the *Journal* of Lewiston, Me., says: "At the annual fall sport of the St. John Amateur Athletic Club, the one and two mile bicycle races were taken by R. T. Potter, from Maine, with Thomas Hall, of St. John, second. Time, one-mile, 3.03 4-5: two-mile, 7.55 4-5. The time for the mile is the fastest ever made in the Maritime Provinces."

AT PROVIDENCE, R. I.—The particulars of the 25-miles race between W. Van Wagoner, M. Scott, W. B. Jencks and C. F. Phinney are to hand. After half the distance had been ridden Scott and Van Wagoner had left the other two men hopelessly in the rear. Jencks, however, broke his machine and was consequently delayed. The track is some few feet short of half a mile and so the men were started 396 feet back from the finish line. A time limit of 1h. 35m. was placed on the race. From the start Van Wagoner cut out a fearful pace, some of the miles being reeled off under three minutes and some as low as 2.54. Van's tactics were to shake Scott, but Scott was a hanger on and not to be shaken, in fact on a few occasions Scott spurted to the front, only to drop back of Van's wheel. It was the general opinion that Scott would win the race unless Van Wagoner increased his lead, for the former had the lighter machine and was known to be very smart at a spurt. Van Wagoner, however, proved to be good at a spurt, too, and when the two men came down the home stretch from the turn up by the monument, he began the final struggle by

BRET HARTE AND BILL NYE

Once had a funny time with a representative from the Flowery Kingdom, which caused Harte to arrive at the conclusion, "that for ways that are dark and tricks that are vain," the aforesaid Pigtailed (in the wrong locality) individual was highly and exceptionally peculiar. You gentlemen who have ridden the Safety Bicycle UP TO DATE, have—when climbing hills---and attempting to ride through sand (we say THROUGH sand ADVISEDLY, you can't go over it) come to the conclusion---FREQUENTLY---that in the quality of PECULIAR "KUSSEDNESS" oftentimes exhibited, the SAFETY, GENERALLY SPEAKING, has no rival.

HAVE YOU GOT ANY SAND

IN YOUR LOCALITY???

If so, and you want to ride a SAFETY BICYCLE that will GO OVER IT and not leave a furrow resembling that made by a team of FORTY BULLS attached to a prairie land-breaking plough---why the way to do it is to BUY, OWN and RIDE a WHITE FLYER SAFETY BICYCLE.

Made by WHITE CYCLE CO., WESTBORO', MASS., U. S. A.

AND SOLD FOR $135.

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a great burst of speed. Scott with a splendid effort overtook him close to the tape. It looked like a tie, but Van Wagoner got across first by, perhaps, four or five inches, winning the championship and a marvellously close race. Scott's friends are not satisfied that it was not declared a tie. The judges, however, were quick and unanimous in their decision for Van Wagoner. Time 1h. 18m. 15 sec.

AT PORTLAND.—Postponement.—The Maine Division races, which were postponed to October 2, have been abandoned for the season. Heavy rain on the previous day rendered the track totally unsuitable, and so, rather than further postpone to be again disappointed, Chief Consul Dow decided the wisest course would be to give the matter the go-by until another year.

HOWARD A. SMITH & Co., Newark, N. J., are having great success with their standard prepared graphite for safety chains, the graphite being specially made up for the purpose.

THE Premier safeties received a big boom in that one of their sterling machines was ridden by A. Holbein, 323 miles in 24 hours, a world's record for safety machine, and it ties the record of S. G. Whittaker made on an ordinary September 27, 1887.

MEMBERS of the Maryland Bicycle Club have been visiting their Philadelphia Bi. Club *confreres*. The Quakers did the honors in a style worthy of their reputation as hospitable hosts.

THE machine ridden by Van Wagoner in the great 25-mile record race at Providence was an Eagle. Van and the Eagle hold the record for the fastest 25 miles ever ridden in competition. A remarkable fact is that the Eagle on which the record was made was not a racing wheel but a full roadster weighing 46 pounds.

THE Overman Wheel Co. will remove their offices from Boston to Chicopee Falls, Mass., on or about October 15. All communications to the Company must be addressed to that place on and after that date.

THE Louisiana safety championship was won by W. H. Renaud at New Orleans on a *Swift* Safety.

KITTO'S PATENT FOOT BRAKE.



THE accompanying cut shows a simple contrivance, which, if desired, entirely does away with the need of using a hand brake of a safety, but can be worked in conjunction with it, if desired. When the brake is applied by the foot the hands have full control of the steering (the right hand not being engaged with the hand brake). It is claimed by the inventor that:

"It avoids cramps of the hand and wrist; any hill can be ridden down with safety and comfort, all fears of accidents being dismissed; it can be attached to any make of wheel with a front brake, and worked easily by slight pressure of the foot."

Now that the night riding season is commencing we would call the attention of our readers to this simple, valuable attachment, and by mailing $3 to the Coventry Machinists' Co., 239 Columbus avenue, Boston, one will be sent.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street,
BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

OFFICERS FOR 1889—90.

PRESIDENT, CHAS. H. LUSCOMB, 280 Broadway, New York.

FIRST VICE PRESIDENT, JAMES R. DUNN, Massillon, Ohio

SECOND VICE PRESIDENT, SANFORD LAWTON, Springfield, Mass.

TREASURER, W. M. BREWSTER, 309 Olive Street, St. Louis, Mo.

SECRETARY, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimore, Md.
F. L. Casselberry.....Mansfield, Ohio.

Rights and Privileges.

A. Moore Berry.....421 Olive St., St. Louis, Mo.
George A. Perkins.....Cambridge, Mass.
Isaac B Potter.. .....Brooklyn, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....100 Warwick St., Boston, Mass.
W. A. Davis.....Chicago, Ill.
Chas. L. Brockway.....Middletown, Conn.

Improvement of Highways.

Dr. Chas. S. Butler.....683 Main St., Buffalo, N. Y.
Wm. W. Share. .....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
Robt. A. Smyth..... San Francisco, Cal.

Transportation.

W. M. Brewster... .... 309 Olive street, St. Louis, Mo.

Missouri Appointments.

I have made the following appointments for Local Consuls:

E. N. Moody for Clarksville.
G. R. Wells for Knobnoster.
L. A. Myers for Miami.
Geo. W. Eberle for Huntsville.
G. S. Pasqueth for Mexico.
Jno C. Pigott for Booneville.
L. H. Parsons for Edina.
H. L. Kennedy for Carrolton.
C. O. Austin for Palmyra.
F. W. Haid for North St. Louis.
Chas. J. Case for Carthage.
Theo. S. Blair for South St. Louis.
E. A. Ludwigs for Lexington.
H. A. Miller for Memphis.
Joe. P. Gazzam for Bonne Terre.
J. W. Finlay for Kirkwood.
Dr. G. A. Sparling for Kirksville.
E. H. Shepherd for Brookfield.

Local Consuls will be expected to give the matter of recruiting our membership their immediate attention as well as keep me advised of new riders names. Blanks for this purpose will be furnished by the undersigned.

Fraternally yours,
ROBT. HOLM,
Chief Consul.

Attention, Joplin Wheelmen.

Being unable to get an answer from Representative Geo. A. Case, I would be pleased to receive applications for the local consulship for Joplin. Applicant must be ready and willing at all times to perform the duties of the office as prescribed by League by-laws. An immediate reply is requested.

Fraternally yours,
ROBT. HOLM,
Chief Consul.

Attention St. Joseph Wheelmen.

Being unable to hear from W. H. Cameron or J. E. Eberle, I would be pleased to receive applications for the St. Joseph Local Consulship. Applicant must be ready and willing to perform the duties of the office as prescribed by League By-Laws. At the Sedalia meeting J. E. Eberle was elected a member of the Racing Committee According to the list sent me by the Secretary he is not a member of the L. A. W. The position is therefore declared vacant. I would be pleased to receive applications for same. St. Joseph, with over 100 riders, has at present only six L. A. W. members, and I therefore request the aid of all her members to help build up her membership.

Fraternally yours,
ROBT. HOLM, Chief Consul.

Missouri Division Road Book.

The new Road Book is now being compiled, and will be issued as soon as possible. Local Consuls should use this as an argument to obtain new members. The book will be greatly enlarged over the present one, and as our present small membership does not justify the expense, all members are urgently requested to aid the officers in increasing our membership. Fraternally yours,

ROBT. HOLM,
Chief Consul.

Rhode Island Consul.

No. 18—H. E. Nason, Jamestown.

C. S. DAVOL, C. C.

Rhode Island League Hotels.

1. Phenix—Briggs Hotel.
2. East Greenwich—Updike Hotel.
3. Providence—Dorrance Hotel, Hotel Bristol.
4. Westerly—Dixon House.
5. Warren, Colvs Hotel.
6. Newport—Perry House.
7. Bristol—Bristol Hotel.

League members will find in each hotel the required certificate, giving the reduced rates.

CHAS. S. DAVOL,
C. C. R. I. Div. L. A. W.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

No. 240—New Bedford Cycle Club, New Bedford, Mass., Wm. N. Jewett, Sec.

No. 241—Knickerbocker Bicycle Club, Syracuse, N. Y., F. W. Sager, Sec.

Massachusetts.

A regular meeting of the Board of Officers, Massachusetts Division will be held at the Clarendon on Saturday evening, Oct. 5 at 8 o'clock.

WM. H. EMERY, Chief Consul.
C. S. HOWARD, Secretary-Treasurer.

Illinois Division L. A. W.

A meeting of the Board of Officers held in the parlor of the Commercial Hotel, Chicago, Ill., Sept. 20th, 1889, Chief Consul Davis presiding. Meeting called to order at 8.30 P. M.

This being the annual meeting of the Board, and the first meeting under the new Constitution, an order of business for the Board of Officers' meeting was adopted, viz.:

Roll Call; Reading of Minutes; Report of Chief Consul; Report of Vice Consul; Report of Secretary; Report of Treasurer; Report of Representatives; Reports of Committees; Reports of Local Consuls; Unfinished Business; Election of Delegates; New Business.

The roll call showed the following members present: Chief Consul W. A. Davis, Secretary-Treasurer Thos F. Sheridan, Division Representatives Charles E. Randall, F. W. Gerould, Illinois Cycling Club (Chicago); W. J. Nichols, Capital City Cycling Club (Springfield); Edgar S. Benner, Washington Cycling Club (Chicago); G. D. Chisholm; seven members being present, two more than a quorum.

The minutes of the sixth annual meeting of the Division at Ottawa were read and approved.

The Chief Consul stated that the report of the Secretary would show the condition of the Division better than he could verbally, so would allow that to embody his.

The report of the Secretary was read, and after some discussion was approved.

Report of the Treasurer was next read, showing a balance on hand of $647.24. It was handed to the Finance Committee for auditing.

Mr. E. S. Barnes, of the Nominating Committee, was the only member of that committee present, and accordingly made remarks in regard to the methods pursued by that committee at the last election. The matter was laid on the table.

The Auditing or Finance Committee made their report, and said they found the report of the Treasurer correct, having examined his books and accounts. On motion of Messrs. Barnes and Chisholm it was approved.

Mr. Barnes, Local Consul of Springfield, made some remarks and explanations in regard to the suit of I. E. Ransom vs. David Talbott, for damages, the Division prosecuting on behalf of Mr. Ransom It was moved by Messrs. Sheridan and Nichols that the case be left in the hands of Mr. Barnes and attorneys.

The Chief Consul gave a short history of the case of Wm. Reese, a member of the Æolus Club, and also Division, who was run down by a Wells, Fargo & Co.'s wagon, and his wheel wrecked. On motion of Messrs Randall and Chisholm the C. C. was instructed to bring suit against the Wells, Fargo Co.

The election of Delegates to National Board of Officers resulted as follows:

C. E. Randall, Chicago; Edwin Oliver, Chicago; Edgar S. Barnes, Springfield.

The Chief Consul on motion of Messrs. Gerould and Chisholm was instructed to secure a good lawyer as Legal Consul for our Division.

On motion of Messrs. Randall and Nichols the Secretary-Treasurer was instructed to mail each member this year a list of members of this Division at the same time the Constitution is sent out.

The emblem of National organization with the words Illinois Division circumscribed was adopted.

The Chief Consul was empowered to buy frames for Hotel Certificates and see that proper instructions were sent with each in which League members would be obliged to show their tickets.

On motion of Messrs Chisholm and Gerould the matter of the Treasurers bonds was referred to Finance Committee for action. Adjourned,

THOS. F. SHERIDAN, Sec.-Treas.

Illinois Delegates.

At a meeting of Illinois Division L. A. W. held in Chicago, September 20th, 1889, the following named gentlemen were elected to represent this Division on the National Board of Officers:

Chas. E. Randall, Chicago; F. W. Gerould, Chicago; Edgar S. Barnes, Springfield.

THOS. F. SHERIDAN, Sec.-Treas.

Illinois.

Abingdon, Commercial Hotel, rates $2.00 per day; Carrollton, Bassham House, rates $1.50, reg. rate $2.00; Macomb, Randolph House, rates $1.50, reg. rate $2.00.

The above are appointed League Hotels.

W. A. DAVIS, C. C.

Sept. 27th, 1889.

Ohio.

At the meeting of the officers and Representatives of the Ohio Division L. A. W., held in Cincinnati this afternoon, the following delegates to the National Assembly were elected: T. J. Kirkpatrick of Springfield, A. E. Mergenthaler of Fostoria, George Collister of Cleveland, and Frank C. Meyer of Canton.

Chief Consul M. A. High then appointed the following standing committees:

Rights and Privileges—Frank Jay of Canton, James Hodge of Toledo, and Sam Goodman of College Hill, Hamilton County.

Improvement of Highways—T. J. Kirkpatrick of Springfield, H. E. Chubb of Cleveland, and Dr. C. H. Griffin of Ravenna.

It was decided to issue 1000 copies of a supplement to the Road Book, to be mailed to each member of the Ohio Division as soon as possible.

The Board then indorsed J. R. Dunn of Massillon, the present Vice President of the National Association, for the next President of that organization.

The State was then divided into seventeen districts, each district to be in charge of a Representative, who will make recommendations for Local Consuls, League hotels, &c., in his district to the Chief Consul, and endeavor to bring all non-members in his district into the fold. The districts were allotted as follows:

1. Williams, Fulton, Lucas, Defiance, Henry and Wood Counties, to Fred Boice of Toledo.
2. Ottawa, Sandusky, Seneca, Erie, Huron, Lorain and Medina Counties, to the First Representative from the Toledo Bi. Club.
3. Cuyahoga County, to John Huntington of the Forest City Ramblers of Cleveland.
4. Lake, Geauga, Ashtabula and Trumbull Counties, to Geo. Collister of Cleveland.
5. Paulding, Van Wert, Putnam, Allen and Hancock Counties, to the Second Representative from the Toledo Bicycle Club.
6. Wyandot, Crawford, Hardin, Marion and Morrow Counties, to the Representative from the Fostoria Bi. Club.
7. Richland, Ashland, Wayne, Knox and Holmes Counties, to Roy Antibus, of the Richland Ramblers, Mansfield.
8. Stark County, to the Representative from the Canton Bi Club.
9. Summit, Portage, Mahoning and Columbiana Counties, to Dr. C. H. Griffin of Ravenna.
10. Mercer, Darke, Auglaize, Shelby and Miami Counties, to W. P. Harmony of Sidney.
11. Logan, Champaigne, Clarke, Greene, Union, Madison and Fayette Counties, to Representative from the Springfield Bi. Club.
12. Delaware, Franklin, Pickaway, Licking and Fairfield Counties, to A. E. Mergenthaler of Fostoria.
13. Coshocton, Muskingum, Tuscaravcas, Guernsey, Carroll, Harrison, Belmont and Jefferson Counties, to Dr. F. S. Maxwell, of the Jefferson County Wheelmen, Steubenville.
14. Preble, Butler, Hamilton (except Cincinnati), Warren, Clermont, Clinton, Highland and Brown Counties, to Harry C. Buckles of Cincinnati.
15. Cincinnati, to Wm. A. Miller, of the Cincinnati Bi. Club.
16. Hocking, Ross, Vinton, Pike, Jackson, Adams, Scioto, Gallia and Lawrence Counties, to Marcus Moses of Gallipolis.
17. Perry, Morgan, Noble, Monroe, Athens, Washington and Meigs Counties, to Frank C. Meyer of Canton

WILLIAM D. KEMPTON, Sec.-Treas.

Cincinnati, Sept. 28, 1889.

New York State Division, L. A. W.

Proceedings of the Annual Meeting of the Board of Officers, held in New York City, Sept. 13, 1889.

Present, Chief Consul Bull, Vice Consul Bridgman, Secretary-Treasurer Nisbett and Representatives Gulick, DeGraaf, Chairmont, Prial, Alden, Gallien, Wood, Cossum, Jenkins, Blackham, Rinch, McClean, Gates, Hydecker, Bogert, Chapin, Sheehan, Shriver.

Chief Consul Bull called the meeting to order.

On motion the reading of the minutes of the previous meeting was dispensed with, Dr. Geo. E. Blackham taking the chair. Chief Consul Bull submitted his annual report to the Board of Officers of the New York State Division L. A. W.

In making my annual report I desire at the same time to be as brief as possible and to call attention to such matters as I think should be brought before this body.

At the time of the last annual meeting of the Board of Officers, Mr. George R. Bidwell was our Chief Consul. It is wholly unnecessary to call attention to his faithfulness and efficiency in the discharge of his duties for that is a matter of common knowledge to all who have taken any interest in the work of this Division. On account of the demands of business upon him he found it necessary to resign his office, which he did upon the 12th day of March, 1888. Under the provision of the Constitution, I being Vice Consul, then became Chief Consul, since which time I have administered the office.

The report of Chief Consul Bidwell presented at the annual meeting held in Buffalo, September 4th, 1888, showed a total membership of 2318. Our total membership at the present time as reported in the L. A. W. BULLETIN of September 6th, 1889, is 1965.

The books of the Secretary-Treasurer show that the renewals in 1888 were 1603, while in 1889 they were 1451, a net loss of 212. The loss in the second District alone amounted to 233, showing that in the rest of the State we have slightly gained in renewals.

There are now 169 Local Consuls, each of whom is an active worker in his own District. Upon assuming the office of Chief Consul I found it necessary to revise the list of Local Consuls, endeavoring to retain only the active and efficient workers, and making new appointments as fast as practicable. All the present appointees are pledged to attend to the duties of the office and to perform them to the best of their ability, and it is believed that we have an efficient corps of officers scattered throughout the State. This list might be and should be extended, but in making such appointments I prefer to delay a little if by so doing I can secure an earnest worker, rather than to have a long list of Consuls and find that a large number of them are unable, either through inability or inattention, to accomplish anything for the organization. I shall endeavor to continue the work in this line until we shall have such a corps of Local Consuls all over the State as shall make the power and influence of the L. A. W. felt as never before.

There are now 177 official League Hotels in the State, with several applications remaining to be acted upon. This list is composed wholly of those appointed during my administration of the office, and the proprietor of each of them has signed a contract which was prepared with the express view of securing substantial benefits to L. A. W. members. It was prepared carefully and with the assistance of legal counsel, and I believe it will accomplish the purposes desired. I annex to my report a copy of the form of contract referred to. By referring to the contract you will see that in each hotel there is required to be displayed in a conspicuous place in its office, a certificate showing that it is a League Hotel. So long as it continues to be a League Hotel, this certificate will be displayed, and no longer; so that any wheelman can readily see whether or not he is in the place he desires.

In each League Hotel there is also kept a record book. This book is for the use only of L. A. W. members and should be freely used by them in entering upon its pages information which may be of benefit to those who may come after. If local and touring wheelmen will enter upon these books full information as to the condition of roads and points of interest in the respective localities, they can be of great assistance in the preparation of the Road Books which are issued from time to time. This is one of the main objects of this Record Book, and all wheelmen should contribute as much as possible. The placing of these books in League Hotels is a new departure and its retention in the future largely depends upon its success during the present season.

On March 25th, I appointed Dr. George E. Blackman as the third member of the Executive Committee, vice Mr. John C. Gulick, who resigned.

On April 10th, I appointed Mr. M. L. Bridgman as Vice Consul, that office having become vacant upon my assuming the office of Chief Consul. He has discharged the duties of that office satisfactorily and was continued in the office by the vote of the Division at the last election.

On the same date, following the precedent in this and other State Divisions, I appointed the *Wheel* and *Cycling Trade Review* as the official organ of the New York State Division.

The proprietors of the National Official organ, THE BICYCLING WORLD AND L. A. W. BULLETIN have raised a question as to the power and authority of Chief Consuls of State Divisions to appoint Division organs other than the BULLETIN, and the matter is, as I understand, held under advisement by the L. A. W. Executive Committee. What may be the outcome I cannot say, but it will doubtless be properly and satisfactorily adjusted.

Soon after assuming the office of Chief Consul, I appointed the following Committees:

Rights and Privileges—Walter S. Jenkins, Buffalo, N. Y.; Michael Furst, Brooklyn, N. Y.; L. A. Newcome, New York, N. Y.

Rules and Regulations—E. J. Shriver, New York City; A. B. Gardner, New York City; J. M. Warwick, New York City.

Improvement of Highways—I. B. Potter, New York City; C. E. White, Albany, N. Y.; A. M. Dickinson, New York City.

Road Book—A. B. Barkman, Brooklyn, N. Y.; John S. Kellner, Buffalo, N. Y.; W. H. DeGraaf, New York City.

It became my sad duty to announce through the columns of the official organs under date of May 3d, the death of Mr. H. C. Spaulding, Jr., who died at his home in Elmira on April 12th. Mr. Spaulding was a member of the Division Board of Officers and of the Nominating Committee. He was an enthusiastic wheelman, and was always ready to aid the organization with his best work and valuable advice. His loss is one which will long be felt by the Division.

For some time past the principal railroads have transported bicycles when accompanied by the owner, free of charge. On May 9th the Trunk Line Passenger Committee, at a meeting in New York City, adopted a resolution imposing a tariff upon bicycles of twenty-five cents for every hundred miles or fractional part thereof. Immediately upon being advised of this action, I sent letters to the Local Consuls throughout the State, to the leading bicycling manufacturers, and to others whose influence could be used to cause the roads to rescind such action. Not to go into too much detail as to the modus operandi, suffice it to say that the result of our efforts, ably seconded by those above referred to, and by many prominent wheelmen in New York City, was, that on June 4th following, such action was rescinded and the tariff removed. The following is a list of the roads comprising this committee and which now transport bicycles free: Grand Trunk Railroad, New York Central and Hudson River Railroad, West Shore Railroad, New York, Ontario and Western Railroad, New York, Lake Erie and Western Railroad, Delaware, Lackawanna and Western Railroad, Lehigh Valley Railroad, Central Railroad of New Jersey, Philadelphia and Reading Railroad, Pennsylvania Railroad, and Baltimore and Ohio Railroad.

Believing that a more thorough knowledge of our organization would greatly assist us in securing renewals and new members, I began the compilation of the Hand Book. As the work progressed I realized that it was vastly more of an undertaking than I had at first imagined. Subjects were continually occurring to my mind, and matter continually coming to my hand, which would be of value in such a book, and while I have been obliged to leave out much that would add to its value, on the other hand, I have incorporated in it some things that were not within my intention when I first conceived the idea of compiling the book. Some matter which I very much desired I was unable to obtain at as early a date as I expected, and so the publication of the book was somewhat delayed. Upwards of six thousand copies of this book have been distributed from an edition of seven thousand. With the aid of Local Consuls and dealers a list of over six thousand wheelmen in this State has been compiled, to each of whom was mailed a copy of the book, together with an application blank, and an addressed envelope to be mailed to Secretary Bassett. It is impossible to say, of course, just what benefits have accrued or will accrue to the organization from this labor, but it is hoped that the effort will be well rewarded in accessions to our ranks. The cost of the Hand Book was $105, of which sum the advertisers contributed $173, leaving a balance of $22. This balance was paid by the Chief Consul from his allowance.

In this connection I desire to thank Mr. Richard W. Rummell, a member of the Buffalo Bicycle Club, for the handsome design for a Division seal; also Mr. Fred J. Shepard, Buffalo; Dr. L. A. Bull, Buffalo; E. N. Bowen, Buffalo, and Isaac B. Potter, New York City, for special articles which add so much to the value of the work.

Chief Consul Bidwell, in his last annual report, recommended the centralization of the work of the Division in one office, and this has been found to be the only practical way of managing the affairs of the Division. It has resulted in considerably increasing the labors of the Chief Consul, but some compensation has been made for that. But as the By-Laws require the Secretary-Treasurer to keep the membership roll, and as the mail vote entails considerable extra work upon him, and he has been obliged to employ additional clerical help, I have vised his bills for such extra help, trusting that my action in so doing would meet the approval of the Board of Officers. And I would suggest that an allowance be made the Secretary-Treasurer sufficient to enable him to employ and pay the help so required.

It seems to me that the time has come in the history of the League and in the history of the New York State Division, when the organization should cease to be merely, or mainly, a sentimental association, but that it should carry on its work upon a business basis and with business methods. In its infancy, when its treasury was depleted, it might do to ask its members to give them their time and labor to its cause without reward or hope of reward, but with the standing and strength which the Division now enjoys, it seems to me unfair to ask men to give so much of that which represents their stock in trade, so to speak, time and labor, without the shadow of compensation. We must be able to pay full value for all services rendered, but we can, it seems to me, in our present circumstances, partially compensate some of those who give so largely to the Division.

The work of the Rights and Privileges Committee is quite arduous. All complaints of wheelmen from all parts of the State in regard to accidents and other infringements of their rights are referred to the Chairman of that committee. He is called upon to investigate all such complaints, often to examine the law pertaining to them, and give written opinions, and is also obliged to leave his business at times and go to perhaps distant parts of the State to investigate various claims. If any actions are brought by wheelmen, he is often the one who conducts the case and gives his legal services without charge.

And again, cases are likely to arise where the Chief Consul may desire legal counsel in some course of action which he contemplates, and there should be some officer of the Division to whom he can freely go for advice. From the duties which he is called upon to perform, the Chairman of the Rights and Privileges Committee should be an attorney in the actual practice of his profession. In view of this situation, I desire to recommend for the consideration of this body an amendment to the Division By-Laws which shall provide that the Chairman of the Rights and Privileges Committee shall be an attorney in actual practice; that he shall be the legal adviser of the Chief Consul and attorney of the Division; that he shall in addition to his duties as now defined in the By-Laws, bound to a docket and record of all cases coming under his notice, and in general act as the legal adviser and attorney for the Division, and conduct all cases undertaken by it, and that he shall receive an annual retainer of $.... in addition to his actual expenses in the discharge of his duties, which shall be in full of all charge for legal services.

In this connection permit me to say that the Connecticut Division has authorized the employment of an attorney at an annual retainer of $100.

I also recommended a revision of the Division Road Book. I believe that with the additional information to be derived from the Record Books above referred to, a revision could be made the coming winter which could be of considerable benefit to the Division.

It is quite desirable that this Division be fully and ably represented in the National Board of Officers. It has been the history of the past that many Representatives have failed to attend the annual meetings, and thus the Division would be deprived in the deliberations of the National Board of the counsel of many of its most valuable Representatives. It is quite a burden for many to not only leave their homes and business but to pay their own expenses out of pocket to these meetings. I would therefore recommend some action, either by an amendment to the By-Laws or otherwise, as may be necessary, authorizing the payment of the actual and necessary expenses of Representatives actually attending the meetings of the National Board of Officers.

I desire also to call attention to several proposed amendments to the By-Laws offered by the Chairman of the Rules and Regulations Committee, and ask that you may give them your careful and studious attention.

There is one further matter that I desire to call your attention to before closing. The L. A. W. is an organization designed among other things to promote the general interests of cycling, and to ascertain, defend and protect the rights of wheelmen. In my administration of the office I have endeavored to interpret these clauses of the Constitution in their broadest sense. I am at all times ready to champion the cause of any wheelman where in the right, but I will not uphold any in a course of action which disregards the rights of others. You may some of you have noticed a communication over my signature in the official organs calling attention to the disgraceful and outrageous conduct of certain wheelmen at a League hotel. Mere reference to that matter will be sufficient to illustrate my meaning.

I promised at the beginning to be brief, but I fear I have ill kept my promise. Much of what I have said may be of no interest to you, but I trust under all the husks you may be able to find a few kernels of golden grain.

On motion the report of the Chief Consul was accepted as read and filed.

Secretary-Treasurer Nisbett then read his annual report showing cash receipts and disbursements from February 16th, 1889, to August 12th, 1889, as follows:

Balance cash on hand 16th February, 1889, as per report $578.20; cash receipts, $600.68; total receipts, $1,178.88; total disbursements, $752.49; balance cash on hand, $426.39.

On motion the report was referred to the Executive Committee for audit.

Mr. Jenkins, Chairman of the Rights and Privileges Committee then read his report as follows:

"To the New York State Division Board of Officers:

Gentlemen—The period during which I have had the honor to be Chairman of the Rights and Privileges Committee, has been so brief that I fear there will not be much of interest that I can report to you. Still the Committee, through its Chairman, have some matters to report and some suggestions to make.

The matters submitted to the Committee have entailed considerable correspondence and in a few instances have required us to knock the dust from the law books upon our shelves to enable us to give opinions upon some of the questions presented.

The first case that came to our attention was the case of an accident occurring in Utica, where one of our members was driven over by the driver of a team and his wheel badly damaged and himself considerably injured. From the correspondence there seemed to be a clear case and upon consultation with the Chief Consul in view of the condition of League affairs in that section, it was deemed advisable that we should visit Utica and more thoroughly investigate the case than could be done by correspondence and incidentally put in a few strokes for the League. Accordingly, on May 20th, Chief Consul Bull and myself went to the "pent-up" city where we were met by the Local Consul Mr. Crosby, and the claimant, Mr. Dobson. After quite a lengthy consultation and investigation we found that the man who had caused injury was wholly irresponsible and while in my judgment the wheelman had a good cause of action, he did not, in view of the worthlessness of the driver, feel inclined to expend any money in a fruitless prosecution of him. This was the view taken by a local attorney and friend of Mr. Dobson, and it was finally decided not to prosecute. Mr. Dobson was willing to permit us to undertake the case if we wished to do so at the expense of the Division, giving us all the assistance he could but we did not believe it to be the correct policy to take that course, although we were willing to give our legal services free of charge. Mr. Dobson did not feel that we were bound to undertake any prosecution and agree to pay all the costs and expenses, and seemed entirely satisfied with the course taken by us and grateful for the interest we had taken in his case.

Another case that called for our consideration was that of Thomas E. Goring of Wappingers Falls, who was bitten by a dog while riding on his wheel. It will not be necessary to enter into the details of that case, but will be sufficient to say that from the statement given me I was of the opinion that Mr. Goring had a good cause of action for damages, but he was reluctant to undertake the payment of the expenses of a prosecution and assume the chances of paying the costs in case of defeat. He understood that the Division took such cases upon their own responsibility, relieving the claimant from all burden and assumed all the chances. I advised him also that while the Committee would undertake the prosecution of the claim and furnish him with legal counsel without expense to him, it was not their policy to assume all the chances of the party being able to prove his case as he had stated it. Since giving him that information the Committee have heard nothing from him, and whether he has yet determined what course to pursue we are unable to say.

Quite a variety of matters come before the Committee for consideration.

There is one more case which I wish to call to your attention that arose very recently in the city of Rochester. This case involves a principal which I think it would be well for all wheelmen to consider. A man by the name of Field living in Rochester, sent his son with his wheel to the shop for some slight repairs. He came in a southerly direction upon a street running north and south, turned to the left, or eastwardly, upon a cross street and proceeded in an easterly direction, keeping near the north curb. You will therefore see that he was upon the left side of the street, as he was going. He came to a wagon standing at the curb and turned to the right to pass it. Coming in the other direction, going westerly and also being near the north curb was a team and heavy wagon. The team and the wheelman met just opposite the wagon which was mentioned as standing at the curb. The team kept in a direct course, neither turning to the right nor left, nor slacking its speed. The wheelman pulled to the left of the team as far as possible and attempted to pass between it and the wagon. The harness caught in the wheel, throwing the rider, and the right forward wheel of the wagon passed over the wheel pretty thoroughly demolishing it. The owner of the wheel, Mr. Field, submitted his case to the committee, seeking to recover damages from the owner of the team. He seemed to think, as did some of the by-standers, so he reported, that the driver was entirely at fault, that if he had turned slightly to the left or had slackened the speed of his team, which, by the way, was going only at a moderate pace, the wheelman could have safely passed between the team and the wagon and the accident have been avoided. Now, the question was what, from that state of facts, were the wheelman's rights? What were his rights upon the highway? And what duty he was bound to observe in meeting a team travelling in the opposite direction?

I believe that even under the common law that question was well settled, but beyond the shadow of a doubt it is settled by the so-called "Liberty Bill" which was so skillfully drawn and so ably pushed through to a final passage in our State Legislature by my learned predecessor as Chairman of this Committee, Mr. Porter. The situation is simply this: The bicycle is considered a carriage and as such has the same rights, and is subject to the same restrictions and liabilities in the use of the public highways as any form of carriage drawn by horses. The statute directs that when two carriages shall approach each other, travelling upon the public highway in opposite directions, the driver of each shall seasonably turn to the right of the center of the worked portion of the road. In the case of a paved street, the worked portion of the road must be held to be the entire space between the curbs. And in case of the failure to observe this rule, the party offending is subject to a certain penalty prescribed by the statute to be recovered by the party injured. Had this wheelman instead of riding a bicycle, been driving a horse and carriage and pursued the same course as he did in this case, he clearly would have been at fault and entirely responsible for the accident. And the same must be the rule of law in the case of the bicycle. It was the rider's duty to turn to the right upon meeting a team, and not to the left. The driver of the team was in his proper place upon the street and was not bound to stop his team or turn to the left to allow the wheelman to pass. And so, in the case referred to the owner of the wheel is without remedy and must stand the consequences of the direct violation of the law of the road by his son.

At the beginning of my reference to this case I said that it involved a principle which it would be well for all wheelmen to consider. That principle, briefly stated, is simply this: A bicycle has the same rights upon the highway as any other carriage—no more, no less—and riders are bound to observe the same rules in the use of the highway as the driver of any other carriage.

It one were to speak entirely from observation of the manner in which many riders skip around upon the streets, riding wherever it may suit their convenience or their fancy, one would be almost justified in saying that they thought they owned the road, and it was for others to look out to avoid accidents, and that they were absolved from all responsibilities in the matter.

It is furthest from my desire to lecture before this body of intelligent and representative wheelmen, but I desire to add one thing to what I have already said, to the end that you may each of you go forth with this idea firmly in your mind and whenever occasion arises be not at all backward in lecturing others whom you may discover to be in need of a little wholesome admonition.

We must all remember that while we have the same rights as other law abiding citizens, they are but equal and not superior rights. Whenever our rights and privileges as wheelmen are transgressed or denied to us, unless it be some trivial matter, we should be ready to insist upon proper consideration at the hands of others. But at the same time we should be ready and even anxious to accord to others every right and privilege to which they are entitled. While we are endeavoring to rid the land of that pestiferous curse known as the "road hog," let us be ever watchful that we have not that opprobrious title justly applied to us.

Respectfully submitted,

WALTER S. JENKINS,
Chairman Rights and Privileges Committee.

On motion the report was accepted and filed.

Mr. Gates—I would like to ask if in a case where a street car line runs through the centre of the street if the right of way is governed the same as where a street car line does not run there. When one is going straight ahead on the left hand side of the street car track, and if they keep next to the street car track, according to law would they be out of position?

Chairman Jenkins—It is but one road unless it is divided—unless it is a boulevard where there is a strip of turf thro gh the centre. The placing of a street car track in the street does not make two streets of it. It is one road from curb to curb. The fact that the street car track is in the street does not change it. The rider is bound to turn to the right of the centre of the road. If the street car track is in the centre that very plainly indicates the line to the right of which the rider should turn. So that the situation is just the same whether the street car track is there or not.

Mr. E. J. Shriver, Chairman of the Rules and Regulations Committee, presented his report, the same having been printed in full in the form of proposed amendments to the Division By-Laws in the BULLETIN and *Wheel*.

On motion the report as printed in the official organ was received.

Adjourned until Sept. 14th, 1889, at 10 A. M.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 209—Total 41—11,457.

BOSTON, OCT. 4, 1889.

CALIFORNIA DIVISION—1—389.

Bay City Wheelmen.

25173 Rowell, Leonard G., care Wells Fargo & Co., San Francisco

CONNECTICUT DIVISION—2—663.

Unattached.

25181 Brown, George W., Sharon
25182 Hitchcock, George G., Sharon Valley

ILLINOIS DIVISION—2—820.

Princeton Bi. Cranks.

25158 Bushey, H. O., Princeton

Unattached.

25174 Dunn, Ed, I. Box 17, El Paso

KENTUCKY DIVISION—1—88.

Ruff Wheelmen.

25193 Gibson, John R., Box 52, Richmond

LOUISIANA DIVISION—2—83.

La. C. C.

25185 Graham, M. S., 306 Louisiana ave., New Orleans

Unattached.

25184 Conrad, Paul Jr., 200 Bayou Road, New Orleans

MARYLAND DIVISION—4—512.

Cycling Ramblers.

25175 Thomas, Wm. H., Main st., Westminster
25176 Parke, Geo. M., Court st., "
25177 Stocksdale, Geo. Lewis, Main st., "

Unattached.

25157 Mundy, G. Warren, Cambridge

MASSACHUSETTS DIVISION—9—1531.

New Bedford C. C.

25159 Chace, Chas. R., Mt. Pleasant, New Bedford
25160 Eldridge, Howard P., 1030 Acushnet ave., New Bedford
25161 Frost, Chas. 101 Fifth st., "
25162 Hathaway, C. R., 69 Walden st., "
25163 McWhinnie, David Reynolds, cor. Weld st., New Bedford
25164 Russell, Albert M., 22 Allen st., "
25165 Wilcox, Frank C., 330 Union st., "
25166 Burbank, Wm. C., 337 Purchase st., "
25167 Russell, Allen Jr., Acushnet

MISSOURI DIVISION—3—289.

Kansas City Wheelmen.

25192 Gossard, F. P., 223 West 11th st., Kansas City

Unattached.

25186 King, H. A., Room 20, Thayer Bl'dg, "
25193 Dewey, Jos. A., 3611 Laclede ave., St. Louis

NEBRASKA DIVISION—2—84.

Kearney C. C.

25178 Farmer, M. G., 103 25th st., Kearney

Omaha Wheel Club.

25187 Peabody, C. C., 1420 Farnham st., Omaha

NEW JERSEY DIVISION—1—505.

Trenton Wheelmen.

25179 Conard, Wm. P., 105 E. Hanover st., Trenton

NEW YORK DIVISION—2—2009.

Unattached.

25191 Constantine, J. O., 144 Clinton ave., Brooklyn
25197 Root, John G., Box 2247, New York

OHIO DIVISION—4—817.

Jefferson Co. Wheelmen.

25189 Sherrard, H. C., care Sherrard, Mooney & Co., Steubenville

Unattached.

25194 Vogt, Fred A., 32 Pike, Cincinnati

PENNSYLVANIA DIVISION—4—1338.

McKeesport Cyclers.

25168 Watson, Harry, Whigham st., McKeesport

Unattached.

25180 Gormly, John, 1433 Columbia ave., Philadelphia
25195 Parkhurst, Fred, 16 Washington ave., Oil City
25196 Rombach, DeLa, Box 54, Watsontown

WEST VIRGINIA DIVISION—4—63.

Wheeling Wheelmen.

25171 Devore, J. Harvey, 1400 Main st., Wheeling
25170 Hubbard, A. G., care Greer & Laing, "
25172 Steen, A. M., 1040 Jacob st., "
25169 Wheat, I. M., 3724 Chapline, "

NORTH DAKOTA—1—10.

Unattached.

25183 Baldwin, Chas. G. Jr., Lisbon

NEVADA—1—19.

Reno Ramblers.

25188 Kilbourne, E. A., Box 323, Reno

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*



A GENTLEMAN WHO EVIDENTLY READ

only the first line of our ad. last week, writes as follows:

STERLING CYCLE CO.:

Dear Sirs—You ask "won't they dry up and squeak?" If you mean the croakers I would say yes, they ***will*** dry up and they won't squeak after having a chance to see and try the Hickory Bicycle, at least that is the result since mine was received.

E. P. HARRIS, Montclair, N. J.

IN EUROPE SOME OF THE CYCLISTS BLOW a horn by compressing a rubber bulb in the hand, the arrangement (called a "cyclorn") is attached to the handle bar by means of a grip. We learn the above from English papers, as we have not been "over" this season. Should you care to know *why* we haven't been over, see our ad. in this paper of August 9th.

Of course these "foreigners" have been riding a long time, and no doubt know what is needed. But they have none of the **Elliott Hickory Bicycles** over there. Riders of these always have "wind" enough left, so they don't have to blow a whistle with their fist.

STERLING CYCLE CO.,

NEWTON.

GILLOTT'S STEEL PENS ARE THE MOST * * * PERFECT.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on receipt of 50 cents in stamps Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

PEDAL LANTERNS

JAPANNED, $5.50.

W. T. BOWERS, Saco, Me.

BICYCLE STOLEN

From the Agency of E. B. ROBINSON & CO., No. 398 Congress street, Portland, Me., a Singer Safety; No. 60,672; geared to 57; Brooks or Fish Saddle; and had front mud guard removed. Liberal reward will be paid for any information leading to its recovery. REPAIRERS please take notice.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

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25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL. Minneapolis, Minn.
Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM. Reading, Pa.
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In a letter dated at Dijon, France, Mr. P. Harvard Reilly gives an account of the tour he and a number of other Americans are making through France. In speaking of how the bicycles stood the trip, Mr. Reilly says: "At Queenstown some 17 of our party thought they would have what is called the —— machine meet them there. We had also 6 or 7 of the —— style, one of the —— ——, 2 —— and 4 Columbia wheels. Out of the 17 —— we started with, there is just one left. Every one of them had to be either changed or given up entirely. I have heard the men say over and over again, that if they ever came here again the Columbia would be their choice."

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DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
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BOSTON, 11 OCTOBER, 1889.

Volume XIX.
Number 24.

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714	30	Star Safety,	115.00	4	7	1
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We are now closing out all Second Hands traded for this year, and among them some New Mails traded for different sizes. All makes in the lot. Send for Second-Hand List. One New Mail Safety, $85.00. One Humber, $85.00, etc., etc.



This Safety Bicycle Bridle

is still in daily demand. Every mail brings us orders from all parts of the country and the trade are ordering them largely. A SIMPLE DEVICE for KEEPING the front wheel steady, and IT DOES IT.

We repeat what we previously said It looks as though every Safety Rider in the Country is going to have one. Only $1.50 by mail. We are sole Agents. Discount to the trade. Surely send for Second-Hand List of Bicycles and Safeties, just out.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

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Messrs. NEUMANN BROS., of 115 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 11 OCTOBER, 1889.

THE WORLD this week is left to the tender mercies of the office boy. Our Editor-in-Chief is enjoying the hospitality of Chief Consul Mott at Baltimore.

THIS Chief Consul, by the way, is putting in some good strokes for the improvement of highways, and vigorously advocates calling the attention of the National Government to the matter. He believes Congress has jurisdiction over roads communicating between the States, as it does over navigable waters. He would have the surplus devoted to the improvement of public roads.

MR. MOTT has of late became a factor in League matters, and is an acquisition to the active working force. His executive ability and ripened experience makes him well qualified to take the lead. Although he has not signified his desire for office, nor even his willingness to accept any position tendered him, we trust he will at the next election serve in some National Official capacity in our organization.

TO all wheelmen and especially those who are not careful in observing the rule of the road, we most heartily recommend the careful perusal of the report of New York's Committee on Rights and Privileges, published in our last issue. The rights and liabilities of cyclers are accurately and succinctly set forth, and one who follows the rules there laid down will be within the letter and the spirit of the law.

THE *Cyclist* asserts that the time limits at Hartford were not a success, and did not prevent "loafing." The *Cyclist* is most certainly right as to one race, but whatever the cause, the racing at Hartford was most spirited and exciting. We believe reasonable time limits, excepts in championships, a good thing.

FROM various sources we learn that "Toney's" strictures in regard to the indiscreet scorchers who frequent Franklin Park were none too severe. The unfortunate part of it is, that these transgressors are not, as a rule, League or club members, and are out of the pale of the ordinary influences which induce wheelmen to be particularly careful. As a rule, these verdant scorches do not read the cycling papers and are irresponsible youths who will only be brought to a realizing sense of their own obnoxiousness by the condign punishment of the law. We would remind all Boston wheelmen that a refusal to obey any of the orders or requests of the Park Police will render them liable to a fine not exceeding twenty dollars.

WE have frequently protested against the system of reduction to League members at hotels. We do not believe in it and never did. The average country hotel is such a poor concern and the average landlord has so little knowledge of his business, that any thing which tends to lessen the comfort of and attention to his guests is not to be encouraged. When one buys tea and gets a tea pot or chromo thrown in, he must expect to pay for both tea and chromo. So it is with discounts. The landlord will give no more than is paid for. We have not often agreed with Karl Kron, but on this subject we are in entire accord, and we admit that Karl is as well qualified to judge in this matter as any American wheelman.

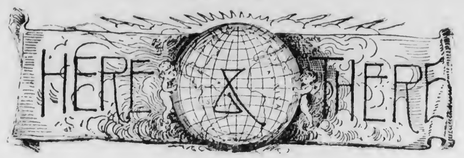
IT is a matter of comment that Holbein's great ride, of 323 miles in one day, received but little notice from the press. We are inclined to agree with the Sheffield *Post*, that this is due quite as much to the frequency of remarkable cycling feats as to any indifference on the part of the press. The cycle has become so much a part of our daily life that it is rapidly ceasing to cause the comment it did in the days of yore. We can remember when a ride of fifty miles by local wheelmen was a matter of interest, and was considered worth reporting. Let some of our New York friends ask the Veteran Pitman to tell about his ride from Fitchburg to Boston, in 1878.

WE heartily second the Racing Board, in its attempt to have the championships run off so that the field of entries may be representative, and the title significant. As it is the title has been merely nominal. Let us have only one race if need be, but have that one a truly national contest.

THE English cycling press have an unfortunate way of calling every party of Americans visiting the British Isles a "team." When Frank Weston went over with his party of wheelmen, for a legitimate tour, it was dubbed the "American team;" the same appellation was applied to Morgan's aggregation of "flyers;" and so with "Elwell's American team;" and now to cap the climax it is "Eck's American team of ladies." We beseech our good friends to discriminate.

IN Coventry, England, where one would expect the greatest leniency towards wheelmen, the winner of a road race has been fined five dollars and costs for his sport. Major Dilke, addressing the defendant from the bench, said that the only proper use of the highway was for ordinary traffic, and not for holding bicycle races on. The facts that there was a race held, and that this race was the means of causing annoyance to passengers, had been proved, and the defendent would be fined 20s. and costs, in all £2 13s 6d.

We wonder if any British magistrate would convict a pink-coated squire for racing after the hounds on the highway, or for obstructing travel by meeting on the public road.



BOSTON NOTES.

"TONEY."

THE road races of the Boston Athletic Association last Saturday afternoon was the magnet that drew some of the fleetest road riders of the country to the "Hub of the Universe." Among the motley gathering that surrounded the Athletic Club rooms, was seen the faces and well-developed forms, not only of the prominent racers, but also of those who are contented with holding high offices and working to advance the interest of the general cycling public. Each and every competitor had a score of friends ready at hand to cheer him on to victory. The city of Providence was represented by many of its most influential wheelmen, prominent among them being Vice Consul George L. Cook, Lieutenant L. B. Ballou, B. Taylor Bruce, Fred Donely, J. L. Speirs, H. L. Perkins and Charles Howland, special correspondent of the Providence *Journal*; while our own city was accounted for by "Doc" Emery, Geo. M. Hendee, Captain Cubberly, "Doc" Kendall—for once without his dog—and a host of others.

THE work done by Dampman, of Wilmington, Del., was most excellent, considering the facts that he was entirely unfamiliar with the roads, and that he changed his machine no less than three times during the twenty-five mile ride, and then finished third. He was the only contestant who succeeded in passing Anthony, of Taunton, and he might have finished first had he not taken that fatal header. The work of Captain A. P. Benson, of the Dorchester Club, and that of Anthony was as usual up to their high standard of excellence, and although the former was beaten by the latter he is not at all discouraged, and will meet Anthony on the field of battle, at Taunton, on Saturday. The way in which Bailey, of Harvard, lost the first prize in the twelve and one-half-mile race was most discouraging, both to himself and his friends, especially as the race was his up to within fifty yards of the scratch, when, thinking he had crossed the finishing line, he coasted, and Berlo, appreciating his competitor's mistake, spurted, and captured first prize.

THE manner in which the races were conducted reflects great credit upon the Board of Officers, and especially upon that ever-zealous wheelman, Capt. A. D. Peck, Jr., who had entire charge of the affair. Following the races the members of the Massachusetts Club banqueted the Providence visitors, and in the evening gave them a theatre party. Sunday morning Lieut. Sprague, E. P. Pillsbury and Secretary C. C. Rider, of the Massachusetts Club, rode over the roads to Providence with their guests.

As the gray streak of dawn appeared over the eastern horizon last Sunday morning, three lonely wheelmen were seen to mount their wheels and ride over the Everett Bridge in the direction of Salem. These riders, who failed to notice the threatening weather, were Vice Consul A. W. Robinson, Captain H. W. Robinson and S. S. Nicholls, of the Charlestown Rovers, the only members of that organization who dared to attempt to cover 100 miles in the riding time of ten hours. They rode through Salem and Beverly, to Newburyport, where a short stop was made, and then the return journey was commenced. At Salem they met ten of their fellow clubmen, who accompanied them to Lynn, and would have gone the whole way with them had not the three "heavy" riders set such a killing pace. The "early birds" continued their journey to Chestnut Hill Reservoir, and after making a circuit of the basin returned to the club rooms and received the congratulations of their many friends awaiting their arrival. They rode 101 miles in a little less than ten hours.

LIEUTENANT SPRAGUE and Representative E. B. Pillsbury propose making a "century" run to Newburyport and return, on Sunday next.

MR. JOSEPH SMITH, of the Charlestown Rovers, was last Wednesday evening united in marriage to Miss Orra Burgess, a well-known and estimable young lady of Charlestown. The Rovers took advantage of the occasion and presented the happy couple with a fine silver tea service.

"THERE is one thing I forgot to mention to you the other Sunday," said Park Officer No. 999, as he approached me last Sunday, "and that is that we allow wheelmen to race around the track any time previous to 9 A. M. and after 6 P. M. This gives them a chance to get up early and take a spin, and leaves no excuse for racing throughout the day."

CAPTAIN NEWMAN, of the Cambridge Club, returned from Europe the early part of last week. He expresses himself as well pleased with the hospitality received at the hands of the English wheelmen.

I UNDERSTAND that the Press Cycling Club proposes to hold its first annual ball some time in December.

NEW YORK.

"HAWKSHAW."

A LADY I know recently asked me to get her a copy of the *Woman's Cycle*, a new publication, edited by "Jennie June." I went and performed the task, but thought it rather a strange one, as I had never known that she had any intention of becoming a wheelwoman. Imagine my surprise when I found that the *Woman's Cycle* had not one word in it about cycling or wheeling, but was a journal devoted to the "associative life of the modern woman; its interests and working activities, etc." After this, who will claim that a name conveys any special meaning?

I WANT to claim a copyright privilege regarding your recent proposition for the forming of a "Veteran Cyclist Association." A review of your files will show that two years ago I formulated the idea and put into print in your columns. It matters not, though, who introduced the idea, but who will go to work and accomplish it is another affair. I wonder just how many of those who delight in calling themselves "old timers" could submit the documentary evidence of being such, when the time comes to do so? Not many I think.

THE new minister was engaged in becoming acquainted with his Sunday School class, and was asking each of them a few personal questions. Finally the turn came of a freckled-nosed boy, who seemed more bent on catching a vagrant fly, than upon listening to religious instruction. "Johnny," said the minister, "is your father a Christian?" Johnny let go the last fly he had captured, and replied, "nope, not since last week he ain't." "Why, how is that?" asked the inquiring minister. "Well, he has just bought a big bicycle, and is learning to ride it out in our barn, and I guess from what I heard him saying in there when he run into the oat bin, that he ain't as much of a Christian as he was." The minister changed the subject, and Johnny returned to catching flies.

I SAW a vehicle going through Central Park the other day that attracted the attention of every one, and especially mine, since I am a wheelman. The vehicle was not different from any of the hundreds of other teams passing, save in the matter of its wheels, which were of bright, shining nickel plate, which at once betokened that they were metal. Upon inquiring, I found that conveyance belonged to a Brooklyn gentleman, who had, from seeing so many bicycles in late years, been induced to attempt the construction of serviceable metal wheels for vehicles, which he certainly seems to have succeeded in doing. The wheel, while entirely of metal, differs essentially from the suspension order of cycle wheels. The spokes are thin strips of flexible steel about an inch in width, and are in the shape of a double curve, not unlike the letter S, and varying about three-fourths of an inch from a straight line at the point of greatest departure. The spokes are milled into the hub, and fastened by rivets. The tire is iron, T-shaped, with the flat side next to the tire. The entire effect was exceedingly graceful, and the inventor claims perfectly successful in giving to the carriage using them an easy spring, which saves the wear and tear of both carriage and wheel. The idea of metal wheels, though, is not a new one. Some six or eight years ago, Wm. M. Wright imported from Paris a set of wheels for his dog-cart, made by the French cycle builder, Meyer. They were in every respect similar to a direct-spoked bicycle wheel, even to the heavy tires of rubber upon them. It was astonishing to see what a noiseless, comfortable vehicle resulted. Mr. Wright used this one set of wheels for nearly three years, during which time he drove over every kind of road without damaging them appreciably. He finally gave them up, owing to the Park Department forcing him to carry a gong to warn pedestrians of his approach. Mr. Wright also presented a set of these wheels to the city of New York, who placed them upon an ambulance, giving them all of the hard wear, that such a vehicle naturally undergoes, without them giving way during the five years the ambulance was run, in fact I think the wheels outlived the rest of the vehicle.

THE ebb and flow of the tide of time causes the affairs of life to come round in almost a perfect cycle. Only a short time since all of us were engaged in a crusade against road racing, while now, last week finds accounts in the columns of the wheel papers of road races run, in which the greatest enthusiasm is evidently taken.

IF you want to see the one time in a racing man's life when he is the most modest of individuals, as regards his racing abilities, just watch him when the handicapper is around, and you would not imagine him to be the same individual, who a moment before was so loudly proclaiming his ability to beat anything on wheels.

EVERYTHING and everybody seems bent on riding some sort of a cycle nowadays. I went to a theatre the other evening, and one of the performers was a parrot who rode a bicycle. If birds are really going to take to riding bicycles it will be an easy thing to pick the variety who will turn out the feathered champions, it will be the cranes. Just think what a wheel he could ride in proportion to his weight and size?

PENNSYLVANIA.

"ARIEL."

BARBER, the trick rider, has been here for the last two weeks with Primrose & West's minstrels, and is rivalling Dan Canary in his feats, which are simply wonderful, and must be seen to be appreciated. They have been playing to good houses at the Grand Opera House on North Broad street, and the cycling contingent have been turning out in force to greet Barber.

THE Pennsylvania Bicycle Club have accepted an invitation from the Wilmington riders to visit them Saturday, October 19th, on the occasion of the twenty-five mile road race to be given by the Wilmington Club, and expect to take a large delegation down with them. The Wilmington riders are exceptionally good hosts, barring the runs they treat their visitors to on the apologies which they have for roads, and all the Pennsylvania men expect a jolly time.

ON Thanksgiving Day a ten-mile handicap road race for the club championship will be held by the Century Wheelmen, for which a large number of entries are expected. The race will probably be run over the Bryn Mawr avenue course and prizes will be awarded the contestants.

THE Century will hold an informal house-warming during the latter part of the present month, to which members and their friends will be invited.

LAST Sunday Captain Dimon and another member of the South End made a century run to West Chester and return. The attempt was made with the purpose of breaking Mr. J. R. L. Edward's record for the club of 112 miles, and Mr. Edward's figures still stand. There is, by the way, considerable curiosity as to Mr. Edward's mileage for this season, but Mr. Edwards reserves a dark silence on questions on this subject.

THE *Record* of this city is devoting a column to cycling notes, with articles descriptive of the various roads and places of interest to wheelmen around the city, together with notable riders who may be found thereat. All of the many journals in Philadelphia now run a cycling column, which goes to prove how general the interest in wheeling and wheelmen is getting to be.

BUFFALO.

"ALI BABA."

ON Friday evening, October 4, an informal reception was given by the Buffalo Bicycle Club. Under the supervision of the House Committee the entire building has been refurnished and re-decorated, and upon its completion they decided to have the reception on that evening. On entering the vestibule we were surprised at the changes wrought on the walls, ceilings and furniture, and so throughout the entire house. It caused one's pride to bubble over just a little, to hear the remarks of those present. Said one elderly gentleman (after he had completed a tour of the house): "You have one of the most perfect club houses I ever entered. I was in here some months ago; it was a fine place then, but now it seems completely transformed. I especially admire your gymnasium, baths, parlors and billiard room." Music was furnished in the reception room after 8.30, and later in the evening dancing was indulged in the gymnasium, which had been prepared and covered with ducking for the occasion. The club was kindly remembered with a very large basket of roses, the gift of Long Bros., florists. Our billiard room contains two billiard and two pool tables, and around the side walls there are placed, on raised platforms, solid walnut chairs upholstered in leather.

THERE is a growing sentiment in favor of holding the national League meet of 1890 at Niagara Falls. Foreign wheelmen—if Chicago may be so considered—tell me that they favor the Falls, and they hear similar expressions from other cities and towns. We hope to see this expression grow and develop to such an extent that there can be no alternative. Surely, the Falls of themselves are a magnificent attraction. Added to this, the touring which may be indulged in is almost unlimited, and the summer resorts within a half hour's journey by rail, or a few hours by boat, furnish attractions which many would embrace. We second the nomination.

THE Genesee Bicycle Club of Rochester have issued a challenge to any club in this State between Syracuse and Buffalo, to a road race from the Parade House, Buffalo, to Rochester, distance 75 miles, for the championship of Western New York. The Buffalo's big six may accept this challenge, but won't the dust or mud fly then?

CHICAGO

"THE STROLLER."

TUTTLE has joined the three "Cs," and he has been roasted fore and aft by Miles, in the *Referee*, for doing so, and still the fact is that it is a good thing for the speedy West Sider, and in all probability a good thing for the Illinois Club as well as the Chicagos, as it looks now as though it would be the means of causing the Angel of Peace to spread her white wings over the two clubs once more, as a direct result of his application for membership to the Chicagos.

EVERYONE is at Peoria this week, and have been well repaid for going, unless it be the Eastern cracks. Never mind, better luck next year. What does the effete East think of the racing talent in the rough and rowdy West now?

THE rumor that the racing tandem ridden by the Banker brothers in the tandem race became disabled, is untrue. The only trouble was that the Chicagos' team set too hot a pace.

LLOYD is many shekels out of pocket, as a result of being over confident of Tuttle's ability. Lumsden is still cock of the walk, George.

GRANDMA SLOAN seems well pleased at Tuttle's application and election to the Chicagos, and the probable adjustment of all differences between the two clubs as a direct result of the same.

IN the recent Chicago Club road race Bode said at one time he was near enough to tap Sage on the shoulder, at which Barrett immediately asked him why he did not do it, and ask Sage to wait for him. Total collapse of Bode.

IN the final Illinois Club race Foster and Simmons, having won two races each, were the contestants of the eleven-mile course, Foster being allowed one minute's start. Simmons won by five seconds.

THE Peoria tournament nets the Peoria Club some $800.

PORKOPOLIS NOTES.

"STAR."

AS the local correspondent of the *Wheel* accuses me of making false statements in regard to the action, on the road, of the Athletic Cycling Club of this city, and as by their denial of their action they indirectly throw the blame on the Kenton Club, I hope you will publish the accompanying signed statements:

The Kenton Wheel Club of Covington are accused of being guilty of ungentlemanly conduct, said to have taken place on the Lexington Pike, on a certain Sunday this summer. As there were only two clubs riding on this pike that day (the Kentons and the Athletics) and as the Kentons have the Collector's affidavit that they were not guilty, you can form your own opinion.

W. H. STEWART, President.
A. E. SCHNITKER, Secretary.

Being informed that the Kenton Wheel Club of Covington, Ky., is accused of the ungentlemanly conduct which took place on the Lexington Pike, a certain Sunday this summer, and which was the cause of toll being again charged for bicycles on this pike, I make the following statement: "That it was *not* the Kenton Wheel Club, or any Covington wheelmen, that were guilty of the aforesaid conduct, as I am acquainted with the Kenton Wheelmen, and know them at all times to be gentlemen." R. L. WILLIS,

Covington, Ky., Oct. 3, 1889. Toll Gate Collector.

OWING to the fact that several of the club are training for the coming road race, the run of the C. B. C., on September 29th, was not very well attended. Alexandria was the objective point, but, as the weather was very threatening, we switched off and went to the new Barracks instead. Its being connected with Newport by a new road some three miles in length, and being situated on a high bluff that over-looks Coney Island, will, when it is finished, make it a very fashionable resort on Sunday afternoons, for the view of the river is something grand, and then the drill grounds are so large that they will afford ample space for extended evolutions.

As the time for the C. B. C. road race approaches, the uncertainty as to the result increases. Much depends on what Dr. Green will do, for if he enters there can be but one result.

THE various contestants in the coming C. B. C. race have differ-

ent methods of training, for instance: Barth goes out with his camera and a hundred plates, thinking that it will help him to get there by the instantaneous process; Buckles practices on that ocarina, to improve his wind; Chief Consul High exercises his muscles on those messenger boys; and a certain other member makes the rest of us so tired by his continued harping on the superiority of the particular type of wheel he happens to ride, that he hopes none of us will be able to ride fast enough to win.

So the Ohio Division has been passed by, Illinois has it? Well, it's a long distance to the finish and the Illinois boys may yet find that there is considerable spurt left in the Ohio Division.

NEW HAVEN.

"ELM CITY."

The New Haven Bicycle Club moved into their new club house October 1st. It is situated at No. 173 Olive st., cor William st., is a large 3-story frame house, topped by a cupola, from the top of which a flag floats, bearing the letters N. H. B. C. in the club colors, red and blue. On the first floor, as you enter the door, is the club register on a neat desk; on the right is the reception room, which is elegantly furnished. The effect is very fine, as the curtains, carpets, paper, portiers, etc., blend with great harmony. The next room is the smoking room, which is furnished in oak, with easy chairs, upright piano, lounge, etc., for the comfort and pleasure of the club members. Opening into the smoking room is the pool room, and back of that is the billiard room, still further back is the locker room and wheel room. On the second story are sleeping apartments, occupied by some of the club members. In the smoking room is a slot cigar machine, one side for 5 the other for 10 cent cigars, which are obtained by dropping a nickel or a dime in the slot.

The club now occupies the best quarters of any wheel club in Connecticut. Fourteen new members were admitted at the last meeting, and as many more will join at the next meeting. The present membership is seventy and it will soon be over one hundred.

The annual ten mile team road race of the club was run Wednesday, October 2, being postponed from the preceeding Thursday. The road was heavy and a strong wind blowing, and only eight entries were at the scratch to start. The course was from Four Corners around the Branford Green and back. The winning team was Messrs. Larom, Vorhees and Smith. The other team was Atwood, Pickett and Verhoeff. The best time was made by Mr. Larom, 42.45. Mr. Pickett and Verhoeff broke down. Mr. Verhoeff's tire came off, he spent ten minutes fixing it up and then came in fourth.

DETROIT, MICHIGAN.

"JUDGE."

About 20 wheelmen turned out Sunday, the 29th of September, to meet a few of the Cleveland boys that we expected up, but for some reason or other they did not come, for which I am very sorry, as we had planned to give them a royal good time in return for their courtesy to us the week before. Say, Wright, I thought you said you would telegraph us if you could not come.

Thorne, Downs, Coquard and O'Connell rode up to the point, and got away with part of the lunch we had ordered, and Whelden, Medburg, Bradish, Shulte and Carlen made the Ypsilanti run, and the rest went back home. The boys that went to Yysilanti report a fine road and lots of fruit on the way. They stopped at Vice President Gulley's, and ate their fill of his fine grapes.

They spent the evening calling on some of those pretty Ypsilanti girls, and ran two miles out in the country to a fire and watched a big barn full of stock go up in smoke. Whelden got a bit of revenge out of the affair as five pigs went with the rest. Any one who saw him take that header over one of those same eccentric quadrupeds on the Leamington road two years ago would not wonder at his dislike for them.

Herb O'Connells safety was raffled at the Star Club rooms Tuesday evening. They had to have two drawings as there was a small *misunderstanding* on the first drawing. On the second drawing it was found that Mr. Herbert Lesher was the lucky man. He owns no other wheel, and signed an application to the Star Bi. Club same evening.

With the exception of the piano and billiard table the Star Club rooms are entirely furnished. The former will be put in some time this week, and the latter as soon as one can be found to rent. Any person who knows of a *small* combination pool and billiard table (or even pool alone) to rent will confer a favor on above club, by notifying Mr. Robt. Medbury, Secretary. A jolly crowd of wheelmen can be found any evening at the Star rooms now; all wheelmen of this city are earnestly invited to call and inspect same, also any outside men when in town will always be welcome.

Geo. Lane holds three State championships for this year, and the best part of it all is, the entire absence of "swelled head." If George improves as much next year as he has this he won't stop at State championships. Gus Jones has also shown that he is a very fast man for a short distance.

After that eloquent appeal of Chief Consul Wilson there ought to be some lively hustling in the Tennessee Division. Mr. Wilson is right, recruiting should not be left entirely to the officers of the division, but each member should put his shoulder to the wheel and help swell the number in his division and the League of American Wheelmen.

Guy White has left us for Grand Rapids. In losing Guy we lose one of the best riders in the city and a jolly good fellow.

BALTIMORE.

"NORVAL."

A little book has been issued by the National Committee, on highway improvements, which contains a wonderful amount of information on the building and maintenance of good roads. This committee was left incomplete when the new committees for the year were appointed. It has now been filled by appointment, at the request of Chairman Jas. B. Reed, of Chas. R. Eisenbrandt and G. P. Wilson. This book is distributed gratis, and may be had of members of the Committee on the Improvement of Highways.

The resignation of Joseph M. Cummings, Treasurer of the Baltimore Club was accepted at the club's recent meeting. Frank Levering was elected to the office.

I understand that a new bicycle club was organized at Washington, under the name of the Crescent Cycle Club. The officers of the club are: President, L. B. Taylor; Secretary and Treasurer, J. Sheiry; Captain, E. B. Terry; First Lieutenant, C. Tappan.

A. C. Banker and W. D. Banker, while in this city, were the guests of Capt. W. A. Black. W. J. Wilhelm, of Reading, Pa., and D. Miller, of Lancaster, Pa., were guests of Victor Emerson.

The officers of the Victor Cycle Club, of Relay, Md., are Dorsey Butler, President; Chas. Stebbins, Vice President; Henry Harrison, Secretary and Treasurer; Robert D. Craig is Captain, and Arthur Gaal, Lieutenant.

NEWS AND COMMENT.

Frank Leslie's issue of October 5 has devoted six pages to an article, by Geo. B. Thayer, on the "Evolution of the Bicycle." The article contains an excellent likeness of Col. Pope, pictures of the recent tournament at Hartford, a likeness of H. G. Cornell, the Connecticut State champion, and a view of the Pope Mfg. Co.'s works at Hartford. The article is well written and is replete with interesting data relative to the sport.

By the way, who has been detailed to check Tom Roe in his "record ride" from the Pacific to Chicago?

W. K. Barnett last week rode from Cincinnati to Chicago, a distance of 390 miles, in four days' time.

The Pennsylvania Club deny the soft impeachment that they will hold a race meeting this fall.

The Genesee (N. Y.) Bi. Club lately challenged the Rochester (N. Y.) Bi. Club to a team road race from Buffalo to Rochester, a distance of some seventy miles. The Rochester men declined, stating that the club had no team in condition to ride such a race as this would be.

About fifty of Mr. Elwell's club mates joined in giving that gentleman a fine supper at the club house of the Portland Wheel Club. Mr. Elwell gave a most charming account of the great tour, and the exercises were otherwise most interesting.

Waltham, Mass., had a slight attack of the cycle thief. Mr. Smith was the victim. He discovered the theft almost immediately, gave hot pursuit by means of a horse and buggy, caught the fellow, knocked him down and held him until a policeman came along, and then the would-be thief was ingloriously marched off to a dungeon cell.

Stolen from Asylum street, Hartford, Conn., a Columbia safety bicycle, No. 3042; private mark under the saddle. A suitable reward will be paid at 344 Main street, Hartford, for its recovery.

The Albany (N. Y.) Bicycle Club and the Albany Wheelmen are now in the throes of their oft-recurring efforts "to consolidate."

The last heard of Tom Roe he was laboring through the dangers and horrors of the Mojave Desert. As soon as that difficulty is passed the real dangers of the trip will have been left behind.

A man giving his name as R. H. Dean, who was up for stealing

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STAMFORD, CONN.

ent methods of training, for instance: Barth goes out with his camera and a hundred plates, thinking that it will help him to get there by the instantaneous process; Buckles practices on that ocarina, to improve his wind; Chief Consul High exercises his muscles on those messenger boys; and a certain other member makes the rest of us so tired by his continued harping on the superiority of the particular type of wheel he happens to ride, that he hopes none of us will be able to ride fast enough to win.

So the Ohio Division has been passed by, Illinois has it? Well, it's a long distance to the finish and the Illinois boys may yet find that there is considerable spurt left in the Ohio Division.

NEW HAVEN.

"ELM CITY."

The New Haven Bicycle Club moved into their new club house October 1st. It is situated at No. 173 Olive st., cor William st., is a large 3-story frame house, topped by a cupola, from the top of which a flag floats, bearing the letters N. H. B. C. in the club colors, red and blue. On the first floor, as you enter the door, is the club register on a neat desk; on the right is the reception room, which is elegantly furnished. The effect is very fine, as the curtains, carpets, paper, portiers, etc., blend with great harmony. The next room is the smoking room, which is furnished in oak, with easy chairs, upright piano, lounge, etc., for the comfort and pleasure of the club members. Opening into the smoking room is the pool room, and back of that is the billiard room, still further back is the locker room and wheel room. On the second story are sleeping apartments, occupied by some of the club members. In the smoking room is a slot cigar machine, one side for 5 the other for 10 cent cigars, which are obtained by dropping a nickel or a dime in the slot.

The club now occupies the best quarters of any wheel club in Connecticut. Fourteen new members were admitted at the last meeting, and as many more will join at the next meeting. The present membership is seventy and it will soon be over one hundred.

The annual ten mile team road race of the club was run Wednesday, October 2, being postponed from the preceeding Thursday. The road was heavy and a strong wind blowing, and only eight entries were at the scratch to start. The course was from Four Corners around the Branford Green and back. The winning team was Messrs. Larom, Vorhees and Smith. The other team was Atwood, Pickett and Verhoeff. The best time was made by Mr. Larom, 42.45. Mr. Pickett and Verhoeff broke down. Mr. Verhoeff's tire came off, he spent ten minutes fixing it up and then came in fourth.

DETROIT, MICHIGAN.

"JUDGE."

About 20 wheelmen turned out Sunday, the 29th of September, to meet a few of the Cleveland boys that we expected up, but for some reason or other they did not come, for which I am very sorry, as we had planned to give them a royal good time in return for their courtesy to us the week before. Say, Wright, I thought you said you would telegraph us if you could not come.

Thorne, Downs, Coquard and O'Connell rode up to the point, and got away with part of the lunch we had ordered, and Whelden, Medburg, Bradish, Shulte and Carlen made the Ypsilanti run, and the rest went back home. The boys that went to Ypsilanti report a fine road and lots of fruit on the way. They stopped at Vice President Gulley's, and ate their fill of his fine grapes.

They spent the evening calling on some of those pretty Ypsilanti girls, and ran two miles out in the country to a fire and watched a big barn full of stock go up in smoke. Whelden got a bit of revenge out of the affair as five pigs went with the rest. Any one who saw him take that header over one of those same eccentric quadrupeds on the Leamington road two years ago would not wonder at his dislike for them.

Herb O'Connells safety was raffled at the Star Club rooms Tuesday evening. They had to have two drawings as there was a small *misunderstanding* on the first drawing. On the second drawing it was found that Mr. Herbert Lesher was the lucky man. He owns no other wheel, and signed an application to the Star Bi. Club same evening.

With the exception of the piano and billiard table the Star Club rooms are entirely furnished. The former will be put in some time this week, and the latter as soon as one can be found to rent. Any person who knows of a *small* combination pool and billiard table (or even pool alone) to rent will confer a favor on above club, by notifying Mr. Robt. Medbury, Secretary. A jolly crowd of wheelmen can be found any evening at the Star rooms now; all wheelmen of this city are earnestly invited to call and inspect same, also any outside men when in town will always be welcome.

Geo. Lane holds three State championships for this year, and the best part of it all is, the entire absence of "swelled head." If George improves as much next year as he has this he won't stop at State championships. Gus Jones has also shown that he is a very fast man for a short distance.

After that eloquent appeal of Chief Consul Wilson there ought to be some lively hustling in the Tennessee Division. Mr. Wilson is right, recruiting should not be left entirely to the officers of the division, but each member should put his shoulder to the wheel and help swell the number in his division and the League of American Wheelmen.

Guy White has left us for Grand Rapids. In losing Guy we lose one of the best riders in the city and a jolly good fellow.

BALTIMORE.

"NORVAL."

A little book has been issued by the National Committee, on highway improvements, which contains a wonderful amount of information on the building and maintenance of good roads. This committee was left incomplete when the new committees for the year were appointed. It has now been filled by appointment, at the request of Chairman Jas. B. Reed, of Chas. R. Eisenbrandt and G. P. Wilson. This book is distributed gratis, and may be had of members of the Committee on the Improvement of Highways.

The resignation of Joseph M. Cummings, Treasurer of the Baltimore Club was accepted at the club's recent meeting. Frank Levering was elected to the office.

I understand that a new bicycle club was organized at Washington, under the name of the Crescent Cycle Club. The officers of the club are: President, L. B. Taylor; Secretary and Treasurer, J. Sheiry; Captain, E. B. Terry; First Lieutenant, C. Tappan.

A. C. Banker and W. D. Banker, while in this city, were the guests of Capt. W. A. Black. W. I. Wilhelm, of Reading, Pa., and D. Miller, of Lancaster, Pa., were guests of Victor Emerson.

The officers of the Victor Cycle Club, of Relay, Md., are Dorsey Butler, President; Chas. Stebbins, Vice President; Henry Harrison, Secretary and Treasurer; Robert D. Craig is Captain, and Arthur Gaal, Lieutenant.

NEWS AND COMMENT.

Frank Leslie's issue of October 5 has devoted six pages to an article, by Geo. B. Thayer, on the "Evolution of the Bicycle." The article contains an excellent likeness of Col. Pope, pictures of the recent tournament at Hartford, a likeness of H. G. Cornell, the Connecticut State champion, and a view of the Pope Mfg. Co.'s works at Hartford. The article is well written and is replete with interesting data relative to the sport.

By the way, who has been detailed to check Tom Roe in his "record ride" from the Pacific to Chicago?

W. K. Barnett last week rode from Cincinnati to Chicago, a distance of 390 miles, in four days' time.

The Pennsylvania Club deny the soft impeachment that they will hold a race meeting this fall.

The Genesee (N. Y.) Bi. Club lately challenged the Rochester (N. Y.) Bi. Club to a team road race from Buffalo to Rochester, a distance of some seventy miles. The Rochester men declined, stating that the club had no team in condition to ride such a race as this would be.

About fifty of Mr. Elwell's club mates joined in giving that gentleman a fine supper at the club house of the Portland Wheel Club. Mr. Elwell gave a most charming account of the great tour, and the exercises were otherwise most interesting.

Waltham, Mass., had a slight attack of the cycle thief. Mr. Smith was the victim. He discovered the theft almost immediately, gave hot pursuit by means of a horse and buggy, caught the fellow, knocked him down and held him until a policeman came along, and then the would-be thief was ingloriously marched off to a dungeon cell.

Stolen from Asylum street, Hartford, Conn., a Columbia safety bicycle, No. 3042; private mark under the saddle. A suitable reward will be paid at 344 Main street, Hartford, for its recovery.

The Albany (N. Y.) Bicycle Club and the Albany Wheelmen are now in the throes of their oft-recurring efforts "to consolidate."

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177 3-4 MILES

—IN—

11 Hours, 59 Minutes, 50 Seconds

—ON A—

SWIFT ⁘ SAFETY.

M. Mousset, (France), September 19, 1889.

COVENTRY MACHINISTS' CO.,

239 Columbus Ave., - - - - - BOSTON, MASS.

323 MILES IN 24 HOURS!

This marvelous Performance by M. A. Holbein, Esq., constituting

A · WORLD'S · RECORD,

was done with ease, (both rider and machine finishing in perfect condition) on a

CATFORD - PREMIER - SAFETY!

A fresh invoice of these superb Light Roadsters Just Arrived and Now Being Shipped all over the Country. Apply at once to your local Premier Agent, or to

LLEWELLYN H. JOHNSON, Sole Importer,

401 & 403 MAIN ST., - - ORANGE, N. J.

a bicycle in Chicago lately, is believed to be Wm. Reid, and if so, he is wanted in Albany, N. Y., to answer to the charge of a $4000 forgery.

H. G. Rouse deserves great credit for the excellent manner in which the Peoria tournament was managed; as the League punster (Secretary Bassett) would say, it was a Rouse—ing success.

The *Providence Journal* has a well considered article on Chief Consul Mott's scheme of National Road Improvements. It indicates an intelligent appreciation of the matter.

Racing Board Davol is talked of for Vice President of the League. Well, little Rhody is a loyal League State.

Bert Myers of Peoria has made arrangements to circumcycle the globe on a unicycle. If he succeeds in accomplishing the same he will get $25,000, but it is very doubtful as it took another cycler three years to do it, and it is believed a greater part of the distance was taken by train. Who, we wonder, is the man who circumcycled the globe on a unicycle

Mr. H. C. Kroeber won the Yonker Bicycle Club five mile road race in 19 06, E. Holden second.

The Kickapoo Club is the name of the Melrose club of ladies.

The wheelmen of Bridgeport, Connecticut, turn out to-night in a lantern parade.

Washington has a new cycle club

Louisiana is enthusiastic for Mott for president.

A. T. Lane of Montreal has made an assignment. His principal creditors are Hillman, Herbert & Cooper.

The Manchester (N. H.) Bi. Club has disbanded and the New Hampshire Cycle is its Phoenix; too much poker among a few caused the change.

Miss Mabel Beers of Everett, and Miss Alice Dillingham of Malden made a run to Providence, R. I., on Saturday last, returning on Sunday, and Mr. Albert Beers made the run, 52 miles, in 3.58.

The Washington Lantern Parade was a great success, some 700 or 800 wheels in line. The sight on Pennsylvania Avenue was a splendid one, but at 15th street the line was interrupted by horse cars. At the White House the President reviewed the bedecked wheelmen.

The latest report is that the Morgan combination is not going to the land of the frisky Kangaroo.

Roe is being piloted by "Large Head" an Indian Scout, across the Great Desert. We hope Roe wont suffer from "Large Head" if he lowers the record.

A San Francisco paper says Knapp held eleven world championships. Hooray!

A race at Audubon Park, New Orleans, is announced for Sunday.

"Campbell and the Banker brothers will represent the Berkley's at the Peoria, Ill., meet this week. The Falls man no doubt will get back at Tuttle for the Detroit defeat, and Lumsden will be another victim to Campbell's lightning spurt."—*Buffalo Courier.*

Ah there Campbell!! How about that lightning speed at Binghamton? For further particulars read our report of the Peoria meet.

THE WASHINGTON LANTERN PARADE.

Chief Consul Atwater said that the lantern parade which was to be given in Washington, on the occasion of the K. T. Conclave this week, would be the biggest thing of the kind ever held in this country.

We happened to be present in Washington on the occasion when Mr. Atwater and his efficient co-workers fulfilled the promise thus made, and some eight hundred wheelmen reported at the rendezvous, ready to "illuminate." The time for the parade to move was set at 7 o'clock, but it was 8 before the line got in motion.

The Conclave Committee had promised to supply sufficient force to keep the immense crowds back, so that the paraders could have a clear field. Those who know, say that the crowd present in Washington at the present writing is as large as that usual on inaugural days.

When we say that this immense crowd was all out of doors and that the promised police force did not materialize, our readers will appreciate the difficulties of the officers in charge.

With the aid of five tandem tricycles in the van a hole was driven through the crowd and part of the parade managed to get through, some of the divisions were demoralized and had a hard time getting along.

We will not give the route, save to say that it took us up Pennsylvania avenue, through the grounds of the White House, at which point the President did us the honor to review us.

Considering the great difficulties in handling a column of cyclers in a crowd, we must say the parade was a success. What shortcoming occurred was *not* the fault of the wheelmen. They showed commendable zeal, and the illuminations and decorations of the wheels was most excellent. The Capital Club led the parade. The Columbia Club had the greatest number in line. Chief Consul Atwater was the Chief Marshal.

TEMPLE IN ENGLAND.

WOODSIDE IN A NEW ROLE.

(*Concluded.*)

While in North Shields I was much attracted by the flaring posters, announcing that Miss Alma Beaumont, of Omaha, Neb., U. S. A., will drop from the clouds, otherwise, take flight into the dim air per balloon, and descend to Mother Earth by means of a parachute. Said lady claims to know no fear when making her perilous descents.

Of course every artist must have a manager, or they are no artist! The manager for this lady is William Millar. If these lines should meet the eye of "Senator" Morgan let him recall his memory to the American team's first appearance in London, at King's Cross Station, the team being met by press representatives, and also by Mr. Spencer, honorable Secretary of the Finsbury Park C. C., under whose auspices the American team made their first bow before a London audience. In Mr. Spencer's company was a young lady with short hair, who rode a tricycle, she said. Does the "Senator" remember her? The lady's name was Miss Archer. The manager, William Millar, in writing to the different press and also to prospective places in which to have his principal, Miss Beaumont, ascend to the clouds, states that he is Wm. Millar Woodside, the champion bicyclist, but owing to personal reasons does not wish the Woodside part of his name to appear. At present it is a mystery to me how Woodside could have induced Miss Archer to make the perilous ascents she *now* is doing. The aeronaut to the party, and who takes charge of the balloon, is the brother of the ex-Hon. Secretary Spencer, of the Finsbury Park C. C. Miss Beaumont has now made but (in her life, I believe) three ascents in England. The second she lit in a dangerous position on a chimney, the third but fifty feet away from a passing train, and to-day she makes an ascent across the river at South Shields.

It is claimed that she carries in her flight an aneroid barometer, and during her last ascent Mr. Spencer, the aeronaut, estimated that the altitude attained was 15,000 feet, and claimed that this was the greatest height from which a parachute descent had ever been made, calling for three cheers for Miss Beaumont, lustily given. A similar compliment was given the manager, and the lady herself proposed three cheers for her aeronaut, leading them off by waving her (?) "stars and stripes." William Millar has just now a law suit with a farmer, who claims damages to his corn field when after the balloon, and came very near sticking a pitchfork into and through his highness.

Now, as many did not pay to enter the enclosure, but saved their six-pence and watched the flight from the outside, the manager is justly indignant, and in a red-hot letter to the papers, signs himself "Justice," and calls for *conscience money*, so all around town are little boxes, into which the passers-by are invited to drop a copper—the so-called conscience money. Something awful is sure to happen to the girl before long, and for the life of me, I cannot make out how Woodside has induced her to peril her life to put a few pounds in her and his pockets.

I saw large and excited crowds hurrying towards the cricket field as the minutes rolled on towards the hour of 6 P. M. The arrangements were in the hands of Mr. Thorton, the proprietor of the Music Hall in South Shields, who guaranteed the necessary sum for Miss Beaumont's ascent. Although a large crowd was inside the enclosure around the ropes, a still larger crowd blocked up the roadways and open spaces on the outside, and among these people could be seen different officials for the occasion, passing little white boxes, for the so-called "conscience money." The balloon was new and not of a large size, and was inflated by means of gas, pipes being laid for the occasion. The parachute was constructed of thin silk cloth, a hoop being placed inside, so when the weight of the artist dropped from the balloon, thus breaking the cord to which the parachute was fastened to the balloon, the air would have a ready means of filling out the parachute. Woodside had the manner of man mortally scared as the time approached, and he nervously shifted from one foot to another. The band struck up "Yankee Doodle," and Miss Beaumont appeared. Noticing me as I stood to one side she nodded, and I went forward and shook her hand. She did not have the manner of Woodside at all, and looked very self-possessed. The sand bags were thrown off, and those who had been holding the ropes gathered closely around while she was being attached to the parachute. All ready! and the balloon swung

clear into air, Miss Beaumont being seated on a broad leather strap fastened to the balloon, and from which she could easily swing herself clear. The wind was blowing landward, and owing to the balloon crossing the river she did not let go for fully ten minutes, the balloon ascending what looked to be a full mile (this was the highest ascent yet made). The dead drop did not occupy over two seconds, then the parachute filled and gracefully and slowly came earthward, the balloon reaching the ground long before the parachute, which must have taken fully fifteen minutes from the time of the drop.

After wandering around the streets, peering into the gaily-lit shops and watching the people as they walked in the middle of the road, and through the densely crowded market place, I dropped into the Ferry Inn and had a moment's chat with Fred Wood, who is located here as proprietor, his many trophies and belts making quite a display in the bar.

It was then 8 30 P. M. On the way to the post I will extend my walk to Tynemouth, where to-day (Sunday) on the pier many hundreds of people will be promenading; or on the cliffs, listening to waters breaking upon the rocks below; or on the beach, where the children will merrily run bare footed, the sea water tumbling round their little feet; higher above, on the parade, the merry laughter of little ones tells you of much fun riding the donkeys, or watching the antics of the monkeys which follow to the tune of a hand organ. Sunday in England is a general holiday, and treated as such. In the morning hundreds will be seen wending their way to the different places of worship, the cathedral bells chiming out a solemn lay. Home enjoyments may occupy the afternoon for many, while others will drive off into the country. After tea an hour is again spent in worship, and then the living stream of humanity find their different ways; some to the country lanes, mounting the turn-stiles leading into the fields of fresh-cut hay, or down by some brook or pond where the lilies grow. How beautiful is the twilight in England! A dusky light pervading the surroundings, and when a full moon, like at present, casts the shadows of the oak and elm along the smooth turn-pike road, it is not unlike a sun scene, half overshadowed by a cloud.

MR. MOTT'S PLAN.

Editor Bicycling World: The energetic Chief Consul of Maryland has recently proposed a new field of action for the League, in the way of urging upon Congress national improvement of highways, and now suggests that the much talked-of surplus in the national treasury is an available fund which might be suitably devoted to this purpose, and thereby at once give us good roads at no expense to the people, and open a new avenue to unemployed labor.

For one, I am sorry that the cycling world should even be asked to advocate a scheme which, it not unconstitutional, is certainly at variance with the wholesome principle of local self-government, a very different thing from that theory of States' rights, to which I am as much opposed as any citizen of America can be; and while I won't lay claim to squeamishness as the cause of bringing politics into the League, I must express especial regret that we should be threatened with a division of opinion in connection with the most vital question of the day. However close to us may be our interests as wheelmen, our interests as citizens are paramount to these, and those of us who object to summary methods of disposing of the surplus must protest against being identified with any plans that seek to ignore the source of the surplus. To expend it on roads may be a better thing than to shovel it out as a gratuity in the shape of subsidies and pensions, or to waste it on useless ships and fortifications; but it is of the same nature, and equally evades the all-important and disputed question as to whether the surplus should be expended or its accumulation stopped; and the discussion of any of these plans to that extent diverts minds from the more vital topic of the problem of correct taxation.

Should the League support the expenditure of this money for the sake of giving employment, it must commit its members to the Socialistic doctrine that it is the business of the State to direct industry; and small as our influence on the question would probably be, it would do harm for us to assume such an attitude, or at least be unjust to wheelmen who hold opposing economic views. Good roads are an important thing, but not half as important even to wheelmen as the question whether we should strive to find employment for men or by striking down the barriers that stand in the way of productive enterprise, give them the opportunity to employ themselves. That is the question which is agitating the thought of to-day, and the League has no right to place its members as a body on one side or the other for the sake of a somewhat visionary hope of attaining a minor purpose.

How great would be our chance of accomplishing anything in this line, when in the narrower field of State legislation, to which it is recognized as properly belonging, our progress is so difficult and slow; is something I do not care to discuss. But I most sincerely hope that even if it should be deemed not beyond our power to accomplish, we will not try. Very truly yours,

E. J. SHRIVER.

"NOT A RACING WHEEL."



THE accompanying cut represents a home-made bicycle, designed and manufactured by a colored man, by the name of Charles Van Deever. As an example of ingenuity and what can be done by a clever man, with limited means and appliances, it stands unexcelled.

Van Deever, who is now a resident of Plainfield, N. J., thus gives his account of the inception and production of this wheel. He says: "Being a poor boy and not having the cash to purchase a high grade bicycle I thought I would try and see what I could do toward making one. I wanted a bicycle badly, and one day while standing under a shed I saw an old wagon wheel, and I asked the owner if he would not give it to me, as I wanted to make a bicycle. The owner of the wheel told me that I could not make a bicycle, but I said 'if you will let me have the wheel I will try mighty hard,' and so he gave it to me. After I got the wheel I went to work on the forks. I found a fine piece of hickory behind the barn, and with an axe I chopped out two pieces of wood 1x2 inches. The backbone I got from a blacksmith; it is solid. The tools I had to work with were an axe, a draw knife, and some old bits for boring. I made it in Somerville, N. J, and I was about 5 days in its construction When I first rode it the people in that place were very much interested, and the wheel attracted a good deal of attention. I have ridden the wheel some 4000 miles in all."

A description of this unique machine appeared in the Hartford *Times*, under the head "Not a Racing Wheel." We clip the following from that paper:

"The United States Express Company received this morning from Plainfield, N. J., a bicycle as is a bicycle. Compared with the racing wheel of Champion Rowe, it is somewhat heavy, but compared with a twenty-ton pulley wheel it would probably rank first in point of lightness. It is home made from the word go. The big wheel is an ordinary carriage wheel while the rear wheel is a round disk 18 inches in diameter cut out of an oak plank an inch thick, bored full of holes to make it lighter and having a thick iron tire. The fork is of carriage lumber, heavy and cumbersome. The backbone is not hollow, oh no, it is of solid iron hammered into shape while red hot, and rather rough at the fork for the rear wheel. The handle bar is of iron, with a heavy block of wood in the middle and movable wooden handles at the ends. Then there is a step on the backbone above the small wheel and a seat, a little beauty stuffed with straw and covered with a boot leg, and a leg guard to keep the muddy wheel from the trousers of the rider. The pedals are not exactly ball bearing, but square blocks of wood with small holes for oiling. Everything is complete; all the details are worked out. The machine weighs nearly 100 pounds and was probably made in a blacksmith's shop."

CHICAGO WHEELMEN ATTENTION.

To members of the L. A. W. and wheelmen in general:

Your assistance is requested in ascertaining the name of the gentleman who, accompanied by his wife, witnessed the accident August 15, 1889, at 6 P. M., whereby a wagon belonging to the Wells Fargo Express Co. ran down Mr. William Keese on Dearborn street near Van Buren, Mr. Keese at the time riding a safety bicycle. Mr. Keese was riding on the proper side of the street, and the wagon referred to was coming in the opposite direction at a rapid pace on the same side, the wrong side for the wagon, the result being that Mr. Keese was thrown from his wheel and the latter completely wrecked.

Among the witnesses of the accident were a gentleman and his wife, the former of whom started after the wagon to learn its number. Mr. Keese was unable to see him again to learn his name and address, and it is for the purpose of obtaining this information that this circular is sent you. Please inquire of your wheeling friends, whether members of the L. A. W. or not, and if you can find any trace of the witnesses we are in search of, please confer with the undersigned. Yours fraternally,

W. A. DAVIS, Chief Consul.
340 S. Leavitt street or 254 Monroe street, Chicago.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

THAT INDIANAPOLIS TO CINCINNATI RIDE.

Editor Bicycling World: A week or so ago your Chicago correspondent, and I think also your Cincinnati correspondent, made the statement that a party of Chicago Wheelmen consisting of the four Thorns, Roe, Van Sicklen and two others had ridden from Indianapolis to Cincinnati via Richmond and Hamilton, a distance of 140 miles in one day arriving at Cincinnati at 11 P. M. There is nothing particularly remarkable in the performance, if it was actually accomplished, but it was not, and your correspondents have been imposed upon. I happen to know that the party while at Cincinnati made much ado over the alleged ride and pretended, some of them at least, to be pretty well done up.

I have also learned that the party, instead of riding the distance alleged, rode from Indianapolis to this place via Knightstown, a distance of 50 miles arriving here late in the evening.

They took supper here at Can's restaurant, where they made the acquaintance of a local detective and took the 7 48 P. M. train for Cincinnati, where they arrived at 11 P. M., the time they claimed to have arrived per wheel.

I am aware that wheelmen like fishermen are allowed great liberties with the truth, but sometimes truth is worked too hard, and a respect for this virtue impels me to give you these facts, in the hope they may reach the public through your columns.

Rushville, Ind. "RUSH"

TAXES ON CYCLES IN ENGLAND.

REFERRING to the suggested tax on cyclists, a London correspondent to the *Pall Mall Gazette* says it is by no means new. It has been proposed to Mr. Goschen over and over again, and has been considered by him. In his last budget he was invited to place a tax on cycles in order to relieve some of the burden he was prepared to impose by means of the wheel and van tax. The tax need not be heavy. It is roughly estimated that there are about 500,000 cycles on the road, and a tax of 2s. 6d. on each of these would add £62,500 to the resources of the Exchequer. Cyclists, as a class, would not object to the tax. It would give them the recognized status they have long desired. It is of little use for them to complain to the local authorities under present conditions of the state of the road. They at once retort that the wheelmen do their best to cut up the surface, but contribute nothing towards its repair. Half a crown would not be an excessive contribution. No one, surely, would object to paying so small an amount, and, so long as it was accepted as a recognition of the cyclist's rights upon the road, it would be welcomed rather than decried.

MEETING OF THE OHIO DIVISION L. A. W. AT CINCINNATI, OHIO.

A LARGE and important meeting of the officers and representatives of the Ohio Division L. A. W. was held at the rooms of the Cincinnati Bicycle Club, Sept. 28th. It was decided to hold the next State meet in Cincinnati, between July 15 and August 15, 1890. Arrangements are to be made to have several of the State championships and one of the national championship races run there at that time. The following delegates to the National Assembly were elected: T. J. Kirkpatrick of Springfield, George Collister of Cleveland, A. E. Morgenthaler of Fostoria and Frank C. Meyer of Canton. The Chief Consul, M. A. High of Cincinnati, appointed the following committee on Rights and Privileges: Frank Jay of Canton, James Hodge of Toledo and Sam Goodman of College Hill. The Chief Consul also appointed the following committee on improvements of highways: T. J. Kirkpatrick of Springfield, H. E. Chubb of Cleveland, D. C. H. Griffin of Ravenna.

The board of officers indorsed J. R. Dunn of Massillon, the present Vice President of the National Association, for the next president of that organization.

COMING EVENTS.

AT BERGEN POINT, N. J.—The bicycle tournament of the N. J. A. C., to take place on October 12, at Bergen Point, will be a great event among the wheelmen. The club have put a force of men to work on its quarter-mile track, and it is being rolled and scraped into record breaking shape. The entry list contains such names as Crist, Phil Brown, W. D. and A. C. Banker, Schoefer, Schumacher, Hendee, Taxis, and other well-known flyers, and of course the N. J. A. C. team. The list of prizes consists of watches, dressing cases, diamond rings, scarf pins, and other useful articles.

AT TAUNTON, MASS.—There will be some excellent wheel racing at the Taunton Fair Grounds, on Saturday, October 12th. The events will include a three-mile professional championship handicap, for prizes of $25 and $15; one, five and ten miles, for the amateur championship of New England, points to count, between Anthony of Taunton, Berlo of Boston, and Van Wagoner of Newport, for a medal valued at $150; five-mile bicycle race, trotter vs. R. A. Neilson; three-mile safety race, for two prizes. L. A. W. rules will govern the amateur events.

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.)

AT BOSTON, Oct. 5th.—The road races under the auspices of the Boston Athletic Association were run last Saturday over the courses as printed in these columns in the past two or three issues. The routes, however, were slightly changed in order to give a better turning point and full distance.

Much regret was felt that Van Wagoner was not on hand to try conclusions with his old competitor, Anthony. However, a splendid field of starters faced Mr. Cornish for the 25 miles event, and were as follows:

Edward C. Anthony, Taunton, Mass.; A. P. Benson, Dorchester Bicycle Club; W. E. McCune, Everett, Mass.; Arthur W. Porter, Newton, Mass; Victor Menns, Coventry Machinists' Co.; W. S. Doane, Dorchester Bicycle Club; E. B. Richardson, Arlington, Mass.; W. Morris Greenwood, Lynn, Mass.; David Drummond, Boston.; Frank M. Dampman, Warren Athletic Club; B. Frank McDaniel, Wilmington, Del.

Anthony at once took up the running and set a hot pace all the way out to Wellesley; his close attendants were Dampman, Drummond and Benson, the others stringing.

Doane quit at Coolidge Corners, he having not been well his stomach went back on him. Richardson's machine broke early in the race and he stopped.

On the run home and while coming over the hill back of Reservoir, Dampman challenged and took the lead at a leisurely pace, with Anthony, Benson and Drummond well up. In coming out through the Reservoir gate, Dampman took the turn to the right and did not discover his mistake until he had rid en a couple of hundred yards. He turned about and started after the other fellows and had caught all but Anthony when he took a header, falling heavily and smashing his bicycle (an ordinary). Dampman was dazed, but by the time he had pulled himself together, a man on a safety came along and he got on this safety. The reach was too long, but the plucky little man kicked along until he met another cyclist on a safety. This he took and it fitted him better. By this time Anthony and Benson had got a long lead and they finished in the following order:

E. C. Anthony, 1; time, 1.36.17.
A. P. Benson, 2; time, 1.36.44 2-5.
F. M. Dampman, 3; time, 1.37.15 2-5.

Without taking one iota from the excellence of Anthony's and Benson's performance, we cannot but call attention to Dampman's achievement under difficulties. He had never ridden a safety half a mile in his life, yet he went out of his way, took a stunning header, rode two strange safety machines, and finished third, 1m. 2s. behind the leader.

The 12 1-2-mile race brought out the following men:

W. B. Greenleaf, Harvard Bi. Club, Cambridge; Otto Bolkoff, Boston; F. W. Fisher, Boston; E. J. Clark, Dorchester; James

Keltie, Roxbury Bi. Club; E. A. Bailey, Harvard Athletic Association; P. J. Berlo, South Boston; A. H. Morse, Hyde Park; L. D. Whittemore, Jr., Newton; H. G. Batchelder, Allston; R. F. McLaren, Clinton; Arthur H. Bullard, Boston; Thomas Graham, Boston.

Fisher did the donkey work nearly the whole distance, followed closely by Berlo and Bailey. On coming home Bailey pushed to the front, and held that position until within 100 yards of the finish, and then to the surprise of all he let up under the false impression that he had reached the finish. Berlo was right up and the next moment he shot to the front and finished first. Results:

P. J. Berlo, 1; time, 47.10 4-5.
E. A. Bailey, 2; time, 47 20 4-5.
F. W. Fisher, 3; time, 48 40.

The two-mile boys' race resulted as follows: J. M. Harden, 1; T. J. Stevenson, 2; Fred Horne, 3. Time, 9 18 2-5.

After the races the medals were presented to the first, second and third man in each event. The medals were very handsome and massive.

AT PEORIA, ILL., Oct. 4—The first day's racing at Peoria was a grand success from all standpoints. The track (1-2 mile) at Lake View was in splendid condition and the spectators had the satisfaction of seeing a couple of records go by the board. The tandem safety one mile record was placed at 2.33, but it must be remembered that the 2.37 of the Banker Brothers is the record which stands with the L. A. W., as that was done in competition, while the record of Lumsden and Winship was made against time, and it will stand as record as being the "best vs. time.". Lumsden and Winship, however, placed the two mile tandem record in competition at 5.21 1-2.

The second day was also a success although a strong breeze made record breaking impossible. This explains the comparatively slow time as compared with yesterday, when the novices ran in 2.52. The racing men all unite in declaring the track one of the fastest, if not the fastest, in America.

The races to-day were all close and interesting and the audience, which was composed of wheelmen from all parts of the country, and the very best people of Peoria, numbering about 3000, was wild with enthusiasm. In the most of the races the leaders ran in a bunch while the first, second and third men could usually be covered by a blanket.

The mile open was the event of the day and the immense audience fairly went wild when Myers came in first, defeating A. C. Banker, Lumsden, Winship, Campbell, Thorne, Tuttle, Van Wagoner and Van Sicklen. Van Sicklen set a furious pace from the start and the riders rode in a compact bunch with little or no change of position until the last quarter, when Myers made a magnificent spurt, which he maintained to the tape, passing and going around the entire bunch, despite the best endeavors of Banker, Lumsden, Tuttle and the rest to hold their lead.

The ten-mile scratch race had been looked forward to with great interest, which was not a little intensified by the outcome of the mile race. The men again rode in a bunch, save that Van Sicklen broke his wheel, and lost so much time getting a new one that he was compelled to drop out at seven miles, despite a long and plucky endeavor to regain his lost ground. Myers again trailed the field, and at the last quarter made his usual terrific spurt, but Lumsden held his lead, and won by about three lengths, while Myers and Thorne had a desperate struggle for second. Myers gained the lead, but held up slightly a few feet from the scratch, while Thorne continued his speed, so the two crossed the tape side by side. Everybody thought that Myers led by about four inches, but the judges decided that Thorne led by an inch, and the announcer so announced. The audience thought the announcer mistaken, and ladies frantically corrected him, but the decision stood, amid universal protests. Mr. Vail, the Peoria judge, insisted on awarding second to the Chicago man, and it was so settled.

Peoria's ability to give a first-class tournament is fully proven. Five thousand people would undoubtedly have been on the grounds to-day but that it was chilly and uncomfortable. That another tournament will be given next year is a foregone conclusion.

As I write a smoker is in progress at the club rooms, and music, speeches, refreshments, etc., are making the wheelmen happy. Visitors universally speak in the highest terms of praise, and one and all avow their determination to be on hand next year. Peoria is unquestionably the Hartford of the West.

FIRST DAY, OCTOBER 4.

One-mile novice—A. D. F. Simmons, 1; A. G. Baine, 2. Time, 2.52.

Two-mile tandem safety—A. E. Lumsden and H. R. Winship, 1; Bert Myers and H. Bates, 2. Time, 5.21 1-2. Banker Brothers' machine became disabled on the third lap and they retired.

One-mile 3.10 class—G. E. Kurtz, 1; G. K. Barrett, 2. Time, 2,46.

Two-mile safety handicap—Bert Myers, 125 yards, 1; D. E. Avery, 235 yards, 2. Time, 5.41 1-4.

Three-mile team race—Won by Chicago Cycling Club, 118 points.—N. H. Van Sicklen, H. R. Winship, G. K. Barrett. Kenwood Cycling Club, 2, 110 points.—A. E. Lumsden, George Thorne, C. P. Belden.

One-mile. Peoria Bi. Club—H. J. Smith, 1; W. H. Kildare, 2. Time, 3.01 1-2.

Two-mile handicap—G. E. Kurtz, 220 yards, 1; George M. Skeer, 220 yards, 2. Time, 5.28.

Five-mile Illinois Division L. A. W. championship—F. H. Tuttle, 1; Bert Myers, 2. Time, 15.18.

Handicapping this day was miserable, and Referee Prial, together with Handicapper Streeter and Manager Rouse, revised the handicaps for the 5th inst, and closer finishes and better races were the result, as following will show:

SECOND DAY, OCTOBER 5.

One-mile handicap—A. G. Harding, 85 yards, 1; H. R. Winship, 20 yards, 2. Time, 2.45 1-5.

Two-mile, 6.20 class—G. K. Barrett, 1; Geo. M. Skeer, 2. Time, 6.17 2-5.

Half-mile safety championship Illinois Division—W. C. Thorne, 1; Bert Myers, 2. Time, 1.34.

One-mile open—Bert Myers, 1; A. E. Lumsden, 2. Time, 2.48.

One-mile safety, open—A. C. Banker, 1; W. C. Thorne, 2. Time, 3 29 4-5.

Ten-mile scratch—A. E. Lumsden, 1; G. A. Thorne, 2. Time, 31.53 3-5.

Very little loafing was indulged in. Referee Prial placed a time limit on most events. Young Winship is becoming very popular, and deservedly too. He will not cheat the spectators of a well-run race, and frequently sacrificed his chances by setting the pace when hissing by the crowd shamed none others.

In the one-mile open great speculation was indulged in as to whether the honor would fall to Lumsden or Tuttle. Myers was not thought of, but his wonderful quarter-mile spurt and final victory over the flowers of the West will not soon be forgotten in Peoria. To say the crowd went wild fails to describe it. Lumsden remembered this, and when in the ten-mile Myers attempted the same scheme, Lumsden permitted himself to forget Tuttle, and started and maintained to the tape a spurt comparable only with performances of such phenomenals as Rowe, Howell and Windle. Such men as Tuttle, Winship, Myers and Thorne seemed to cease pedalling and come to a standstill, as the little Chicago flyer flew down the stretch.

AT BRISTOL, CONN.—The principal attraction at the Bristol Fair Grounds, October 3, were the bicycle races. Fully 5000 people witnessed the events, which were as follows:

One mile open—Ludwig Forster, (1); P. J. Berlo, (2). Time, 3.27.

One-mile handicap—J. C. Woodruff, 25 yards, (1); Luther Miller, scratch, (2). Time, 3.16 4-5.

Three-mile lap race—P. J. Berlo, (1); L. Forster, (2). Time, 11.25.

One-mile safety—W. Harding, (1); D. C. Shea, (2). Time, 3.36 1-2.

One-mile 3.20 class—J. C. Woodruff, (1); W. James, (2). Time, 3.28.

The slow race, 50 yards, was won by F. A. Clark, L. Forster, (2). Time, 1.32.

One-mile open, handicap—J. C. Woodruff, 175 yards, (1); M. R. Holcomb, 150 yards, (2). Time, 3.16 4-5.

Half-mile run and ride—H. A. King, (1); L. Forster, (2). Time, 2 22.

Fastest half mile made in the eight races, Chas. H. Wood. Time, 1.28, made in the first half mile in the three-mile lap race.

AT FLINT, MICH., October 4th.—The sixth and last of the races for the "Willett Trophy," which have been run by the Flint Wheelmen, took place on the track of the Agricultural Society, on the closing day of their fair. As the three leading competitors had each two races to their credit, this race decided the struggle, and the excitement as to the result was intense. The track was rough and heavy, so the time was slow. Ellston took the first heat, with 20 rod start, in 3m. 16s.; second heat, B. Kellerman, from scratch, 3m. 20s.; third heat, B. Kellerman, from scratch, 3m. 24s., giving him the trophy.

AT BALTIMORE, MD., October 7.—One should come to Baltimore if he desires to see interest and enthusiasm on the racing question. Notwithstanding a bitter cold wind from the northeast, some 3000 to 5000 people turned out to see the great race for club supremacy, which was to be waged last Monday. Local interest was at fever heat, and good-natured partisanship ran high. We arrived at Druid Lake just in time to see the start. The course is a little over one and one-half miles, and the men were started from a line so that six and two-thirds circuits were made.

For the first five laps the men kept all in a bunch, with the exception of the Crescent men, who were "not in it," in fact the five representatives did not finish. The result is as follows, and happiness reigns supreme, and the handsome cup becomes now the permanent property of the Maryland Club, having won it three times:

Maryland Club:	Points.	Finish.
W. E. Crist,	20	1
P. S. Brown,	19	2
L. F. LeCato,	13	8
D. F. Bowers,	10	11
L. E. Barber,	9	12
Total,	71	
Centaur Club:		
I. Hinds,	17	4
H. Eisenbrandt,	15	6
H. L. Kingsland,	14	7
G. C. Widdekin,	11	10
F. Eisenbrandt,	7	14
Total,	64	
Baltimore Club:		
V. Emerson,	18	3
W. Ash,	16	5
F. W. Pope,	12	9
W. H. Mulliken,	8	13
N. Lowry,	6	15
Total,	60	

Time of W. E. Crist, 33.37.

Good management was shown by those in charge. Chief Consul Mott had charge, and the cup, which was the gift of the citizens of Baltimore, is a beautiful specimen of the silversmith art. As this was the race which was to settle the question as to the permanent possession by the Marylands, it was a race for blood. President Luscomb, referee.

AT NEW ORLEANS, LA., Sept. 29—The match race between F. Mehlig of St. Louis and G. B. Guillotte of New Orleans took place at Audubon Park in the presence of over 1000 spectators. As the signal for the start was given, both men moved off rather leisurely, Mehlig setting the pace, which was very moderate. Four miles of the race were covered with but little attempt at spurting, but the contestants settled down to hard work; on commencing the fifth mile, Mehlig tried his famous spurting. Guillotte then showed what was in him by making a magnificent effort, catching up with the St. Louis man, and beating him by four lengths. Time, 18.45.

AT FALL RIVER, MASS.—On Tuesday, October 1st, the following races took place, under the auspices of the Fall River Ramblers:

One-mile—M. T. Deane, 1; F. H. Borden, 2. Time, 3.22.

Four-mile—F. H. Borden, 1; R. B. Hearne, 2. Time, 16 32.

AT NEW HAVEN, CONN.—The annual road race of the New Haven Bicycle Club occurred last week Tuesday; a distance of ten miles. A strong wind blew all the time the men were racing, and prevented record breaking.

C. E. Larom made the journey in 42m. 45s.; C. T. Atwood was second, in 43m. 35s.; C. H. Voorhees was third, in 44m.; J. M. Verhoff was fourth, and L. E. Smith fifth. The tire of one of the wheels of Verhoff's machine came off, and as a consequence the rider lost several minutes.

AT FRANKLIN, PA.—The postponed races took place at the driving park, October 5. The track was fairly good and the attendance was gratifying to the management. The mile heat, county championship, was won by Al. Steele. Time, 3m. The three-mile heat was won by Ernest Taylor, and the five-mile heat, all of the same race, by Chas. Steele. Taylor would not ride a mile heat to decide the tie, and the race was awarded to Chas. Steele.

AT YONKERS, N. Y.—The fall road race of the Yonkers Bicycle Club took place October 5th, over a five-mile course on Riverside avenue and the Spuyten Duyvil road. The starters were: C. B. Lockwood, scratch; H. C. Kroeber, H. W. Pagan, C. S. Burnham, J. J. Lawrence, S. E. Kellogg, E. R. Holden, C. P. Marsden, Jr., and A. W. Kingsbury. Kroeber won by a few feet over Holden, actual time 19 06. Burnham was third, finishing 10 seconds later.

BRET HARTE AND BILL NYE

Once had a funny time with a representative from the Flowery Kingdom, which caused Harte to arrive at the conclusion, "that for ways that are dark and tricks that are vain," the aforesaid Pigtailed (in the wrong locality) individual was highly and exceptionally peculiar. You gentlemen who have ridden the Safety Bicycle UP TO DATE, have—when climbing hills---and attempting to ride through sand (we say THROUGH sand ADVISEDLY, you can't go over it) come to the conclusion---FREQUENTLY---that in the quality of PECULIAR "KUSSEDNESS" oftentimes exhibited, the SAFETY, GENERALLY SPEAKING, has no rival.

HAVE YOU GOT ANY SAND

IN YOUR LOCALITY???

If so, and you want to ride a SAFETY BICYCLE that will GO OVER IT and not leave a furrow resembling that made by a team of FORTY BULLS attached to a prairie land-breaking plough---why the way to do it is to BUY, OWN and RIDE a WHITE FLYER SAFETY BICYCLE.

Made by WHITE CYCLE CO., WESTBORO', MASS., U. S. A.

AND SOLD FOR $135.

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AT BALTIMORE, MD., October 3—The fourth of the series of races for the championship of the Baltimore Club was run around Druid Lake on October 3. Victor Emerson finished first in 28 min. 57 sec., Wal. Lowrey second, time, 31.11; W.H. Mu liken third, time, 31.11 1-5; Ira Day fourth, time, 31.13 1-5. The handicaps were kept secret, but according to what was said by a member of the club, Emerson, scratch. Lowrey 2 minutes 15 seconds; Mulliken, 2.25; Day, 2.40. This would make Day first, Mulliken second, Lowrey third and Emerson last. Emerson's last lap was made in 4.36, Lowery's in 4.52, Mulliken's in 4.55 and Day's in 4 56, each being the first time around. The distance was six laps around Druid Lake.

AT QUEENS, L. I.—The third annual race meet of the Queens Bicycle Club was held October 5, and attracted a fair crowd. The track was in good condition, and the events were as follows:

One-mile novice—A. L. Stoughtenburg, first; W. H. Wells, second. Time, 3 14 4-5.

Two-mile handicap—First heat, W. F. Murphy, 25 yards, first; F. G. Brown, 55 yards, second; time, 6.16 1-5. Second heat, C. M. Murphy, 45 yards, first; F. N. Burgess, 110 yards, second; time, 6.18 1-5. Final, C. M. Murphy, first; F. N. Burgess, second; W. F. Murphy, third; time, 6.21 2-5.

One-mile Queens Bicycle Club—L. R. Doughty, Jr., first; A. L. Stoughtenburg, second. Time, 3.20 1-5.

Half-mile, boys'—Willie Bate, six years, first; Eddie Schwalbach, five years second. Time, 2.45 1-5.

One-mile safety handicap—L. R. Doughty, Jr., 175 yards, first; W. F. Murphy, scratch, second. Time, 3.12.

One-mile, 3.05 class—C. M. Murphy, first; F. G. Brown, second. Time, 3.11 2-5.

Five-mile championship of Long Island—W. F. Murphy, first; W. Schumacher, second. Time, 16.32 4-5.

AT BRIDGEPORT, CONN.—The four-mile road race between W. A. Rubey and W. A. Westlake, from the Rubber Works in Fairfield to the railroad crossing West End, took place October 2d; was won by Rubey in 13.30, beating his competitor by about one minute.

IN FRANCE.—M. M. Moussett, of Paris, France, on September 19, covered 177 3-4 miles in 11h. 59m. 50s., on a safety racer. This is record for that distance, beating Holbien's record of the week before, of 175 miles in 12 hours.

AT SPRING VALLEY, N. Y., October 4.—The annual club races of the Hudson County Wheelmen, held at Spring Valley, October 4, were a great success. The handicapping showed some very creditable work, with the following results:

Half-mile safety handicap, eight starters—S. B. Bowman, scratch, first; E. J. Day, 150 yards, second; H. A. Benedict, 150 yards, third. Time, 2 05 1-5.

One-mile ordinary, scratch, two starters—S. W. Bowman, first; E. J. Day, second. Time, 3.18 1-5.

One-mile safety, handicap, eight starters—J. M. Halloway, 150 yards, first; V. F. Meyer, 150 yards, second; E. J. Day, 75 yards, third. Time, 3.21 1-4.

Two-mile safety, handicap, nine starters—E. J. Day, 300 yards, first; S. B. Bowman, scratch, second; A. H. Benedict, 300 yards, third. Time. 6.57 1-2.—*Boston Herald.*

AT GREAT BARRINGTON, MASS.—One-mile safety, George E. Hinman, 1; F. Strevell, 2. Time, 3.42.

AT GLEN FALLS, N. Y., Saturday afternoon, Oct. 5.—The bicycle races that were postponed from field day, were contested at the fair grounds. First event, one half mile safety, S. A. Hays (1), B. L. Aldrich (2). Time, 1.45. One mile bicycle, J. R. Loomis (1), W. Lapham (2). Time, 3.31.

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.

A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

COL. ALBERT A. Pope, the President of the Pope Mfg. Co., is one of the most convincing speakers in the city. When he talks he knows what he is talking about, and no man who can stand up can resist his argument in favor of cycling. The Colonel's last convert is Will Carleton, the poet, who has just purchased a Columbia Light Roadster Safety for his own use.

GREENWOOD of Lynn challenges Mr. Anthony of Taunton, the winner of the Boston Athletic Club 25 mile race, to a contest on the same course. Mr. Greenwood's handle bar broke in the late race and he wants to meet Anthony on equal terms.

THE output of Messrs. Hillman, Herbert & Cooper this year will approach ten thousand machines, principally safeties, of which a large number have been sold in this country, the firm's American trade having quadrupled in the energetic hands of Llewellyn H. Johnson. This gentleman has made the name "Premier" a household word in clubs and cycling families, being among the few who foresaw the future of the ladies' and tandem safeties, and was prepared to meet the enormous demand for those types this season.

THE Coventry Machinists' Co. score a victory in capturing the 12 hours' safety record, 177 3-4 miles made by M. M. Moussett of Paris. He did this on a Swift Safety.

HOWARD A. SMITH & Co., Newark, N. J., have one of the best things in the way of adhesive tire tape for holding on the tires: it's used on both continents. Every rider should carry a package.

THE "Cycle Chain Graphite" for chain lubrication, noticed in our advertising columns, is unmistakably meeting with increasing favor, the manufacturer reporting gratifying orders from the largest dealers througout the country, a recent order, (from a firm who have experimented with it for three months) being for an additional twelve gross (144x12).

A GENTLEMAN writing from Chambersburg, Pa., states that at Edinburgh he saw a Columbia bicycle standing in front of a store, and when the owner presented himself he proved to be a big, strapping fellow, afflicted with St. Vitus dance, so much so that he could not keep still while talking, and was continually twisting and throwing himself painfully, and often catching his breath from muscular contraction of the throat. He had much to say about the great pleasure he had experienced from cycling, and he volunteered to accompany us on his wheel. The writer had much curiosity to see how he managed. As soon as he took hold of his machine his nervousness seemed to instantaneously depart. With a graceful bound he vaulted into the saddle, and, quickly catching his pedals, he led us a rattling pace up hill and down for about three miles.

HOWARD A. SMITH & Co., Newark, N. J., are supplying almost the entire trade with tire cement, it's put up in sticks ready for use, and warranted satisfactory.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

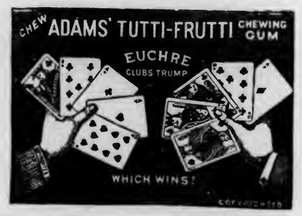
One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

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Every Club House should have an Automatic Box.
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BROOKLYN, N. Y.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

Massachusetts.

Circular No. 5.

The following hotels have been appointed League Hotels and discounts will be allowed on presentation of League tickets:

Hotel Webster, Haverhill: Hotel Darling, Franklin. Fraternally, WM. H. EMERY, Chief Consul.

Pennsylvania Road Book.

To the members of the Pennsylvania Division:

Your Road Book Committee beg to report that they have at length succeeded in obtaining an accurate account of the work thus far done on the book, together with amount expended on same and have assumed the contracts necessary for its completion. Should no unforseen delay occur the books will be finished about November 15th and will be at once forwarded to the Secretary Treasurer's office for immediate mailing to each member of the Division.

H. CROWTHER, Chairman.

Philadelphia, Oct. 7, 1889.

Missouri Division.

To consuls:

The recruiting in this State is not what it should be and as some persons may be holding back on account of the end of the first half of this League year, you are hereby instructed to accept $1.50 in lieu of the $2.00 for initiation fee and annual dues on and after this date. Hold the amount until October 25 and then promptly mail it to the Secretary. A supply of Road Improvement pamphlets have been ordered and will be mailed to all who wish them on application. I desire one of these pamphlets to reach the hands of every Road Commissioner in the State. Fraternally yours,

ROBT. HOLM, Chief Consul.

St. Louis, October 5, 1889.

Missouri Division.

The following consuls have been appointed: Fred B. Winslow, Independence; Jno. H. Koen, Farmington.

The list of League Hotels in this State is still very incomplete. Local consuls are requested to give this matter immediate attention and enter into arrangements with a first class hotel in their locality to give reduced rates to L. A. W. members on presentation of membership card. Certificate of appointment, to be hung in a conspicuous place in hotel office will be mailed by the undersigned. Fraternally yours, ROBT. HOLM,

October 5, 1889. Chief Consul.

Illinois.

Wheaton Hotel of Wheaton, rate of $1.50 per day, regular rate $2.00.

Springer House, Turner Junction, meals 35 cents, per day $1.25.

J. M. Abbitt, Willow Springs, rates 1.00 per day.

The above are appointed League Hotels.

W. A. DAVIS, C. C.

Oct. 4th, 1889.

Suspensions.

For violating racing rule A, Messrs. Walter Ash and E. J. Suetan, both of Baltimore, are suspended from the race track until October 20, 1889. Amateurs are warned not to compete with them during term of suspension.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Missouri Division Delegate.

At a meeting of the Board of Officers held in St. Louis, Saturday, September 28th, Mr. W. M. Brewster was elected to represent the Missouri Division at the National Convention. Fraternally yours,

JOE. H. KELLY, Sec.-Treas.

Rhode Island L. A. W. Hotel.

For Woonsocket—The Woonsocket House, rates per day, $1.50, lodging $.50, meals $.40.

C. S. DAVOL, Chief Consul.

Rhode Island Consul.

No. 10—A. W. Howland, E. Greenwich.

C. S. DAVOL, Chief Consul R. I.

Maryland.

James B. Reed, Charles R. Eisenbrandt and Guion P. Wilson are appointed a committee on Improvement of Highways, and wheelmen are earnestly recommended to assist them in carrying out plans that have been formulated with a view to better roads and pavements in the State.

ALBERT MOTT, C. C. Md. Div.

Financial Report Missouri Division.

Receipts.

August 10.	To Balance, from ex-Secretary-Treasurer Lewis	$352.09
Oct. 1.	To cash, Abbot Bassett, dues.	32.00
		$384.09

Disbursements.

August 10.	By express charges books,	$ .55
Oct. 1.	By printing blanks	2.65
Oct. 1.	By balance on hand.	380.51
		$384.09

Respectfully submitted, JOE. H. KELLY,
Sedalia, Mo., Oct. 1, '89 Secretary-Treasurer.

Massachusetts.

The regular monthly meeting of the Massachusetts Division League of American Wheelmen was held at the Clarendon Hotel, Boston, Saturday evening, Oct. 5. Chief Consul Emery presided and the representatives present were Messrs. Dean, Kendall, Barber, Ford, Moultrop, Libby, Gorton and Gooch.

The committee on road danger signals reported that a sign board, warning wheelmen of the dangerous hill on Central Avenue, Belmont, was in process of construction and would soon be erected.

The treasurer's report showed a balance of $785.73 on October 1.

There was considerable discussion regarding the proper position which the Division should assume, relative to the defense of wheelmen who may be illegally interfered with while riding on the highways. No vote was taken, but the prevailing sentiment seemed to be that in a civil suit, brought for the recovery of damages, the plaintiff should provide means for defending himself without expense to the League. In criminal prosecutions it was thought that it would prove advantageous for the Division to strive for conviction of the trespasser on wheelmen's rights, as a moral to future devotees of road-hoggism. The matter was finally left to the judgment of the committee on rights and privileges, who will deal with each case according to its merits.

The Chief Consul reported for the committee in charge that it was considered inadvisable to publish a handbook until next spring.

It was voted to allow the Chief Consul $150 per annum to be drawn quarterly for clerk hire.

The regular monthly meetings of the Board were considered unnecessary during the winter, and it was voted to hereafter meet at the Chief Consul's call, as provided by the by-laws.

CHAS. S. HOWARD,
Secretary.

California.

To the Chief Consul and Board of Officers California Division L. A. W.:

Gentlemen—I beg to submit the following report of the business of this office since my 1st report on 19th February, 1889:

The following is a statement of the transactions since the above date:

DR.

1889.		
Feb. 19.	To balance	$752.75
May 21.	Bassett account July settlement	170.10
Aug. 2.	Bassett balance July settlement	130.65
June 30.	Interest, on deposit	16.17
		$1075.67

CR.

1889.		
March 13.	Stationery	$6.00
	5000 Recruiting circulars.	15.00
	2 cuts L. A. W. Badge	.75
	Expressage on circulars.	.85
May 30.	500 Application blanks	1.75
	25 Road pamphlets	.40
Mch. 1.	Assessment 15c each 420 members	63.00
Aug. 2.	1000 Application blanks	3.75
	500 Envelopes	2.25
Sept. 1.	Balance	981.92
		$1075.67

There is on hand in postage stamps $9.41, which I turn over to Mr. Sheldon, along with the Pass Book and all the papers pertaining to the office.

The membership of Division including the last BULLETIN received is 370, and this Division has been paid its proportion of dues, &c., up to the 28th June inclusive. Respectfully submitted,

(Signed) ALEX. S. IRELAND,
Sec.-Treas. California Div. L. A. W.

Michigan Division.

Meeting of the Board of Officers, Michigan Division, L. A. W. September 20, 1889, Follett House, Ypsilanti, Mich.

Meeting called to order by the Chief Consul. Present, A. B. Richmond, C. C.; C. A. Conover, Sec.-Treas.; Representatives, W. S. Turner, H. M. Snow, and C. H. Smith as proxy for J. Elmer Pratt.

On motion J. E. Beal was elected delegate to the National Assembly with power to appoint a substitute in case he should be unable to attend. In the absence of any new by-laws, it was decided that the Chief Consul should appoint an additional Representative as soon as the membership passed each 100 mark.

Representative Snow moved that the Secretary-Treasurer get out a neat and suitable hotel certificate, nicely framed, signed by the officers of the Division and the hotel proprietor, and see that one is hung up in the office of every League Hotel in the State; also to prepare suitable articles of agreement as to prices, accommodations etc, to be signed by the proprietor and filed with the Secretary-Treasurer for reference, carried.

On motion, H. M. Snow was elected auditor for the ensuing year.

Chief Consul submitted a list of consular appointments which was approved. On motion adjourned.

C. A. CONOVER, Sec.-Treas.

Michigan Division, L. A. W.

The seventh annual meet was called to order by Chief Consul A. B. Richmond at 8 o'clock P. M., in the hall of the Follett House, with 63 members present.

Minutes and reports of last meeting read and approved.

The Chief Consul then read his report as follows:

To the members of Michigan Division L. A. W.:

As chief executive officer of this Division, and in accordance with the usual custom, I beg leave to submit the following:

I offer my congratulations to you and the Division upon the harmony prevailing, the quiet but effective work accomplished, and the bright outlook for the future.

In point of membership we have advanced from eleventh place last year to ninth at the present time, having passed California and Missouri in the race, and to my established ourselves in our position. This has mostly been done by the quiet individual efforts of a limited number. Much more can be effected in the same direction if each and every member of the Division will use his influence with outside wheelmen. Bring this matter before them in such a manner that they cannot fail to see the benefits of belonging to the League, and my word for it, by persistent effort, nine times out of ten you will accomplish your purpose and secure your man.

At the present writing we have a membership of 421. It has been one of my purposes and ambition to see this Division attain the 600 mark before the expiration of the year, and I desire, and ask the hearty support and assistance of you all to accomplish that end. The weight and force of numbers cannot be overestimated. Five hundred can accomplish much more than 50; therefore let us all make an effort to attain a large membership.

I was given authority at the spring meeting of the Board to issue a supplement to the Road Book at a cost not to exceed $15. Inasmuch as our increased new membership will require the revision and publication of a new Road Book the coming season, I considered it advisable not to issue the supplement.

Roads and road improvement is a subject of great interest to wheelmen. In this connection I wish to say, an effort was made to procure the passage of a bill through the Legislature during the last session for the construction, maintenance and preservation of highways. The bill was introduced by Representative Lowden of Washtenaw county, and provided for the dividing of the town-ships into highway districts, and the appointment of an overseer of highways for each district. Each overseer was required to give bonds for the faithful performance of his duty. His duties were to see to the proper construction of roads, erection of bridges, placing of sign posts and guide boards at forks and cross roads, the expense in connection therewith was to be paid by a percentum tax for highway purposes.

This bill would have done away with the present pernicious system of working out the road tax, and although not perfect in its details, would at least have been a step in the right direction, had it become a law. But about the time the Division Board were about to use their efforts to assist in securing its passage, Representative Lowden wrote me as follows: "House bill No. 534 was reported back to the House, by the Committee on Roads and Bridges, with an unfavorable report, and on my motion was tabled. From a careful canvass of the House I am confident it would not pass, and it will probably secure no further consideration."

I am informed from various sources that the former worked hard to prevent the passage of the bill.

The Legislature does not convene again for two years, consequently nothing can be effected before that time in this direction, but in the interim we should not be idle, but constantly agitate the question of road improvement through the medium of the press, and gradually educate the farmers to the fact that the improvements of highways accrues more directly to their benefit than to any other class.

In conclusion I wish to add, I thank you all, my associates in office and each individual member, for your assistance and support in the past, and forbearance in any mistakes I may have made. You have seen fit to continue the present administration in office another term. The duties of the present term will be much more arduous than the past, and I ask the cordial support of all the members in the performance of those duties, and in return I promise as faithful service as my business interests will permit.

Respectfully submitted,

A. B. RICHMOND, C. C.

The Secretary-Treasurer then read the following report, which was unanimously accepted:

To the Officers and Members of Michigan Division, L. A. W.:

Our Division has enjoyed a most prosperous year. Our expenses having been light and our renewals and applications having exceeded those of any previous year, we are able to show a good sized balance to our credit, and this it is hoped will be used to further the best interests of our cause, and of the members of our Division at large, by compiling, publishing and circulating road books, maps, circulars, etc., giving information regarding condition of roads, points of interest and hotel accommodations throughout our entire State, thereby adding and encouraging the most enjoyable part of wheeling, that of touring; also to encourage and advance the greatest cause to which the League has is dedicated itself—the improvement of our common highways—and further, to protect the rights of our members, which responsibility the League now throws upon the Divisions, as, they receive the lion's share of the fees and dues.

Financial exhibit for the year ending September 1, 1889—September 1, 1888:

The Secretary-Treasurer received from

Junius E. Beal, ex-Sec.-Treas., the sum of	$13-25
Received from sale of Road Books	5.00
Received from Committee on L. A. W. Relief Fund	27-57
Received from Abbot Bassett, Sec.	257 45
Total receipts	$303-27
Paid for printing, postage, stationery, etc.	39-04
Bal. deposited in Southern Michigan National Bank, Coldwater	$264-23
Amt. due from L. A. W., to be settled Oct. 1.	100.50
Total resources to date	$141-73

Bills for the above expenditures, with vouchers attached, are on file for examination.

Respectfully submitted,

(Signed) C. A. CONOVER, Sec. Treas.

The Secretary-Treasurer then called for an Auditing Committee to examine the books and accounts, and the Chief Consul appointed C. W. Jones of Grand Rapids, F. A. Vernor of Detroit, and L. S. Provin of Grand Rapids.

J. H. Johnson, Chairman of the Rights and Privileges Committee, made a verbal report, that all our rights were maintained, and but one case had come up that needed attention, and that had been promptly adjusted. He also mentioned the fact that there was one thing that might cause trouble, and that was too much "hoodlumism" at our meets, and cautioned all to remember at such times that they were gentlemen, and should act as such.

In connection with the rights of wheelmen M. Vernor suggested that every member of the Division had a right to vote at elections, as only 93 did vote out of a possible 300.

Chief Consul Richmond reported for the Transportation Committee that but one case had come up, and that was satisfactorily arranged.

In view of the fact that at but few national meets had Michigan had an official representative, Mr. Vernor moved that the delegate be allowed his actual expenses in attending the national meets.

Mr. Holcomb moved to amend by appropriating a sum not to exceed $50 for the expenses of the Michigan delegates attending. Motion as amended carried.

The Auditing Committee reported that the books and accounts had been examined and found correct. Report accepted and committee discharged.

On motion, adjourned.

C. A. CONOVER, Sec.-Treas.

New York State Division, L. A. W.

Proceedings of the annual meeting held Saturday afternoon, September 14th, 1889, at four o'clock, at the Club House of the Brooklyn Bicycle Club, Brooklyn, N. Y., Chief Consul Bull in the Chair.

Mr. C. F. Cossum was appointed Secretary pro tem.

The Secretary, Mr. Nisbett, being absent, the reading of the minutes of the last annual meeting of the Division was dispensed with.

Mr. Walter S. Jenkins offered the following resolution:

Resolved: That the thanks of this Division be tendered to the local Executive Committee, composed of Messrs. M. L. Bridgman, W. H. DeGraaf, I. M. Shaw, A. B. Barkman and C. C. Alden, who have had in charge the arrangements for this annual meet; to Mr. Simeon Ford of the Grand Union Hotel, for courtesies extended; to the Brooklyn Bicycle Club for the use of its parlors for the annual meeting; to the Long Island Wheelmen and the Kings County Wheelmen for the elaborate lunches provided by them at their respective club houses; and to the wheelmen of New York and Brooklyn in general, who have done so much, individually and collectively, to make this annual meet, despite the unfavorable weather, one of the most successful and enjoyable meets in the history of the Division.

The resolution was unanimously adopted.

There being no further business to come before the body, the meeting then adjourned.

New York State Division, L. A. W.

Proceedings of the meeting of the Board of Officers, Saturday, September 14th, 1889.

Present: Chief Consul Bull, Vice Consul Bridgman, Secretary-Treasurer Nisbett, and Representatives De Graaf, Clairmont, Prial, Alden, Gallien, Wood, Cossum, Jenkins, Blackham, Bruch, McChan, Gates, Hydecker, Chapin, Shriver, Sheehan and McClelland.

Chief Consul Bull called the meeting to order at 11 A. M.

There being no objection the reading of the minutes of the previous days meeting was dispensed with.

Vice Consul Bridgman then took the chair.

On motion the report of the committee on Rules and Regulations was taken up and acted on seriatim.

The result of which was the adoption of the following amendments to the Division By-laws: In section 4 of article 1, strike out all after the word "Division," and substitute the following, beginning a new sentence: "Eleven members present in person, or by proxy, shall constitute a quorum, but no one except a Board member shall be entitled to hold a proxy for another member, and no member shall hold proxies for more than one member not resident in the same election district as himself."

Add to section 6 of article 2: "Proxies for members not belonging to League clubs may be cast, but no member may cast more than ten such proxies."

Amend section 3 of article 3 by striking out the words "and shall receive and in the presence of the Committee on Rights and Privileges open and canvass all the mail votes and certify," substituting therefor the following: "shall receive and in the presence of the Committee on Rules and Regulations open and canvass all mail votes and all returns of elections from the several districts, certifying."

Also amend section 3 of article 5, by striking out the last two lines of the section, as printed in the Division Handbook, and substituting "published in the first issue of the Official Organ after receipt by him of the nominations, in which it may be practicable for him to insert such notice."

Also in section 4 of article 5, substitute "tenth day of June" for "first day of July," and strike out all that portion of the section which follows.

Also strike out section 5 and 6 of article 5, substitute therefore the following new sections:

"Section 5. Should any of the Nominating Committees fail to perform the duty imposed upon them within the required time, it shall be the duty of the Chief Consul and Secretary-Treasurer conjointly to act in their stead, and also to nominate additional candidates for any district whose enrollment on the first day of July shall entitle it to a larger representation than provided for by its Nominating Committee."

"Section 6. Any twenty-five or more members of the Division may certify to the Secretary-Treasurer in writing or writings a candidate for each or any of the offices of Chief Consul, Vice Consul and Secretary-Treasurer; and any ten or more members, resident in an election district, may certify to the Secretary-Treasurer in like manner a candidate or candidates for Representative, not exceeding the number to which such district may be entitled under the Constitution, provided that all such nominations must be filed with the Secretary-Treasurer, not later than the tenth day of July."

Section 7. The Secretary-Treasurer shall publish all nominations received by him in accordance with the foregoing sections on or before the 20th day of June, in the next issue of the official organ but one thereafter; and shall also prepare ballots for each district, bearing the names of all candidates for Division offices and of all candidates for Representative from such District, who may have been nominated or certified to him in accordance with the foregoing sections on or before the 10th day of July. Each ballot shall also contain a sufficient space for the writing of additional names, a place for the voter's signature, and instructions as to how many candidates may be voted for each office. Said ballots, when prepared, shall be distributed to the members of the Division together with envelopes marked "mail vote," and addressed to the Secretary-Treasurer who shall canvass the same as provided in section 3 of article 3."

"Section 8. The Chief Consul may in his discretion order a poll in any election district, and at the written request of not less than twenty-five members of any district shall do so, for the reception of unsigned ballots but any duly qualified member who does not vote at such a poll shall have the right to vote a signed and sealed ballot, addressed to the Secretary-Treasurer and filed with him not later than the 15th day of August. In case a poll is held, the time and place thereof shall be prescribed by the Chief Consul. Each voter shall clearly designate his choice for each office by placing a cross mark (X) opposite the name of the candidate or candidates for whom he desires to vote; and no ballots shall be counted upon which more names are so designated for each office than the district is entitled to elect. The Election Board in each district where a poll is held shall, within three days after the 15th day of August, meet and canvass all votes deposited with them, and make return thereof to the Secretary-Treasurer, who shall certify the final result of the election to the Chief Consul, as provided in section 3 of article 3."

Add new section to article 3 to read as follows: Section 5. Local Consuls, to be appointed or removed by the Chief Consul at his pleasure, shall act as his deputies and under his orders in the selection of and arrangements with League Hotels or repairers, and for such other local work as may be assigned to them by him, such as the collection of reports upon the condition of roads or the action of local authorities in relation to cycling. They shall furnish to individual members such reasonable information and assistance as they may be called upon to give and shall use their best endeavors to maintain and increase the membership of the League within their several localities, by such services as the Chief Consul may require them to render, including the solicitation of applications and renewals, but shall not be required to entertain touring wheelmen or to furnish to them any information other than may be covered by the general rules laid down from time to time by the Chief Consul, for which purpose he shall supply them with printed blanks at the expense of the Division."

Add to section 1 of article 4, the following: "and shall be entitled to cast, through duly accredited delegates, at any Division meeting, one vote for each member of said club in good standing upon the rolls of the Division."

Amend section 3 of article 6, to read as follows: "The Committee on Executive and Finance shall have general supervision and control over the finance and expenses of the Division, subject to such instructions as may be given by the Board of Officers and shall designate from time to time what newspaper or other medium is to be accepted as the Official Organ of the Division, but shall have no power to render the Division liable for any expense in connection with such organ, without authority from the Board of Officers."

Amend Sec. 4 of Art. 6, to read as follows: "The duties of the Committees on Rights and Privileges, Rules and Regulations, and Improvement in Highways, other than those assigned them by any specific provision of these By Laws, shall be for each such as are the duties of the corresponding committees of the National Association."

Add to Sec. 1 of Art. 8 the following: "But, upon petition to the Chief Consul, signed by not less than fifteen members of the Board or one hundred members of the Division, a mail vote of the entire Division shall be ordered on the question of sustaining or reversing the action of the Board, which shall be decided by a majority of the votes cast."

Dr. Blackham—I beg to present the report of the Executive Committee on the report of the Secretary-Treasurer. We have examined all the vouchers, and are very much pleased to report that we find them correct and in very excellent shape.

Mr. Prial—I move that the report be accepted. Motion seconded and carried.

On motion of Mr. De Graaf an allowance of $600 was made to the Chief Consul to defray the expenses of his office for the coming year.

On motion the Secretary-Treasurer was allowed such sums not exceeding $150 as may be necessary to defray the expenses of his office for the coming year.

On motion the Chairman of the Rights and Privileges Committee was appointed the attorney and counsel of the Division until the February meeting, and was allowed a retainer of $100.

On motion action on a telegram from the International Wheelmen of Niagara Falls asking that the next meet be held there, was laid over until the February meeting for action, and the Secretary instructed to acknowledge the same.

Mr. Reynolds and Mr. Chairmont were appointed tellers. The votes for delegates having been cast the tellers canvassed the votes and reported the following as a result of the ballot:

W. S. Jenkins, Buffalo, 14; G. R. Bidwell, New York, 13; C. W. Wood, Syracuse, 13; Geo. E. Blackham, Dunkirk, 13; M. Furst, Brooklyn, 13; E. J. Shriver, New York, 12; C. C. Alden, Brooklyn, 11; Henry Gallien, Albany, 11; F. P. Prial, New York, 11; W. H. De Graaf, New York, 10; C. F. Cossum, Poughkeepsie, 7; F. H. McChan, Buffalo, 5; C. A. Sheehan, New York, 4. Messrs. Jenkins, Bidwell, Wood, Blackham, Furst, Shriver, Alden, Gallien and Prial were declared elected delegates to the National Assembly.

Mr. Blackham—I am rather glad that Mr. Prial withdrew his motion to adjourn.

I have some doubts as to the advisability of votes of thanks to officers while still in office, but when an officer has retired from office, and if that officer has been especially acceptable to his Division, to the organization, on account of his labors for that organization, and practically by the success of those labors it seems to me entirely proper that he should carry with him into his retirement not only the gratitude and appreciation of the organization, but some formal proof of this.

I think every gentleman in the sound of my voice will agree with me that the late Chief Consul of this Division filled very fully the conditions which I have laid down as in my opinion entitling the gentleman to a vote of thanks. Mr. Bidwell's administration of the Chief Consulship of the New York State Division was marked in the first place by an attention to the interests of the Division, and in the second place by a remarkable degree of business and executive ability and by remarkable growth, not only in numbers but in spirit and fraternity and usefulness of the Division.

Under those circumstances I move that this Division extend to Mr. Geo. R. Bidwell, late Chief Consul, their hearty thanks and appreciation of his services while in office as Chief Consul.

A rising vote being called for, the question on Dr. Blackham's motion was put and declared carried unanimously.

Mr. Wood—I move we adjourn *sine die*.

Motion seconded and carried.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 210—Total 56—11,513.

BOSTON, Oct. 11, 1889.

CALIFORNIA DIVISION—3—392.

Palm Leaf Wheelmen.

25212 Treat, O. J., 1831 J st., Fresno
25213 Treat, Harry H., 1831 J st., "

Unattached.

25224 Bullivant, Thos. E., 2519 Mission st., San Francisco

CONNECTICUT DIVISION—1—664.

25253 Bostwick, Wm. C., Sharon

DISTRICT OF COLUMBIA DIVISION—1—188.

Unattached.

25206 Smith, Edward D., 617 7th st., N. W. Washington

ILLINOIS DIVISION—3—823.

Freeport C. C.

25214 Bartlett, F. R., Freeport
Kenwood B. C.
25208 Sherman, L. B., 4624 Lake ave., Chicago

Unattached.

25204 Akin, Henry F., Maywood

INDIANA DIVISION—1—130.

South Bend Bi. Club.

25230 Turner, Almon P., 730 W. Washington st., So. Bend

LOUISIANA DIVISION—1—87.

New Orleans Bi. Club.

25244 O'Brien, W. H., 226 Carondelet st., New Orleans
25245 Gery, L. W., 115 Canal st., "
25246 Reynes, Placide, cor. Baronne and Canal sts., New Orleans
25247 Stevenson, Gibson, 281 St. Andrew st., "

MARYLAND DIVISION—2—514.

Unattached.

25198 Wilson, Guion P., 1217 N. Gilmour st., Baltimore
25205 Zimmerman, E. E., 853 N. Eutaw st., "

MASSACHUSETTS DIVISION—6—1537.

Columbia Bi. Club.

25217 Schubarth, Carl C., No. Attleboro

Roxbury B. C.

25216 Gamage, Evander F., 14 Windsor st., Roxbury

Somerville Cycle Club.

25240 Perkins, Geo. H., 7 Essex st., Somerville

Unattached.

25225 Boyd, James T., 166 Falmouth st., Boston
25215 Purnton, Chas. S., 53 Congress st., "
25199 Hitchcock, D. B., 430 Central st., Springfield

MINNESOTA DIVISION—2—131.

Minneapolis Bi. Club.

25209 Carleton, W. A., 41 Royalston ave., Minneapolis
25210 Donberg, H. B., 1317 Vine Place, "

MISSOURI DIVISION—2—288.

Unattached.

25232 Warren, G. C., Midland Nat'l Bank, Kansas City
25231 Feuerborn, Herman, 2213 Blair ave., St. Louis

NEW JERSEY DIVISION—5—570.

Orange Wanderers.

25233 *Abrams, Florence H.*, Lincoln Pl., Orange
25234 Abrams, H. T., Lincoln Pl., "
25235 Crull, Lewis Aylesworth, Ph. G., 504 Main st., East Orange
25236 Long, John H., 37 Hillyer st., Orange
25237 Parker, Chas. E., 358 Wm. st., E. "

NEW YORK DIVISION—13—2022.

Albany Wheelmen.

25239 Bouck, C. W., 113 Orange st., Albany
25238 Compton, D. D., 220 Livingston ave., "

Lockport Wheelmen.

25203 Gray, Grant, 105 Lock st., Lockport

Rome Cyclers.

25243 Atwood, W. Herbert, Arlington Hotel, Rome

Syracuse Cycling Club.

25248 Stevens, Henry J., 12 Shonnard st., Syracuse

Unattached.

25226 Hoppe, Chas. A., 75 McKillin st., Brooklyn E. D.
25202 Sternberger, Isidor G., 31 East 65th st., New York
25201 Powell, W. H., 683 6th ave., "
25200 *Redding, Mrs. Josephine*, 37 W. 22nd, "
25267 Leist, Chas., 68 7th st., "
25241 McCreery, J. Crawford, Ft. Washington, New York
25242 Payson, Rev. Geo. S., Inwood, "
25252 Payson, Rev. Edward P., 13 W. 125 st., "

OHIO DIVISION—2—820.

Unattached.

25211 Rhoades, R. S., 1081 N. High st., Columbus
25227 Shenty, Chas. P., New Bavaria

PENNSYLVANIA DIVISION—10—1348.

Century Wheel Club.

25218 Winner, J. Gib, 515 No. 9th st., Philadelphia

Juniata Wheelmen.

25219 Dale, J. Harry, Hotel Brunswick, Huntingdon
25220 Eck, E. E., "
25221 Greenleaf, J. A. "
25222 Baldwin, L. B., "
25223 Sellers, James, "

Unattached.

25228 Newbold, Wm. R. Jr., Box 351, Media
25229 Cornell, Gibbons Gray, West Chester
25240 Nellis, Fred. M., W. Air Brake Co., Allegheny City
25250 Palmer, Harold, Church Lane, Germantown, Philadelphia

RHODE ISLAND DIVISION—1—314.

25251 Hammett, Wm. H., Box 71, Newport

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*,.....

Club,..... *St. and Number, or Box*,.....

References:..... *City*,.....

State,.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

AN OPEN LETTER.

We take this means of replying to a number of criticisms on our ad. of September 20th. We have the highest respect for a *gentleman*, whether his opinions agree with ours or not.

But prejudice is not argument, and even if it was it is no substitute for facts. Our excuse for living is something more than that no one seriously objects. Our primary object in manufacturing bicycles, or whatever, is to make money, or more properly speaking, that we may enjoy those earthly comforts which are purchaseable.

If we gain financially, how? Obviously only from the sale of our product. Who buys? Only those who choose to do so. Why? again. Because the purchaser takes only that machine, which, all things considered, seems best adapted to his use.

When we first talked ***Hickory Bicycles*** few listened, none believed. Wheels of the usual construction were selling well, but buyers shook their heads at this radical departure. We thought we were on the right track. Our present season's business makes us think so still harder and we have made hundreds of converts to this new method of constructing bicycles.

Our success depends, not on what you or we may *think*, but upon the correctness of our theory, supplemented by proper work and dealing.

We shall take this and similar means of addressing as many of you as will do us the courtesy to read, and for the purpose of inducing you to see and try the ***Elliott Hickory Bicycle.***

We don't expect you to buy it to please us or because we shout and hurrah, or because we say it is the best. But if you should favor us with your patronage we must assume that it was your preference, and if, after you knew all about both, you should prefer another make, we could forgive you. 42 lbs. Price $90.00, "and we back 'em up."

STERLING CYCLE CO., - - - - - - NEWTON, MASS.

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on receipt of 50 cents in stamps. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.



Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.

Cloth, $2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle.....50
No. XX Worsted Solid, League color, Snake Buckle.....40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chicago

Ask your local dealer for

Price 25 Cents.

CYCLE-CHAIN-GRAPHITE.

REGISTERED.

Safety Bicycle or Tricycle CHAIN.

Sporting Goods of Every Description.



SMITH MFG. CO. P. P.,

Nos. 121 and 123 Fulton St.

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Send for handsomely Illustrated Catalogue. Sent free.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,

118 Warren Street, New York

Mills, Bouckville, Madison Co.

ESTABLISHED 1865.

HOLMES & CO.

JERSEY FITTING UNION UNDER GARMENTS

109 KINGSTON STREET BOSTON.



TRADE MARK

High grades in Silk, Silk and Jaeger's, Silk and Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn in Summer, Winter, and extra heavy Weight.

Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

Jersey Fitting Garments

FOR

Bicycle Riders. Lawn Tennis Players. Yachting and Rowing. Base Ball and Foot Ball. Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.



3--3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

BOSTON TYPE FOUNDRY, 104 MILK ST.

New Faces of Job Letter are necessary to Job Printers who wish to "keep up with the procession." . . The Original Styles designed by the BOSTON and CENTRAL Type Foundries are used by printers all over the civilized world, and NO OFFICE is without some of them. . . . As the

Boston Type Foundry

carries in stock the principal faces made by the Central Type Foundry, of St. Louis, it may be readily seen that the purchaser has not only the largest stock to select from, but the best and most desirable styles. . . In fact, we keep EVERYTHING that is used by a Printer and which is **Necessary**

BOSTON TYPE FOUNDRY, 104 MILK ST.

STRICKLAND & PIERCE,

RANDOLPH, MASS.



Pat. Aug. 1, 1882.

No. 1 Shoe Bears Our Label.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched,	$5.00
No. 2, " " " "	3.50
No. 1, Ladies' Tricycle Shoe,	4.50
Ideal Racing Shoe,	5.00
Sprint Running Shoe,	5.00
Gymnasium Shoes,	$1.50, 2.50, 3.00

☞Ask your dealer for them.

HOSPITAL REMEDIES

THE Favorite Prescriptions of the Brightest Medical Minds in the world, as used by them in the Hospitals of London, Paris, Berlin and Vienna.

ONE MEDICINE FOR ONE DISEASE.

No. 1—Cures Catarrh, Hay Fever, Rose Cold, Catarrhal Deafness.
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No. 7—A Perfect Tonic, which gives Health, Form and Fullness, Clear Complexion, Good Blood and lots of it.
No. 8—Nervous Debility, Loss of Power Impotence, an incomparable remedy.

RELIABLE AGENTS WANTED.

Every bottle guaranteed to cure its special disease if CURABLE and to give permanent relief ALWAYS. Descriptive Circulars sent free on application. HOSPITAL REMEDY COMPANY, Toronto, Canada.

BICYCLE STOLEN

From the Agency of E. B. ROBINSON & CO., No. 308 Congress street, Portland, Me., a Singer Safety; No. 69,672; geared to 57; Brooks or Fish Saddle; and had front mud-guard removed. Liberal reward will be paid for any information leading to its recovery. REPAIRERS please take notice.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,

172 9th avenue, New York

The Billings & Spencer Co., Hartford, Conn., U. S. A.

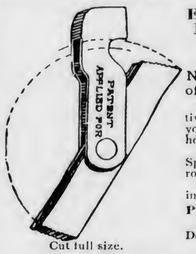
Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

The Automatic Spoke and Nipple Grip.



Cut full size.

Every Cyclist His Own Repairer!

No Screws, no Nuts, no Peeling of Enamel.

☞It takes a positive grip. The harder you pull the tighter it holds.

☞Catches any size Spoke or Nipple, round or square.

☞Can be carried in the vest pocket.

Price (nickeled) $1

Liberal Discount to Dealers.

JORDAN & OELLIEN,

No. 1320 Washington Ave., St. Louis, Mo.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.

H. W. HIGHAM,

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—DEALER IN—

American and English Cycles and Sundries.
First-Class Repairing ONLY.

Every attention given to repairs from the South.
Parts and Sundries Supplied for all Machines.
A few good second-hand machines always in stock.
State size or style required.

Special Clearance List Singer's Cycles.

THE Machines on this List are offered at a great reduction of price to effect a clearance. They are all NEW and of best material and workmanship, but in some cases not of present standard pattern, while others are styles of machines that, in order to reduce the number of our patterns, we are discontinuing to make. The prices quoted are already very low, **but we are prepared to consider offers for two or more machines.** The tricycles offer a rare opportunity for those who may require machines for hiring purposes, and the stock being limited, intending purchasers should order at once.

SINGER'S "APOLLO" ROADSTER BICYCLE.
List Price $130.00. Offered at $100.00.

Singer's "Apollo" Light Roadster Bicycle.
List Price, 130.00. Offered at $100.00.

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List Price, $100.00. Offered at $80.00.

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List Price, $235.00. Offered at $165.00.

SINGER'S "TRAVELLER" TRICYCLE.
Offered at $50.00.

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List Price, $195.00. Offered at $100.00.

SINGER'S "XTRAORDINARY."
(KING OF SAFETIES).
List Price, $157.50. Offered at $75.00

For Specifications, etc., send for Descriptive list.

SINGER & CO., 6 & 8 Berkeley St., Boston.

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market—Safeties included. We constantly carry 300 to 400 wheels, including many rare bargains in **Second-Hand and Shop Worn Cycles.** Send for latest List and Catalogue describing every American make and many novelties in Sundries. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.



'CYCLES ON EASY PAYMENTS,

With no extra charge except 8 per cent. interest—Victors, Springfield Roadsters, Columbias, Champions, Rivals, Stars, Ramblers, Warwicks, Ottos, and ALL other makes. Prices on all wheels guaranteed as low as the lowest. Low rates by fast freight and express—13 railroads. Best makes boys' wheels cheap. Send for 40p. illus. Cata. with full particulars. Repairing and Nickeling.

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You may ride or drive your horse fast and long; it is good for the horse and exhilarating for the rider. But you must keep its back and feet in perfect order and prevent chafing, soreness, scratches and all inflammation by freely using PHÉNOL SODIQUE.
For descriptive circulars and testimonials address the Proprietors, HANCE BROS. & WHITE, Philadelphia.
For sale by Druggists and General Merchandise Dealers.

Something New for Wheelmen!



WILGUS'

Combined Wrench with Oil Can, Spoke Tightener & Screw Driver.

Will exchange for Billings & Spencer Four-inch Wrench, in good condition, as we are using the jaws of their Wrench. Send old Wrench, with $1.25, and we will return our Combination Wrench, Full Nickel Plated. Will send Wrench, Postpaid, for **$1.90.** Address

Philadelphia Bicycle Co., Agents,
831 Arch St., - - Philadelphia, Pa.

Ask your local Dealer (given gratis) for

HINTS on the CARE of CYCLE-CHAINS

SIDWELL & SABEN,

New and Second-Hand Wheels

OF EVERY DESCRIPTION.

Repairs Executed Promptly and at Reasonable Rates.

152 CONGRESS STREET,
BOSTON, MASS.

BARGAINS.

One 52-inch Volunteer Columbia, good as new, $75.
One New Rapid Safety, good order; 90.00
One Victor Safety, 1888 pattern, fine order..... 95.00
One Premier Safety, 1889 pattern, hardly been ridden; just as good as new. Best offer takes it.

Eisenbrandt Bros.,
424 E. Baltimore St.. BALTIMORE, MD.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street. BUFFALO. N. Y

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,

243 Columbus Ave., Boston, Mass.

REPAIRING.

—ALL KINDS OF—

BICYCLES AND TRICYCLES REPAIRED
AT LOWEST PRICES.
FULL LINE OF SUNDRIES.
GILBERT A. LITCHHULT,
352 Lenox Ave.. - - - N. Y. CITY.

PATENT WRENCH
AND SCREW DRIVER COMBINED.



Turns Nuts, Gas Burners or Pipe without adjustment. Made of Best Polished Steel. Sent by mail for 25 cts.
CHARLES U. ELY, P. O. Box 1945, New York City.

BEfore you put your machine away for the winter, go over its ragged tires with

MAGIC CEMENT.

It will heal all cuts and holes, and make the tires as good as new. We mail it for 25c.

MACIC CEMENT COMPANY,
NEWTON, MASS.



"And they followed the Star."—| *History.* |

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles, Cal.
One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.
Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.
One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.
Quarter-mile L. A. W. State Championship, By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.

Peoria Daily Transcript.

Vol. LV. No. 238. PEORIA, ILL., SATURDAY, OCTOBER 5, 1889. Price 3 Cents.

SMASHED RECORDS.

THE TANDEM RECORD BROKEN.

× × × × × × × ×

Messrs. Winship & Lumsden, who had just won the two-mile tandem record in 5.21½, announced that they would attempt to break the world's record, one mile, on a tandem. The best record was made last September at Hartford, Conn., in 2.37½. The Chicago team made the mile here in 2.33 amid the greatest enthusiasm. The judges announced the time as 2.33, which beats the world's record by four and one-half seconds, although several horse timers on the track said the mile was made in 2.32½. At any rate the record was broken and badly. This ended the races for the day and the large crowd filed home highly pleased at the day's events. Messrs. Winship and Lumsden rode a Columbia.

× × × × × × × ×

During the Two Days' Tournament,

OCT. 4 & 5, 1889,

RIDERS OF COLUMBIAS WON

7	Firsts	out of a	possible	16
11	Seconds	„	„	15
4	Thirds	„	„	14
5	Fourths	„	„	6
27		„	„	51

THE BICYCLING WORLD & L. A. W. BULLETIN.

Devoted To The Interests Of Cycling.

$1.00 a Year. 5 cents a copy. BOSTON, 18 OCTOBER, 1889. Volume XIX. Number 25.



WE'VE ⁘ GOT ⁘ 'EM.

Not snakes, nor anything of that unpleasant nature, so no alarm need be felt. The idea we desire to convey is simply that, although the many riders who were correctly impressed that there was nothing so good for them to ride as a VICTOR SAFETY, have been obliged to wait for them indefinitely, we are now prepared to furnish them at a moment's notice. We need not speak of the character or quality of the machine. If you don't know about it, ask its riders.

OVERMAN WHEEL CO., Makers, Chicopee Falls, Mass.

BOSTON BRANCH, 188 COLUMBUS AVENUE.

A Philadelphia gentleman writes: "Are your wheels fastened together with

HICKORY NUTS?"

We reply thus publicly, as others may have wondered if hickory was our sole dependence. *No*, the nuts are all clubbed off the hickory before we get it, likewise the bark. Neither hickory nuts nor any other kind are needed to hold our wheels together.

The idea that the parts of a wheel should be screwed together originated with a Chinese gentlemen named Wan-Te, 1284 years before Christ, but in attempting to use them it was found necessary to walk home so often that the thick wooden soled shoe was devised.

During the following year (1283 B. C.) a Chinese blacksmith in Pekin (whose repairing business had grown to enormous proportions, in consequence of Wan-Te's invention), began to believe that, although it was "nuts" for him, his customers were entitled to something better.

Meanwhile Wan-Te had grown rich and arrogant, and was demanding a royalty from all the repairers, to whose success he had indirectly contributed. This was distasteful to the blacksmith before mentioned, who, by the way, was a remote ancestor of the first maker of movable type, both indulging in the mildly profane name of P. Ching. But we digress.

The faults of the screwed-together wheels being apparent to P. Ching, he "set to work" to devise something better. The first wheel made by him is on exhibition at the rooms of the New York Natural History Society, cor. 11th street and 2d avenue. It was taken from the mummy pits at Dashour, Egypt, by the late Dr. Abbott.

It is of wood, has a mortised hub, into which the spokes were driven, several of which are still in place, as is also a section of the felloe. Think of it, dear reader, a wooden wheel nearly 3000 years old. Minute veins of red oxide of iron have been found in the same pits, which would indicate that some of the metal wheels were also buried there, though the last tangible trace of them was undoubtedly gone a thousand years before the Christain era. Metal wheels next appeared within a comparatively recent period, the reason why being set forth in our ad. of September 20th.

Replying to the question, "how do hickory wheels compare in durability?" we would say: "We back 'em up."

STERLING CYCLE CO., - - - - - - - - - - **Newton, Mass.**

Ask your local dealer for



Safety Bicycle or Tricycle CHAIN.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

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A CHICAGO LADY ON A CHICAGO WHEEL,



THE

AMERICAN RAMBLER.

Can be furnished for use of both lady and gentleman if desired.

Catalogue on Application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, ILL.

Largest American Manufacturers.

SECOND-HAND

Bicycles & Tricycles

—FOR SALE BY—

Howard A. Smith & Co.

Oraton Hall, - - NEWARK, N. J.

FINISH—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickeled trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted. "7" Spokes nickeled, balance enameled.

BEARINGS—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals. "6" Plain bearings, both wheels. "7" Balls to front, plain to rear wheel. "8" Cones to front and plain to rear wheel. "9" Balls to front, rollers to rear wheel.

CONDITION—"1" Very little used, fully as good as a new machine. "2" Tires show but very slight wear, finish and bearings as good as new. "3" Tires but little worn, finish only slightly marred, bearings A1. "4" Finish, bearings and tires all in condition of uniform excellence. "5" Tires slightly worn, finish somewhat marred, bearings A1. "6" Finish and bearings in first rate shape, tires somewhat worn.

Size.	Make.	Price.	Finish	Bearings	Cond.
54	American Club,	$55.00	4	1	4
54	American Star,	40.00	5	6	6
52	British Challenge	60.00	1	1	5
54	British Champion,	45.00	4	1	3
54	British Champion,	70.00	4	1	1
50	Expert,	60.00	4	1	4
51	Special Star,	45.00	4	6	1
50	Am. Rudge,	40.00	4	2	5
50	Ideal,	30.00	3	6	5
50	Am. Club,	60.00	1	2	2
50	Expert,	40.00	3	2	5
52	Challenge,	40.00	1	6	5
48	Special Star,	55.00	4	8	5
30	Singer Safety,	90.00	4	1	6
53	Col. Lt. Roadster,	$5.00	3	1	1
50	Expert,	40.00	4	1	5
51	Am. Star.	25.00	5	6	6
50	Expert,	40.00	1	2	5
52	Victor,	90.00	4	1	1
51	Special Star,	100.00	4	9	3
52	Spec. Col.	30.00	6	3	5
52	Expert,	85.00	1	2	2
30	Victor Safety,	75.00	4	1	5
30	Victor Safety,	115.00	4	1	1
Col.	Tandem Safety.	150.00	4	1	1
48	Special Star,	90.00	4	9	4
30	Star Safety,	115.00	4	7	1
33	Otto,	15.00	6	6	2
56	Harvard,	45.00	1		
36	Ideal,	25.00	4	6	3
42	Otto,		6	6	6
48	Humber,		4	2	2
48	Col. three track,	45.00	4	1	3
48	Col. two track,	40.00	4	2	4
40	Otto Tricycle,	30.00	5	6	5

Upon receipt of $5.00 any machine upon above list will be sent C. O. D. for balance, with privilege of examination.



STANDARD GRAPHITE

—FOR—

Cycle Chains & Bearings.

This preparation has stood the test for the last two years, and we place it before our patrons now in an improved shape, being especially prepared so as not to fly in applying to the chains, thus enabling us to have it ground finer than heretofore. Discount to the trade.

Tire Cement, Chain brand, put up in sticks, 20c. per stick. Also cement in bulk, any quantity, warranted satisfactory.

HOWARD A. SMITH & CO., Newark, N. J.

SPECIAL.

All Advertisements in this Department 20 cents a line.

☞ Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* ☜



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 55th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of fine rolled Silver Plate. Very neat and serviceable.

N. H. GIBBS,

Box 632. PROVIDENCE, R. I

BICYCLE OIL BY MAIL OR EXPRESS.—Two ounces of Flyer Wheel Oil, by mail, 20 cents; by express, per gallon, $1.00. Safety lamp oil same price. EASTERN LUBRICATING OIL CO., 40 Dey street, N. Y. Send for circular.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

SAFETY BICYCLES in stock for immediate shipment. Also have several '88 pattern Victor and other safeties, in perfect order. And full line of ordinaries new and second hand. M. A. WOODBURY, Bradford, Pa.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.

The Courier Safety Bicycle

Full Ball Bearing all around, $90. Will close out for the balance of the season at $75 net cash. The greatest bargain ever offered.

BALTIMORE BICYCLE CO.,

No. 116 N. Howard St., BALTIMORE, MD.

"BICYCLE BARGAINS."

50 American Challenge, fine order	$33.00
50 Club, ball bearings, good order	37.00
51 Star, good running order	25.00
52 Expert, soiled, never used	100.00
54 Harvard, ball bearings, good order	33.00
52 Otto-Special, spade handles, new	31.00
52 Expert, with lamp	45.00
52 American Challenge, new	42.00
54 Premier, ball bearings, good order	31.00
54 Victor, good shape	50.00
54 Sunspariel, new tires, ball bearings	4.00
50 Expert, ball bearings, cow-horn bars	48.00
56 American Champion, fine order, ball bearings	45.00
50 Club, ball bearings, spade handles	40.00
58 Rudge Light Roadster, ball bearings	40.00
58 Standard Columbia, ball bearings, good	35.00
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GIVEN UNDER THE AUSPICES OF

THE BOSTON ATHLETIC ASSOCIATION,

Saturday, October 5th, 1889.

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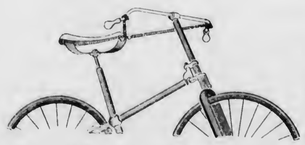
NEW MAIL

Values records of this sort rather than racing records. 'Tis a wheel for road use. In '87 and '88 also, W. F. Murphy rode over 12,000 miles on a New Mail.

Extract from BOSTON HERALD, Oct. 13.

Albert Beers of Everett is making a good bid for the Adams medal. He rode his 6000th mile of the season on Oct. 9. In the first eight days of this month he covered 485 1-2 miles. Mr. Beers has wheeled over 12,000 miles in the last two seasons.

MR. BEERS RIDES A NEW MAIL SAFETY.



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is still in daily demand. Every mail brings us orders from all parts of the country and the trade are ordering them largely. A SIMPLE DEVICE for KEEPING the front wheel steady, and IT DOES IT. We repeat what we previously said. It looks as though every Safety Rider in the Country is going to have one. Only $1.50 by mail. We are sole Agents. Discount to the trade. Surely send for Second-Hand List of Bicycles and Safeties, just out. One New Mail Safety, second-hand, used but little, $85.00. One Humber, $85.00, and one Premier, $85.00.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

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Messrs. NEUMANN BROS., of 118 W. 10th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

☞ POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN. ☜

THE management of this paper refuse to print in the advertising columns of this paper any matter that is disparaging of a rival or which in its estimation is objectionable in any way.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 18 OCTOBER, 1889.

OUR paper is large this week, and though we have eleven and a quarter pages of reading matter, we had to leave out some interesting trade notes, picked up while on our trip, and also several interesting articles, among which is a strongly-written article on the Sunday riding question. They will appear next week.

THERE is probably no need to call the attention of our readers to the most excellent address, which we print in full, as given by Col. Pope, at Syracuse, N. Y., yesterday, before the Carriage Builders' National Association. It is a well-conceived address, and we are glad to see in this incident a promise of combined forces, the cycling and the carriage trade, to help bring about a better condition of highways. Carriage builders and carriage users are with us, for better roads.

IF time limits do not prevent loafing, why would it not be a good plan to have race promoting clubs assign certain of their fastest men to ride in open races and cut out a pace that would make the winning of a State championship in 3.56 impossible. Let the local clubs put in local club men to make the pace, and then if the great champion dawdlers want to win a race make them ride it in decent time. Why is this not a good scheme, and one that would be effective?

THE action of the Brooklyn (N. Y.) Bi. Club in suspending several of their racing men for riding at the Long Island meet under the colors of the Berkeley Athletic Association is commendable, and will no doubt serve as a check to those riders who, for "expense sake," give themselves over to a club in which they have no possible interest excepting the pecuniary one. We, of course, understand that technically these men cannot at present be adjudged professionals, but we miss our guess if the Racing Board does not form a rule so that in such cases as those under consideration by the Brooklyn club, the man who in the future joins a foreign club because his "x's" are to be paid will find himself on the side of the fence with the men who at least are honest and above board in their acceptance of a "consideration" to ride in races.

THE question of the League entering politics seems to scare some good people, but when you think of it, if good roads are needed and if the question becomes a political issue, why should not every wheel organization or individual cycler throw its and his influence for the measure and party which may aid in bringing about the great end?

ONE of the things that impress the cycler who, for the first time, visits Washington is, how is it possible for a man or woman to get along in that city of magnificent surfaces without a cycle of some kind. Horseflesh should be at a discount in the Capital, excepting when needed for hauling heavy goods.

The man or woman living in Washington who is physically able to propel a cycle, and who does not own one, is not fully alive to the value of time or the saving of wear and tear on their muscular tissues.

We cannot be so rude or ungallant as to say that the non-cycling resident of Washington is lacking in sense, but we cannot refrain from saying that there must be a lacking of *something* which prevents them from using a wheel in the "city of magnificent distances" and superb surfaces.

AS the time draws nearer for the nomination of L. A. W. National Officers for the coming year we note that the friends of several prominent wheelmen are already actively engaged in pushing the names of their favorite candidates.

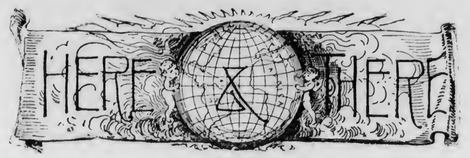
Among the most prominent, we notice possible candidates in Mr. C. H. Luscomb, for re-election, and Chief Consul A. G. Mott of Maryland and First Vice President J. R. Dunn of Massillon, Ohio.

We have not heard officially from any of these gentlemen as to whether they desire it to be understood that they will come before the League for nomination and election. It is a pleasant thing to be able to say that it is not a question as to the "undesirability" of any one of the above named gentlemen, but it becomes a question of "comparative desirability." The League cannot go astray in electing any one of those named above.

FROM some unknown source there sprung a report to the effect that A. G. Mott, Chief Consul of Maryland, and "Perseus," of Philadelphia *Sporting Life*, were one and the same person. The false connection of these two names has been a source of annoyance to Mr. Mott, as "Perseus" is responsible for articles, the sentiments of which Mr. Mott is entirely opposed to.

We can assure our readers that "Perseus" is *not* Mr. A. G. Mott.

HERE is a nice "anti-bilious pill," taken from an exchange. It not only applies to Illinois, but to every section where bad roads prevail: "On Illinois roads a full load for a two-horse team can only be carried for three months of the year, two-thirds of a load for three months, and half a load for six. Every man who reads this can stop and think how much of the year any country road with which he is familiar is hard enough to wheel over it the full load which two horses can pull over a smooth hard roadway on which the wheels cut no ruts. If the average load is not as low as in Illinois, it will come near it. The Illinois roads cost $25,346,000 in extra hauling and reduce the value of farms at a distance from railroad depots by $160,000,000."



BOSTON NOTES.

"TONEY."

SHOULD the wheelmen of Boston, under 21 years of age, form themselves into a club, there is no doubt but that in the course of time they could command a great influence both in social and practical wheeling. Boston already has a few clubs within her borders, yet there is still room for more, and one of this description would be warmly welcomed by the older cyclists, especially as it would infuse new life into the sport of sports.

THE rain of last Sunday seriously interfered with the club and private runs of the day. Representative Pillsbury and Lieut. Sprague were sorely disappointed in not being able to attempt to make a century run to Newburyport and return. Nevertheless they will endeavor to accomplish that feat next Sunday, and the Charlestown Rovers will make the run to Woodland Park hotel.

THE Wakefield Bicycle Club inaugurated the social season on Friday evening, October 11, by holding its annual evening party. The ball-room was prettily decorated with the club colors, and many of the fair sex gained favor by an excellent display of the same. Mr. Edward A. Wilkins looked after the wants of the merry throng, among which were jigging and prancing couples, couples that flew around like imprisoned bees, and couples that glided past in calm and conscious superiority.

MR. ELMER G. WHITNEY of the Boston Bi. Club has more than a local acquaintance, and the announcement of his marriage to Miss Minnie Frances Dyer will call for the heartiest well wishes of the gentleman's numerous friends all over the country. The wedding took place at the residence of the bride's parents at Watertown, Mass. The ceremony at the church and the reception were very largely attended and brilliant. Mr. Whitney's friends in the Boston Bi. Club did not forget to send a valuable token of their esteem. The gifts were handsome and many. Mr. and Mrs. Whitney will spend their honeymoon in Washington (D. C.), and upon their return will take up their residence at No. 106 Dartmouth street, where they will be "at home" every Wednesday in November.

CHICAGO

"THE STROLLER."

THE editor of the *Referee* is still sadly perturbed in mind over Tuttle's joining the Chicagos, and with a mournful wail insists that Tuttle must withdraw from the same and return to his first love, the Illinois Club, or racing on the West Side will receive a blow from which it will never recover. If Tuttle knows his business, and I think he does, he will continue to be a member of both clubs. In all local contests he will undoubtedly ride under the Illinois Club colors, and if a racing team is sent East next season, or to England, as the talk now is, in the Chicago Club, Tuttle will be a member of the team not as representing the Illinois nor the Chicago Club, but in representing Chicago, along with the other members of the team, and by remaining in the Chicago Club he can do more towards restoring peace and harmony between the two clubs, if he sees fit so to do, than any one in this city, and racing on the West Side will not suffer one iota thereby, Mr. Miles to the contrary notwithstanding.

WILL Lumsden remain in the Chicagos, or will he insist on his resignation being accepted, is a question that seems to be hunting for an answer at the present time. I am inclined to think that he will continue to be a member, as he has nothing to gain and much to lose by resigning. Arthur has an old head on his young shoulders, and if he thinks the matter over he will see wherein it is to his interests to still remain a member of the Chicagos. Whether he sees fit to race under their colors or the Kenwoods is a matter for him to decide, and should have nothing to do with his resignation.

THE Springfield boys of this State came very near making a bid for the League meet next year, and quite a novel inducement would have been offered as a means of securing the same. They would have made it a grand camping-out party, as here is where the militia boys spend their vacation each year. If the scheme had been looked on with favor they would secure the use of the tents, camp utensils, etc., and had a grand bivouac of the wheelmen instead of the regulation hotel and hotel fare. How our club liars would revel in a meet of this kind. Every evening by the light of the camp fires they could indulge in their favorite yarns to the heart's content.

THE burying of the hatchet at Peoria looked nice and reads nicely in print, but it struck me as being one of the greatest farces I have yet seen. Still, it was fun for the crowd. I shall anxiously watch Tuttle's course in the two clubs, as on that, to my mind, hinges the complete restoration of peace.

THE Illinois Club are highly pleased with the performances of their speedy novices at Peoria, but were rather disappointed in Tuttle.

HOSFORD and Randall came down to Peoria Saturday evening, to help celebrate, but were strangely missing all day Sunday. If any one asked the capitalist where he was all day, he replied, "Oh, I was with Randall" and a similar question put to the ex-President only resulted in a reply of "with Hosford;" simply this and nothing more.

CHICAGO wheelmen are anxiously keeping tally on Roe's progress eastward, and if he gets to Kansas City on time Birdie Munger will head quite a delegation, to go to the above-named city from here, to ride back with Roe.

ST. LOUIS.

"LINNEUS."

THE wheelmen of this city are congratulating themselves that on and after January 1, 1890, the ordinance relating to the width of wagon wheel tires goes into effect, and as a consequence the light paving of the city will not be cut up so much by traffic as heretofore. The ordinance provides that after the above date, double tax shall be levied and collected on any vehicle which shall not have a width of tire hereafter specified, viz: For all two-spring wheel vehicles, except drays, not less than one and one-eighth inches; for all other two-wheel vehicles, except drays, two inches; for drays, four and one-half inches; for all other vehicles drawn by one horse or mule and used for hauling merchandise or property, two inches; for vehicles used for hauling merchandise or other property whatever, as follows: For all vehicles drawn by two horses or mules, three inches; for all vehicles drawn by three or four horses or mules, four and one-half inches; for all vehicles drawn by five or six horses or mules, six inches; for all vehicles drawn by more than six horses or mules, seven and one-half inches; and provided further that the collector shall issue license only on the sworn statement of the applicant that the vehicle is to be used for the purpose as herein provided, and after January 1, 1890, that the with of tires is in compliance with the provisions of this section. The drafting of this ordinance was one of the last official acts of Ex-Commissioner Turner, and the strict enforcement of same will result in untold good and save the city thousands of dollars now spent for repairs on account of the inadequate width of tires.

THE engagement of Capt. Hildebrand, of the Missouri's, to a Kirkwood young lady is announced, and many riders are of the opinion that wheeling will lose one of its principal votaries on this account.

BROTHER MILES, of the *Referee*, is booming the Western championships for all it is worth, and the local riders are all becoming impressed with the great benefit such events would be to the sport in the West. Some have expressed a fear that a Western association could not be formed for lack of experienced managers. In this respect they are mistaken, as the West has in H. G. Rouse, R. D. Garden, S. A. Miles and L. S. C. Ladish, not to mention others, abundant managerical talent to insure the immediate success of such an undertaking.

ALL of the St. Louis boys who attended the Peoria tournament came home with glowing accounts of the excellence of the management and racing, and they all unite in saying that for racing, meaning the term in its actual sense, Peoria, with its extra fine half-mile track and such a manager as H. G. Rouse, stands at the head of the entire West. I should not be surprised to see them rival Springfield in its palmiest days next year.

RECRUITING in this State is not what it ought to be, and Chief Consul Holm is disgusted with the dilatory way some cities (notably Joplin and St. Joe) respond to the call printed in last week's official columns. Referring to the former town, Local Consul Case, of Carthage, says: "Wheeling in Joplin is about *dead*. It was too much scorching and tough riding that did it. Led on by a few reckless scorchers, the riders there rode themselves about to death and naturally got disgusted with the sport. By-the-by I will tell you a good one on one of their riders, who is a popular preacher and a good wheelman. Scene—Salvation Army woman haranguing a street crowd. Approach of the reverend wheelman on his high wheel. Salvation woman is telling of the different roads and ways that people go to sheol. Catching sight of the reverend as he whizzed by, she screamed, 'and there goes a man to hell on a bicycle.' The reverend rider must certainly have thought the devil was after him, for the time he made for the next dozen blocks has never been equalled by Joplin's hardest riders."

THE ladies' bicycle is coming rapidly to the front and the city now boasts nearly a dozen of the fair riders, who last Monday met at the residence of Mr. C. O. Hardcastle, and formed the "Fleetwood Outing Club." The membership consists of five ladies and a number of their gentleman friends. The objects of the club are to increase the interest in feminine cycling, and it is thought that its formation will tend to largely increase the riders among the gentle sex. The officers elected for the first year are: C. O. Hardcastle, President; Miss Nellie Ripley, Secretary; J. A. Blackman, Captain. The club will be a League club, and will be the sixth cycling club now in this city.

IF there is one thing I was glad to hear, it was the fact that the "expenses paid" amateur talent were sent home without winning any of the valuable prizes offered at Peoria. Taken individually the members of the Berkeley team are nice fellows, and not one word has been said against them on this account, but as the representatives of a large Gotham club, who have been loud in their boasting of being able to purchase all of the fast amateurs by the "expenses paid" racket, their defeat was hailed with joy on all sides. Lumsden, Tuttle, Bert Myers and others deserve great credit for showing this club that there are and always will be good fast men in the West, who, without the aid of a rich corporation, can make themselves fit to cope with anybody they may send out in the w. and w. West.

OUR local riders showed up fairly well at Peoria, particularly Harding, whose feat of winning the one-mile handicap from a field of forty-three starters must go on record as a very creditable performance. Our fastest man, E. Barnard, was prevented from attending, otherwise a few more prizes might have fallen to St. Louis.

PROVIDENCE NOTES.

"ELNOD."

SOME man by the name of Sam Beck, unknown by the wheelmen hereabouts, undertook to run a six days' bicycle tournament here, in Music Hall, last week, but at last accounts there had been a lack of connection somehow or other, and no one knew where the manager had gone. He evidently had skipped by the light of the moon.

MR. MCDANIEL was entertained on Sunday afternoon and evening by members of the Rhode Island Wheelmen, who endeavored to make his time pass pleasantly while in this city, he taking the midnight express for New York.

THE Rhode Island Wheelmen seem to be in a flourishing condition. There are already six applications for membership to the club for the next meeting.

SOME of the members of the Rhode Island Wheelmen went to Boston to attend the races of the Boston Athletic Club. Messrs. Bruce and Hutchins rode down on their wheels in the morning, "scorching" most of the way. Most of the party staid over night, and enjoyed the hospitality of the Boston Athletic Club in the evening. They started for Providence on Sunday morning on their wheels, accompanied by several members of the Massachusetts Bicycle Club and also Mr. B. Frank McDaniel, the great road rider of the Wilmington Club. None of the Boston men came way through to Providence, some coming as far as Pawtucket, where they took the train for home.

THE gallant form of one of the most popular riders in this city might have been seen doing the roller skating act with his wheel, on the slippery pavements on Westminster street, the other morning, and finally, after several ineffectual attempts to keep his equilibrium, he landed square on the middle of an Italian's back, who was at that moment leaning over his fruit stand. There was never a more surprised man than that "Dago," who for a moment lost his speech, but *that* he soon recovered and for a few moments you could almost smell the fumes of sheol from the Dago's mouth. No doubt the above rider will be more careful hereafter in riding over wet pavements.

A VERY pleasant club run was enjoyed last Thursday evening by the members of the R. I. Wheelmen. The run was under the command of the genial Capt. Kinghorn, and Warren was the objective point. After arriving there supper was partaken of at Coles' Hotel, and it is needless to say the boys did ample justice to same. The return home was made without incident worthy of note, otherwise than that it finished in a regular scorch with "Perk" in the lead.

VAN WAGONER returned from Peoria last week and speaks in very high terms of the Peoria and Chicago wheelmen, and also the treatment he received while there.

MR. CHARLES F. GLADDING, L. A. W. representative from Warren, was united in marriage last week to Miss Carrie F. Place of the same town. Mr. Gladding has a host of friends among the wheelmen hereabouts, all of whom unite in wishing him happiness in his new sphere of life.

SEVERAL of the Providence boys visited Taunton last Saturday for the purpose of seeing the races, and returned with the idea that the whole thing was a fake.

THERE are probably many that do not know the reason that Van Wagoner did not race at Taunton last Saturday, after having his name on all the posters as being in the race with Anthony and Berlo for the championship of New England. The parties getting up the race did not ask him if he would race and used his name wholly without his consent. Van Wagoner did not know anything in regard to the race until the afternoon before, when he happened to see one of the large posters. However, he would like to race Anthony, and will race him anywhere but at Taunton, Roger Williams Park, Providence, preferred.

BALTIMORE.

"NORVAL."

THE Baltimore *Sun*, which deserves much credit for its lively interest taken lately on the building and maintenance of good roads in Maryland (which is of great advantage to the wheelmen as well as the farmers), prints an editoral under the head of Public Roads in Baltimore County. The *Sun* presents cold solid facts before its city and rural readers. It wants the State to legislate and the county of Baltimore to borrow a million or two dollars with which some 700 to 800 miles of good roads could be built as a starter, and these, with the existing turnpikes, would give a system of permanent roads at an annual rate of interest not exceeding what is now paid for dirt roads. Such permanent roads would not only save to the farmer in the lesser wear and tear more than the road tax he now pays every year, but would give increased value to his land, while relieving the county from the reproach of having the worst roads of any that surround the larger cities of the Union.

THE claim of the Division against C. S. Wood, which had been standing since the L. A. W. meet of 1888, has been settled by the payment of $40.

THE Centaur Club's championship which was to have been run on Thursday, October 10, was postponed on account of a member of the club's flyers being out of town.

A GYMNASIUM for the Chesapeake Wheelmen has been ordered. Dances etc., will be given throughout the winter under the supervision of a committee composed of J. D. Wheeler, Chairman; W. J. Unverzagt, R. H. Leonard, W. G. Speed, William Holland and James Dunlap.

MRS. WILHELM, wife of W. I. Wilhelm, of Reading, Pa., while returning from the race at Druid Hill Park on Monday afternoon met with an accident which came very near resulting seriously. She is an expert cyclist and was bowling along on her lady's safety at a rapid pace when for some reason she lost control of her machine and was precipitated in the middle of the street. A number of carriages were behind her and one of them, a light buggy, passed over the prostrate lady before the driver could turn his horse aside. The wheels passed over her lower limbs, but fortunately did not hurt her as her bicycle protected her. Although the lady escaped injury she was very much prostrated for a time, but soon recovered.

SIOUX CITY, IOWA.

"B. B. B. B."

THE Corn Palace Bicycle meet was a flat failure as far as numbers are concerned, but the visitors that came enjoyed the visit or else my gig-lamps have for once blurred my vision. Graves, of Yankton, Dakota, took home a $30 cup and three other prizes. Caldwell, of Sioux Falls, captured a like prize in the three-mile race, and Parks, of Missouri, carries a fine silk umbrella and wears three medals that he didn't possess when he came to Sioux City, and perhaps he has a slight claim on the heart of a fair Sioux Citian, too. Case, of the Lincoln (Neb.) Wheelmen, left town with a new pair of bicycle shoes, a box of cigars and a bicycle bell (all third prizes). He is the heaviest wheelman I've seen on an upright, and looks as though he was built for a long-distance road runner. His legs were the envy of the spindle-shank wheelmen that gathered around him. Case stated

that he intended to ride home on his bicycle, but as we have not heard from him and the railroad was so handy, I've concluded that he took to wheels more quick and solid. One first prize (half-mile dash), one second and all the safety prizes were won by Sioux City boys.

THE Corn Palace was a dream, solidly worked out, as people from all parts of the States can attest. Boston was represented by one hundred of her solid men, and they came out in a special vestibule train.

F. A. LUCE, our former Consul, has left for Chicago, and won't return until spring. This leaves us without a Consul, but as the season is about over we won't need him until the mercury again indicates summer heat.

A TRIP in the Winnebago County is on the carpet for next Sunday, for the few riders of our club. Can't say how many will go, but I know that it is a fine trip, and a person has a chance to study the red man to the best advantage. The Winnebagos are hard riders, and are well mounted but I think our rubber and steel can out-run their horse flesh. Will send in an account of the trip, and a few words on Sunday riding later on.

BRIDGEPORT, CONN.

"NOSTAW."

BRIDGEPORT, for a city of its size, is undoubtedly one of the most active wheeling centres in the country. We have now about four hundred local wheelmen, a large number of whom are League members. The Rambling Wheelmen and the Bridgeport Bicycle Club, two active organizations, now number over seventy members each. Safeties and tricycles are becoming popular with the fair sex, and a ladies' bicycle club has also been recently organized. It is to be regretted that about half of the members of the Brigeport Wheel Club are social members, and where part of a club are wheelmen and the rest are not, harmony cannot exist. The Rambling Wheelmen have adopted a wise course in this matter, and none but active wheelmen are admitted to membership.

WE received a very pleasant call from Norman W. Chandler, Consul at Palmer, Mass., Saturday. Mr. Chandler is on a two weeks' wheel trip, and was on his way to Bergen Point, where he expected to witness the races held last Saturday.

THE Smith-Northrop race was a contest between the safety vs. ordinary, in which the safety had decidedly the best of it. Northrop, however, would undoubtedly have made a better showing if his arm had been in proper condition. Why not now arrange a race between Fox and Smith? Now it is started, keep the "pot a-boiling," boys.

RAYMOND, of the Rambling Wheelmen, is deserving of praise for his earnest efforts in securing the handsome $25 silver cup. It is beyond doubt a beauty. The club have decided that it must be contested for annually, and the one winning it three years in succession becomes the owner. As no one person is likely to win it three times in succession, the cup may be considered as another adornment to the club rooms. It will probably be contested for the latter part of the month, or as soon as the Racing Committee decide upon a date.

AGAIN the inclement weather barred the "Bridgeports" from taking their proposed trip to New Haven Sunday. The Rambling Wheelmen had also made arrangements to take a run to Samp Mortar, but were obliged to give it up. Will somebody please apply a magnetic attraction to the storm clouds and draw them away for a few Sundays? By present indications it must be getting chronic, anyway it is decidedly monotonous and disagreeable.

SMITH felt so exuberant over his victory in the race with Northrop that Saturday night he purchased a box of cigars and treated the boys. When intending to purchase another time, however, he should first test the quality of the article before springing them on his unsuspecting acquaintances. It will probably be some time before he hears the last of "those cigars."

THE lantern parade Friday evening was a grand success, and the men feel quite proud over it. Like all lantern parades the lanterns are sure to go out more or less, but by frequent halts to light up the wheels made an excellent appearance. Where were the "Bridgeport" boys?

A LARGE number of the local wheelmen participated in the celebration of the two hundred and fiftieth anniversary of the settlement of Stratford, Thursday, October 3d. The handsome appearance of the cyclers evoked continued applause, and was one of the features of the parade. They feel very grateful for the courteous treatment they received.

LOS ANGELES.

"VINDEX."

THE Los Angeles Wheelmen held their semi-annual election of officers last night, (Wednesday, October 2) and the result was as follows: President, A. E. Little; Vice President, L. D. Sale; Secretary-Treasurer, H. C. F. Smith; Captain, W. S. Wing; First Lieutenant, N. R. Bradley; Second Lieutenant, John Tufts; Executive Committee, President, Secretary, Captain and Messrs. J. W. A. Off, Harry G. Stuart and Sherman Pease.

THE above board of officers is certainly an excellent one, in point of active and enterprising members. Mr. Little is one of the veteran wheelmen of the city. He will make a good President. The selection of W. S. Wing as Captain was a happy one in every respect. He is painfully modest in upholding the title of being the Pacific Coast Champion. All the other officers are wide-awake, progressive wheelmen, and the club will soon be out of the present "slough of despond." An active campaign for *gentlemen* riders of the wheel has been inaugurated, and the result promises to be successful. That the club will be soon in quarters commensurate with all prevailing ideas of comfort and conveniences of club life, is a foregone conclusion, and it will be a happy task when your correspondent sends the account of the Los Angeles Wheelmen's deserved prosperity. The number of wheelmen in this city is simply legion, and there are hosts of good members in this "great unattached." All that is needed is an unanimous sentiment, the sentiment to be: "Good members, good quarters." Result: Goodly numbers.

NEWS has been received that Charles B. Shannon of the Forest City Ramblers, Cleveland, O., who spent the summer wheeling in Europe with the American touring party, will soon be here to make this city his future home, in company with his parents. Mr. Shannon spent last winter here and made hosts of friends, and to say that he will be welcomed back again would be superfluous on your correspondent's part. Arrangements are now being made for a smoker in his honor when he reaches here.

A. L. ATKINS of Pasadena is putting new life into things bicycling in the "Crown of the Valley." He is now making arrangements for a road race on the 21st inst.

NEW YORK.

"HAWKSHAW."

THE Paris *Figaro* issues an edition daily, which is printed upon the second platform of the Eiffel Tower, 115 metres above the ground. One portion of the paper is devoted to a collection of the oddest of the hundreds of thousands of inscriptions that visitors to the tower have placed upon various portions of it, in which, as a rule, they have recorded their impressions of the vast column of iron that towers over all Paris. Among these I find one by an Algerian bicyclist, as follows: "*La Tour Eiffel sera parfait lorsqu' on pourra et atte indre le sommet en velocipede.*" I consulted Louis Harrison about what this meant in plain English, and he said that the gentleman who had written it declared in the foregoing words that the Eiffel Tower would only be a perfect success when it had been arranged so that wheelmen could ride to the top of it on their bicycles, without having to wait for the tardy elevator. What an example is here of the ruling passion! Come to think of it, though, it would make considerable of a coast, wouldn't it?

THERE is a small speck of war here that may enlarge into a conflict between the L. A. W. and the A. A. U. Wheel clubs in this vicinity have very correctly grown tired of acting in the capacity of kindergartens and nurseries of racing men for the benefit of the large athletic clubs, and they don't propose to any longer submit to having their racing men taken from them by the inducements that the athletic clubs can offer them, through their greater wealth and ambitions. The error is one that is plainly and painfully obvious, but the remedy for it is not so easy of discovery, and I doubt if any permanent cure can be found until the L. A. W. enters the list as the champion of the wheelmen, which will, of course, force the A. A. U. forward as the defender of the athletic club's racing men, and then it will be indeed a battle royal between these two giants, the result of which it will be difficult to foresee. The purchase and sale of athletes has become an evil of the times, in the cycling as well as in the athletic world, and sooner or later it is a question that must be faced and settled. Racing men are controlled, handled and trained like a string of race horses, and if such be the spirit of modern racing, then it is indeed time to call a halt, and once and for all declare just where the majority of us stand in the matter. Amateurism has indeed become like charity, a mantle that covers many faults, but I fear that the covering is becoming too small at last, and we must cast it aside and seek to cure, not to hide, the evil it no longer serves to disguise. But what, my



TO WHEELMEN.

In answer to the numerous inquiries we are daily receiving, and for the benefit of those who wish to purchase Eagle machines, we take this opportunity of making the following statement:

All improvements which are likely to be put on Eagle Bicycles for 1890 are now in readiness, and we are now making up machines as fast as possible for the spring trade.

We do not intend to build a tangent spoke and hollow rim wheel. For a road wheel we consider the direct spoke much preferable to the tangent, for the reasons which we state in our catalogue. It has more elasticity and will stand more hard use than the tangent spoke. It is more expensive to make, but we use it in the Eagle as the best possible construction for a wheel that is ridden over rougher roads and subjected to harder usage than any other bicycle.

The Eagle, as at present constructed, has now been thoroughly tested by this season's use. It has far surpassed the expectations of its designer, and in the hands of hundreds of riders and on every kind of road it has proved its superiority over all its rivals. It is perfect and complete in all its details, combining perfect safety with ease of running, speed, strength and graceful appearance.

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wise gentlemen of cycling, is the remedy? Know you it? I don't.

W. C. HERRING, an old member of the New York Club, who has been abroad for several years, studying medicine in the same class with Percy Furnivall, has returned home on a short vacation. Among the many items of news and interest regarding wheeling that he has brought me, is that we who remember Furnivall as an almost invincible man upon the racing path, would hardly know him now as the studious man of surgery and medicine. Mr. Herring tells me that the newer types of safeties in England are diverging more and more to the lines of the old velocipede. He says that the advanced machines have the size of the steering wheel greatly reduced, and the driver increased. The rider is mounted almost over the rear wheel, while the steering wheel barely touches the ground, and can be raised clear of it. The position of the rider necessitates an action upon the pedals very similar to that of the old velocipede, as the rider is forced to push more in a forward and less in a vertical direction than heretofore. Should this prove to be correct, I don't know just what we old timers are going to do for a new argument to replace the one we have always depended upon when we declared that it was the absence of this forward pedal action that made the bicycle so greatly the superior of the old velocipede. Really, makers before they go to work and upset all of these old theories of ours that have grown venerable through long use, should give us a chance to get ready to replace them with new ones, and not leave us entirely defenceless as in the present case. I am afraid that makers, though, don't appreciate the "old timer," as they ought to, when it comes to making an improvement in wheel construction.

A VISIT I recently received from Mr. Shaaf, at present of Chicago, but formerly of Buffalo, was to me like the re-opening of some pleasant book, the contents of which had become somewhat forgotten through a lack of scant reading. Mr. Shaaf is a firm believer in two things, Chicago and the bicycles built there, but that fact was never intruded into the visit he paid me. The gentleman and myself, aided by the "Old Vet," Pitman, spent an entire evening in the smoking room of the club, comparing notes about back numbers and things of that ilk, which always constitute the burden of a conversation when Greek meets Greek, in the form of a triangle of "old timers." I don't know when I have passed a pleasanter evening than this one was.

PORKOPOLIS NOTES.

"STAR."

So my very dear friend, W. J. Strauss, of the A. C. C., says what I wrote concerning his club is all a no such thing, and that I should have made proper inquiries, etc., etc. Why bless his little heart, if I hadn't made the inquiries I did I would not have said a word about the affair, for it seemed so improbable that a League club should be guilty of such actions. Investigation, however, revealed the fact that it was not only owing to their coming down the hill through the toll-gate four abreast, but to complaints concerning their actions at several other points on that road that day, that the directors of the Lexington Pike Co. held a special meeting and decided to again charge toll for bicycles.

ON the 6th inst., when the weather was so cold, raw and blustery that the mercury in the thermometer was obliged to crawl down into the bulb to keep warm, the C. B. C. took a run to Mt. Carmel. As the sprinkling cart had preceeded us through Eden Park we experienced no inconvenience whatever from the dust. We reached the top of Mt. Carmel Hill with only such minor mishaps as the Secretary losing his notes, Basson losing his breath, and the Chief Consul losing confidence in his hill-climbing ability. When we reached the place where we were to dine we learned to our dismay that as the "wimmen folks" were all away it would be utterly impossible to feed such a hungry crowd, and so, while the Second Lieutenant was hunting another eating place we amused ourselves by eating apples, drinking some very cold cider, and watching some very new piglets partake of nourishment, and then, as the cider had given us the chills, we crawled into a hay mow to keep warm. The house where we did dine had one of those open fire places that we read of, and which make such nice pictures, but which make one draw so very strongly on his imagination in order to get warm. As we sat around it, endeavoring to thaw out, the melancholy Buckles was constantly muttering something about a friend of his being interred somewhere.

ON the evening of the 7th inst. the C. B. C. held their ninth annual meeting. The Secretary read a brief history of the club, from its organization to the present day. The club is to be congratulated on its prosperous condition. It enters on the tenth year of its existence with very flattering prospects indeed.

I HAVE heard that the Toledo Cycling Club has ninety active members, but as the Secretary-Treasurer of the Ohio Division assures me that there are only eighty League members in Toledo, some of the Toledo Club must have neglected to keep up their L. A. W. membership. The Secretary of a League club ought to consider it his duty to see that every member of his club is a member of the League.

HARRISBURG, PA.

"CYC."

How often we hear that familiar expression, "All's well that ends well." When a body of men form themselves into a club, and at some period of their existence, strife creeps in, causing dissatisfaction, discontentment, and even a possible separation, I care not who the man is, whether he be to blame or not, there will come a time, when in his quiet moments he will think to himself that "what is the use in my acting thus? I will do my part toward a reconciliation." What usually follows? Men afterwards become the best of friends, and even better than before. How is it with wheelmen? I dare say that little or no trouble arises in their gatherings, and should there be misunderstandings, they will not be of a long period, for the memories of the enjoyable runs, the pleasurable gatherings and the quiet moments spent at the club room will soon turn his thoughts thitherward, and he will not be long in returning. Gentlemen, when a member is overtaken with a fault, let us show the true spirit of wheelmen and restore such a one. This is what we form ourselves into clubs for, is it not?

THE people of Juniata County availed nothing in their offering of money for bicycle races at their annual county fair, held some few weeks ago, not a wheelman responding. Why is this? some one may ask who is not familiar with our organizations. We answer, the "L. A. W. and its rules;" and who is it that is not proud that he carries in his pocket a little case containing a card, and who can show it to his friends and say, "I am proud that I belong to this organization?"

FOURTEEN of the Wheel Club, under Lieutenant Rohrer, spent last Sunday at Hagerstown, Antietam and Williamsport, returning home by train at midnight. They had a delightful day, and on every side could be heard this expression, "If we only had their good roads down here."

THE condition in which the river road is being put in is commendable. A short time ago, in order to get a pleasant spin of five miles, you travelled over two miles of as rough as is found. At present you get eight miles, including the Narrows, and in a short time the other mile will be in as good condition. How about lowering the 39 minute run then?

DETROIT, MICH.

"JUDGE."

IN its issue of October 5th, the Grand Rapids *Star* prints an article from a person who signs himself "Hawkshaw" (not our eloquent friend from New York, by any means). The whole article is a rather severe criticism of the State meet, from beginning to end. Now part of it is very unjust, and entirely uncalled for. In the first place the article says that the Grand Rapids party arrived in Detroit Thursday, but no one was on hand to meet them. Now, Mr. "Hawkshaw," I would like to ask you why you should expect to have anyone meet you here in Detroit, when the meet was at Ypsilanti. We certainly would have met you if you had notified us what train you would be on. The article also states that the races at Ypsilanti were not exciting or interesting in the least. As the representatives from the "Second City" in those races were handled without gloves, so to speak, I do not wonder that the Grand Rapids delegation found them dull and uninteresting. *I* heard a good many say they thought they were *very* good races. The article also says that Trainer Murphy, of the D. A. C., is a prize-fighter. Wrong again, Mr. "Hawkshaw." Mr. Murphy trains men for jumping, running, bicycle racing, etc., and Mr. Collins is the prize-fighter of the D. A. C., if you can call a man a prize-fighter merely because he teaches sparring for a living. As to the treatment the Grand Rapids party received from certain officials of the D. A. C., I think myself it was a little "ratty" after the offer the D. A. C. made the League as to use of track, club house, etc., during the day of the race. But at the same time they should be given credit for what they did do. They put up the finest lot of prizes ever awarded in this State, and gave us a very fine exhibition of racing. I know many of their members and they are all gentlemen in every sense of the word, and the club has that reputation throughout the entire country.

FRIDAY evening, October 11th, fourteen happy stars twinkled merrily over the Grosse Pointe road, bound for "Auntie" Weaver's

and a good supper. Arriving at "Auntie's" we found the house closed, and all dark within. We whistled and called in vain, no one would answer. Suddenly Doane had a brilliant idea, and yelled, "Ed, come out and have a beer with us." Some one was seen to move in front of one of the windows, and we thought the little game was going to work, but Ed must have thought better of it, as he did not appear. We wheeled sadly away to the next road house, minus the fried chicken and tenderloin we had looked forward to all the evening. There we managed to get a sandwich and a "wash down," which partly satisfied the inner man. We then went on up to Lake St. Clair. The moon made the night like day, and the lake was like one vast sheet of silver. It was indeed a beautiful sight, and the man in the moon looked down on a quiet, awe-struck knot of wheelmen. Surely, no sermon could have appealed to the hearts of those gay, thoughtless boys as did those few moments spent with Mother Nature. As usual we returned to the city just in time to strike the sidewalk at eleven o'clock. Metzger, Beals and Downs went to Richter's for another lunch of a more substantial form than the one we had at the Pointe, and the rest dispersed to their homes. So ended one of the most enjoyable runs the Star Club has had this season.

SEVERAL wheelmen in this city are agitating a lantern parade, to be held in about a week. All wheelmen are earnestly requested to join hands and make it a success. Any wheelman who is willing to parade will please send his name to Mr. Robt. Medbury, Secretary of the Star Bi. Club, No. 7 Laffayette avenue. Now let every wheelman put his shoulder to the wheel, and make a good, grand success of something in the bicycle line in the "City of the Straits."

NEWS AND COMMENT.

THE second trial of the Boynton Cycle Locomotive and train only ran at a speed equal to about 20 miles an hour. No effort, however, was made to run at a high rate, as the track, 1 1-2 miles, was too short for a safe experiment as to a run at a "100-miles-an-hour gait."

WE regret exceedingly to notice the following telegram, dated Scranton, Pa., October 11: "The grand jury returned indictments for embezzlement and larceny against Cashier Jessup, who wrecked the Scranton City Bank by misappropriating $120.000 of its funds. It had been stated that Jessup would escape trial by reason of amicable settlement."

MR. H. C. TILDEN, of Milford, Mass., writes us: "I trust it will be of some interest to you to learn that a new cycle club has been organized in Milford, Mass. We have rooms in the new Gillon Block, and the said rooms, nicely furnished, were opened for the first time Saturday evening, October 5. We invite all visiting wheelmen to call on us and we will try and make it agreeable for such persons. We have about 30 members in the club, but hope to increase it before the winter season is over."

HERE is an historical morsel: One day in May, some eleven years ago, a solidly-built man of about 35 years of age rode down Main street, Hartford, Ct., on a machine that made everybody stop and stare. He was covered with dust, for he had been traveling overland and was evidently on business. He wanted to find some place to make bicycles. He found it. That man was Colonel Albert A Pope, and the Columbia bicycles are the result of this visit to Hartford.

IN speaking of the consolidation scheme between the Albany (N. Y.) Bicycle Club and the Albany Wheelmen, the *Press* sensibly says: "We call upon both clubs to let petty strife be entombed, and then we will live in the hope that before many days have gone Albany can well boast of an organization to which our citizens can look with pride."

W. I. WILHELM on his return home to Reading, Pa., was accorded a great reception by his friends in recognition of his victory at Baltimore on Tuesday, Oct. 8. The prize which Mr. Wilhelm won is a magnificent diamond badge valued at $150. It is in the form of a bicycle, the hub being a ruby surrounded with nine diamonds. This is suspended from a gold hanger by gold chains. On the bar is the name "Baltimore Cycle Club," and on a bar below is the word "Champion."

THE home office of the Overman Wheel Co. has moved to Chicopee, Mass. Please notice this change.

MR. W. J. NEWMAN, of Cambridge, Mass., arrived home from a six weeks' trip to Europe, last Saturday afternoon. He was met, down the harbor, by half a dozen friends, including Horace and Charles Clark. Mr. Newman reports a pleasant journey.

THE exact profit made by the Hartford Wheel Club at their late tournament is $1,361.00.

TOM ROE was some 50 miles behind schedule on reaching Bagdad, N. M. The cause of this loss was the accident to Mr. Roe, which sprained his ankle. The trouble is, however, disappearing, and he expects to be on time after a few days' more travel.

WE hear that the Hardin-Morgan combination is after all not likely to sail for Australia, the venture on the Pacific coast not having panned out as well as might have been expected.

THE Omaha *Bee* seems to think there is "more money in amateur riding than in professional."

A WHITE elephant is a great curiosity; a jet black elephant fully as rare; yet the manufacturers of "Cycle-Chain Graphite" report having received the latter in one of their barrels of graphite, skilfully carved out of a large block of Ceylon graphite by a native workman.

AN exchange says that "care killed the cat," but care never used up a bicycle. In fact, want of care often does more harm than the actual use.

IN a recent issue of the *Centralblatt der Bauverwaltung* attention is directed to the fact, observed in some of the streets in Frankfort-on-the-Main, Germany, that the asphalt pavement in the immediate neighborhood of large gas mains is rapidly destroyed by escaping gas, deep cracks being formed. This has been found to be particularly marked at places where the underlying layer of beton was imperfect, due to interruption of work over night while laying. If this be true, *Building* points out the fact that it furnishes an additional reason for preventing that escape of gas from the mains in New York city which has already given so much trouble by explosions in subways and sewers.

WE hear that Sam Hollingsworth of Russiaville, Ind., is seriously ill with a fever. When Sam cycled for a livelihood there was not a more honest, square rider in the world.

TOM ECK and his "fair troupe" of cyclists have just captured England to the tune of many "sovs." Mlle. Armaindo was inadvertantly poisoned by taking wrong medicine, and at last accounts was very ill in consequence.

THE cyclers and citizens of the cities of Baltimore and Washington are just now greatly interested over the idea of a grand boulevard to connect the two places. The *Herald* of Baltimore says: "It must be confessed that the subject has a number of alluring features. The very magnificence of the undertaking is calculated to charm the mind. Such a boulevard in working order, adorned with shade-trees, sparkling with fountains, gay with flowers and patches of lawn, and the whole distance on either side banked by splendid country residences, is enough to set the fancy wild with Oriental delirum. Besides it might be but the beginning of an Appian Way from the Capital to Baltimore and the cities to the eastward."

THE photographic reproduction we presented some time ago of the Elwell tourists was from a plate taken by Mr. J. Collier, of 66 Street, New Birmingham, England. Through inadvertance we failed to give credit to the source of the picture.

TWO members of the Denver (Col.) Social Wheel Club, C. A. Rivers and W. A. Hurlburt, started from that city to ride to Cincinnati, Ohio. They intend to cover the distance, about 1,300 miles, in three weeks.

THE Capital City Ramblers of Hartford (Ct.) a new bicycle club composed of young men and school boys, will have a race meet at Charter Oak Park, October 19. There will be no admission fee to the park.

MR. HILLIER ON THE BRUCE DEATH.

Editor Bicycling World: You say in your issue of September 13th that *Bicycling News* of August 24th prints an outrageous paragraph on the death of "Jack." Is that a fair statement seeing that the whole paragraph turns on my reasonable and certainly bona fide belief that Mr. Bruce was not dead? If I had known that Mr. Bruce was dead "outrageous" would be an absurdly mild and inadequate adjective to employ in this connection. I suppose any fiction is good enough to disparage "Hillier" but any unbiassed person bearing in mind the fact that the telegraphic message sent to England outstripped the mails and that when my American papers reached me I found (in effect) Mr. Bruce denying (as far as I could judge) in BICYCLING WORLD of August 2d, the fact that he was drowned on August 4th would admit that my conclusion that the thing was a hoax was a reasonable one.

I am at a loss to understand your final paragraph; I have nowhere said or suggested that Mr. Bruce sent or caused to be sent Mr. Stockdale's telegram from Minneapolis, the only telegram I supposed him to have sent was the one to certain persons in England who had shown him "courtesies and kindnesses," and when I saw your paper of August 2d I concluded that the rumor having started and having come by means of Mr. Stockdale's telegram to Mr. Bruce's knowledge he, three or four days later, had sent it on to England. That is the initial and only error I made, and I hoped that my explanatory article was clear on this point. I do not suppose that any one thinks that I deliberately sat down to villify a dead man but the merest hint or suggestion of such iniquity must be met when it emanates from a decent source, and I therefore address this letter to you to rebut the suggestion at once, and especially do I draw your attention to the unfairness of saying that my note of August 24th was written "on the death of 'Jack.'" Any right minded man placed in my position would feel as I do most genuine regret that such a paragraph—however bona fide in belief and intention—should have seen the light on the eve of so sad and so singularly coincidental a catastrophy; but I am no prophet, and cannot blame myself for failing to see into the future, it must be admitted that "fact is stranger than fiction."

G. LACY HILLIER.

London, Sept. 27, 1889.

Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

WE TRIP IT TO BALTIMORE AND WASHINGTON.

IT is a cardinal principle to always combine business with pleasure with us when possible, and so, obeying this principle, with business needs in Washington and Philadelphia, most pleasantly supplemented by a cordial invitation from Chief Consul Mott to see the races for the Citizens' cup, and to be his guest while in Baltimore, we threw a few toilet articles into our grip and on Sunday, October 6th, we started for the Monumental City.

The great team race in Baltimore took place a week ago Monday, and the report of same appeared in last week's paper. We arrived on the course just in time to see the start. A bitterly cold northwest wind was blowing, much to the discomfort of the participants and the spectators. The tale has been told, the Marylands won, and when the figuring of checkers and judges showed this result, a shout of exultation went up from the Maryland men and their supporters that accentuated the "coldness" of the day to those who had gamely contested but lost.

The club house of the Marylands was the scene of much rejoicing that evening, and the hospitality of the members was enjoyed and appreciated to the utmost A splendid spread was served in the gymnasium, and for a couple of hours the eating, toasting and speech making went on merry as a marriage bell.

After every body had orally congratulated the club and themselves on the great victory and after the members of the team had been toasted and thanked, and Captain Le Cato's efforts as Captain, manager and member of the team had been acknowledged, the gentlemen adjourned down stairs, and there found Mrs. Mott, Mrs. Coleman and a number of other ladies in waiting, ready to offer felicitations on the result. Music then formed a feature of the evening. Songs and duetts were rendered by the talent of the club. We were especially pleased with the club song, and the Italian duett as sung by Messrs. Lewis and Hayden was one of the best things of the kind we have ever heard.

We cannot name *all* the members of the club by name to whom we were indebted for courtesies, but among them we must especially mention Chief Consul Mott, President Norris, Captain Le Cato, S. T. Clark, Mr. Candee, and last though not least "Secretary." Good old "Secretary," whose writings have so often pleased our readers. The guests of the club on that occasion were President Luscomb, Mr. Perego, Dr. Gilfillan of New York, and the editor of the WORLD. The Maryland Club, and the memory of its hospitality and the hospitality of its individual members, will occupy a warm nook in our hearts in all time to come.

IN WASHINGTON.

Forty thousand Knights Templars, a large proportion of whom were accompanied by their families, made a pilgrimage to Washington last week, and, knowing that the hotels would be full, we wrote to Mr. C. R. Overman, asking his good offices in securing us a place to "rest" our head. The answer came back, "come to the office on your arrival and leave the 'rest' to me." We obeyed instructions and reported, and from that time to the moment we left town "good old Larry" devoted himself to making our visit to the Capital one of the most delightful of our life.

We do not propose to tell the sights of Washington *a la* guide book. These publications can do that better than we. The Washington monument in its superb simplicity, is one of the things in Washington that grows on one, as the sight of it becomes familiar. To us it is one of the most impressive results of man's work this country posesses. The Museum, Art Gallery, Capitol, Treasury, Patent Office, White House, etc., are familiar to most of our readers. We, of course, like the rest of mankind, admire all the public buildings of Washington and they contain things of incalculable interest but the most fascinating department to us is that of Patents. There is an attraction about that department which is far in excess of any of the others. Twice did we visit this depository of the inventive genius of the country, and could we have spared two days more to spend in Washington, we think each day would have seen us pay a visit to this, the most interesting spot (in *our* estimation) in the whole city of Washington. Truly the Patent Office possesses attractions for us, to which all the other points of interest in Washington play second fiddle.

Of course, while in the Capital, we saw Chief Consul Atwater, and B. Owen; to these gentlemen and others we are under many obligations. We also met Mr. J. R. Dunn, our 1st Vice, who was in Washington with his lodge of Knight Templars from his home in Massillon, O. As for the kind attention and hospitable of our friend "Larry" Overman, it will be a long time before we can ever get even with him.

BERKSHIRE AND THE HUDSON.

This region is so picturesque, varied and delightful, that every Eastern cyclist at least, in search of a tour, ought to experience its beauties. A great many wheelmen, especially from New York State, are always going up and down the "storied Hudson," but the number of those who have travelled through Western Massachusetts is much more limited.

The particular party here mentioned—all L. A. W. members, of course, and consisting of Messrs. Allen Aldrich and J. D. Bosworth, with your scribe, started bright and early on August 21 from Providence, R. I., to Springfield, Mass., stopping over at Worcester to ride to the beautiful Hospital grounds, from which point is obtained a commanding view of Lake Quinsigamond, to the base of the Blue Hills. Then back again to the tune of the small boy's song of "where did you get that hat?" (Aldrich's white helmet,) to the busy streets, gay shops, and stately churches. The architecture of Dr Vernon's Episcopal church is especially noteworthy. Its griffin tower, its ivied and adorned front and unique porch have been crystallized in splendid brown-stone, enduring ideals of beauty, while the daily services held therein realize the ever-present life of the kindly offices of religion.

Springfield is a pretty city and has much to command attention. There are the Warwick Cycle Co's works, where visitors are cordially received, the office of the Springfield *Republican*, a striking building finished in copper and reminding one of an Oriental mosque, the park and the Soldiers' monument, one always sees from appreciative citizens to the loyal dead, and lastly the Haynes Hotel—the League house—and its welcome dinner, for a wheelmen always owns a coming, a staying and an ever abiding hunger.

Here our actual wheeling began. The road from Springfield to Holyoke is in first-class condition and mostly follows the beautiful windings of the placid Connecticut River valley through finely cultivated farming lands. Farther along a cinder path, laid at considerable expense by the Northampton wheelmen, (since the edition of the road book) allows good travelling alongside a tough road of deep sand. We here begin to find the cold spring water, carefully conducted by pipe or trough to an iron tank or wooden cask beside the road—a thoughtful attention which the people in other sections of the country might happily copy. In fact, nothing but praise can be said of the hospitable feeling often evinced and even showered upon the traveller.

At Northampton the local club is at present disbanded, but there are a number of wheelmen and the prospects for re-organization in the fall or spring are good. We were shown around town to the various points of interest, including Smith College, informed as to a route to North Adams, and the following morning escorted part of the way by the genial instructor of music at the college.

This route to North Adams is not given in the road-book and was the most arduous part of our trip. Much of it is through sand, over hills and necessitates a great deal of walking. The scenery, however, is of the finest and much of the road is shaded, and so, if there are several wheelmen together to brace up one another, the trip by wheel, instead of taking refuge in a railroad car, is recommended. There are rare plants and wild flowers to delight the eye and fine springs and delicious blackberries to cool the palate. We were only able to reach Goschen at noon for dinner, and at dark in the evening could get no farther than

Savoy P. O. From Goschen on, there is good coasting coming down the heights climbed in the morning, and some stunning gorges alongside the way. The wheelman, both for beauty and somewhat more comfort, should take the river road from Goschen on, passing through West Cummington. As one is going thus northwesterly, the river runs in the opposite direction, its murmur over the rocks, its coolness and growth of shade, although a small stream, are elements for favorable consideration. The road also is not so hilly as others, and in this particular case shows no more sand by reason of the lower level.

The Green Mountain House at Savoy merits attention. Its exterior is not so particularly prepossessing, but inside there is revealed the old New England neatness and order, a wholesome table, soft, drowsy beds with fine, white linen and picturesque comforters, handsome old oak and maple furniture, gilt-encased mirrors encircled with gauzy coverings, and above all sunny hearts attuned to the divine influences of "music, heavenly maid;" while our hostess presided over the keys, we stood around and joined a while in the lighter melodies, and then for the nonce listened to some of the sounds that are set for the charm of trained voices.

The next noon found us at North Adams, fraternizing with its whole-souled wheelmen. We did not, however, meet the Local Consul; in fact we understood that though Captain of a club which had not sufficient interest to keep any headquarters he had never seen fit to procure any wheel of his own. It would seem, accordingly, that his appointment as Consul must have been somewhat accidental. While criticising, by the way, it might seem desirable to suggest to local bicycle clubs the propriety of posting on the door of their rooms, and of leaving at the League hotel the name and address of the Local Consul; and further, that the rule in force in New York State of requiring wheelmen to produce their L. A. W. tickets at League hotels (and perhaps, also, of keeping a separate additional registry), be extended to other States, so that a wheelman who did not take sufficient interest to join the L. A. W. should not be allowed to slip into participation of the benefits of its reduced hotel rates.

(To be continued.)

MR. MOTT'S REPLY.

Editor Bicycling World: It is gratifying to note Mr. Shriver's discussion of the roads project in the issue of the WORLD of October 11. Even if he does not agree with the plan, the agitation by such a bright mind is of everlasting good.

Being about to start within a few hours on a business trip to the West, time will not permit a full and analytical discussion of Mr. Shriver's paper, but a few words will suffice for the present. The subject is not one of taxation, or anything in the future bearing upon it. We are dealing with a situation that is already existing, not attempting to create the situation. Until Congress shall act in the channel suggested by Mr. Shriver we have the situation, and will have it even for years and years after it does act. The ten millions or so per annum for national roads improvement, which is about the sum appropriated for waterways, would require a space of time equal to 50 years or more to even exhaust the surplus already provided for. Their is no question of politics or States Rights in the matter. The Supreme Court of the United States has decided the building and maintenance of interstate roads to be constitutional. Certainly Mr. Shriver, when casting a doubt upon the constitutionality of the project, overlooked that fact, and did not intend that his opinion should convince against the autocrats of the doctrine of the Constitution. The scheme is not "at variance with the wholesome principle of local self-government" any more than the building of local canals is at variance with the similar national scheme of improvement of waterways. It is not expected that any great "division of opinion" will outlive the clear presentation of facts that will be made if the League of American Wheelmen engage in this great patriotic move for the benefit of the whole country and mankind of the world, for the world gains by cheaper living. It was never intended that the League should support national roads improvement "for the sake of giving employment" alone, but employment would naturally follow as one of the least of the great blessings. Members of the L. A. W., in advocating the building and maintenance of national roads (not State and county roads, as Mr. Shriver appears to assume) would no more commit themselves "to the Socialistic doctrine, that it is the business of the State to direct industry," than they do to-day in countenancing and encouraging the building of post-offices and the carrying of mails with its employment of thousands upon thousands as a concommitant. The doctrine of national highways is not in the least Socialistic, and that argument appears to be extremely far-fetched. The government machine cannot well be run without the employment of hundreds of thousands, and to call that a tendency toward the Socialistic doctrine of the State directing industry is entirely unworthy Mr. Shriver's bright intelligence, and very likely was written without sufficient thought.

The National Government has already built national roads. Was it unconstitutional? It constructs and maintains channels in rivers and harbors. Is it unconstitutional? It builds and maintains canals. Is it unconstitutional? In doing so it becomes necessary to employ hundreds of thousands of men, thousands of vessels, expensive plant and machinery, but perhaps no one ever dreamed before Mr. Shriver advanced the argument, that the people of the land, without regard to party, in exercising their right as voters, committed themselves "to the Socialistic doctrine that it is the business of the State to direct industry."

Of course Mr. Shriver's opinion is valuable, but certainly as he is neither a naval or military expert, nor perhaps educated in the school of statesmanship, he cannot well have the data at hand sufficient to furnish an expert opinion upon "waste it on useless ships and fortifications." Probably Mr. Shriver believes in insurance in business. Most business men admit it's good policy anyway. Building naval vessels and fortifications is national insurance against disaster, the statesmen have figured out in some way, and the whole statecraft of the world are agreed upon it, and conduct their governmental business upon that principle. So, too, they build national highways for military, postal and commercial purposes, and the States, counties, towns and cities build *their* roads, and it has never yet been even dreamed that there were "Socialistic" tendencies in it.

The fact is, there is nothing political or partisan in any of these great questions. All countries, including our own, are committed to the good and patriotic policy of internal improvements. So popular is it, and so without question as to its constitutionality and expediency, that all political parties have had it as a plank in their platforms. It would be so to-day, except that it is now an admitted fact. It makes no difference what is the political complexion of Congress, it always obeys the will of the people in appropriating for internal improvements. There are sometimes questions as to *amounts* to be appropriated, but never as to anything else, and yet Congress certainly has no "Socialistic" tendencies.

No "plan" for national roads improvement has yet been formulated, though it is intended to do so. There will be no political—or partisan, rather—question in it; nor Socialistic tendency, nor interference with the most liberal views on vested State rights. It is intended to endeavor to induce the L. A. W. (the national body) to advocate the building and maintenance of national roads, the divisions to look after the matter of State and county roads and city pavements as they are now doing. There is no "visionary hope" connected with the matter at all, for its practicability is proven by annual appropriations for similar purposes. It is easy to call anything "visionary," but a solid fact makes it practical. These appropriations for channels for commerce are provided for in the constitution and are annually made. Is that "visionary?" Neither is it a good argument that "our progress is so difficult and slow" "in the narrower field of State legislation." What has been done to effect "State legislation?" Anything more than spreading literature?

If Mr. Shriver could but be near for a day or so that he might have placed in his hands matter bearing on this subject it is extremely probable his doubts would vanish. ALBERT MOTT.

AN IDYLL ON TIGHTS.

A maid—genteel—
Upon a wheel,
Sat gliding o'er the lea.

A youth—forsooth—
In tights uncouth,
Our maid espied,
And with a passing breath,
He cried:
"Ah, ha, I soon shall by her side
Enjoy a ride."

"Not quite so fast, my gallant lad,"
The maiden did reply.
"For don't you know
That I
Should not enjoy the ride,
If you
Were spinning by my side?
The facts are sad,
But,
Please remember, sir,
In tights you're clad."

SPINDLE.

HIGHWAY IMPROVEMENT.

AN ADDRESS BY COL. ALBERT A. POPE,

BEFORE THE CARRIAGE BUILDERS' NATIONAL ASSOCIATION, AT SYRACUSE, N. Y., OCTOBER 17, 1889.

(Special to the World.)

Mr. President and gentlemen: Macaulay says that of all inventions, the alphabet and printing press alone excepted, those inventions which abridge distance have done most for the civilization of our species.

A nation, or an age of civilization, is perhaps more easily judged and understood by the character and extensiveness of its roads, than by any other symbol of progress.

Intercourse between communities, and the development of commercial life, have afforded the necessity for regularly adopted routes of travel, and more or less systematically prepared roadways from the time before the building of those famous highways between ancient Memphis and Babylon, over which the untold wealth of the valleys of the Euphrates and the Nile found means of exchange, where the magnificent cities of Nineveh, Damascus and Tyre, the earliest great commercial centres, sprang up, and over which the splendid armies of Xerxes and Alexander the Great passed in all the pride and glory of those early days.

The roadways, of which the earlier traces appear, were well conducted, as is evident from the remains found, but they were limited in number, laid out generally in direct lines, and had the advantage in their construction of the resources of the rich and powerful nations which built them.

As the world has grown older, and civilization has spread and ripened, intercourse has increased, commerce has pressed out its foot in every direction, from every centre, multiplying and ramifying its path in as bewildering an extent as the threads of the spider's web.

Various necessities and circumstances have governed the building and maintenance of roads, of different times and people.

The old countries where war has been a constant factor, have looked after them as a matter of national policy and military necessity, and have the result in the finest and most durable ways in the world.

The old military roads of the Roman Empire constituted a system, the superior of which the world has never seen, in its scope, and the thoroughness with which it was perfected in all directions. The old "world-conquerers" were good road builders for the day, though Blake crushers and the respective merits of Trinidad, and rock asphalts, and Wheeling fire brick, were matters of which they never dreamed; and those of us who have had occasion to form intimate acquaintance with American country roads in spring, have more than once found ourselves in positions to heartily wish that some of the rural road makers, who worked out their taxes by plowing up the mud from the ditches, and plastering it over the middle of the highways, had had some good experience in the road gangs under the centurions of Julius Cæsar's army.

An eminent writer says: "The road is that physical sign or symbol by which you will understand any age or people. If they have no roads, they are savages, for the road is the creation of man, and the type of civilized society."

The Romans were, without doubt, the best road builders in the ancient world. Their good highways was one of the causes of their superiority in progress and civilization. When they conquered a province, they annexed it by good roads, which brought them in easy communication with the great cities of the Roman world. When their territory was so large that a hundred millions of people acknowledged their military and political power, their capital city was the centre of such a net-work of highways, that it was then a common saying, "All roads lead to Rome."

The best roads in the world to-day are those of England, France and Germany, the excellence of which is due to the fact, that those countries were the first to awaken from the long sleep of the dark ages, and the growing rivalry between them necessitated attention to their roads, for the proper prosecution of both their military and their mercantile interests. In each country they early came under the national supervision, the results of which are seen in the most splendid highways in existence, costing the least to maintain, and in every way the most satisfactory and economical for those who use them.

Up to the advent of railroads, most of the settlements in this country were along our water fronts, and on our sea coasts, lakes and rivers. The invention of steam, and the development of the railroad, seem to have taken all our energies and resources, to the neglect of our roads and highways, and now that we have more miles of railway than the whole of the Eastern Hemisphere, and about all that we can make to pay, at present, we can well afford to turn our attention to the matter of highways, in which everybody should be interested, for all have to use them, rich and poor alike, those that ride and those that walk.

No country has a greater road mileage, in proportion to the population, than the United States, but while with characteristic America push and hurry, the most extensive means of communication and intercourse have been provided, we have suffered the consequence, in a lack of any general system of public policy, covering the location, construction, and maintenance of ways.

In many a case, where one's way leads him through the old farming regions of New England, and the Middle States, he may take occasion to do anything but bless the memory of the frugal early settlers who, when the necessities of the case seemed to demand that a road be established for the convenience of public travel, each contributed a way across his farm, laying perhaps over the worst hill, and through the sandiest, or the rockiest, or the wettest land, with a view rather to the economy of his best pastures, than the saving, in the years to come, of the time and strength of the traveller obliged to use it.

American roads are far below the average; they certainly are among the worst in the civilized world and always have been,—largely as a result of permitting local circumstances to determine the location, with little or no regard for any general system, and haste, and waste, and ignorance in building.

Old post-roads and turnpikes, in times no further back than the war, afforded the only comfortable travel to be had in many parts of the country; nor could the general badness of the roads, by any means, be attributed to a lack of the proper materials for their construction. Indeed, it often happens that we find them the worst, where natural resources are the most abundant, and the better roads are frequently found where the natural conditions were so bad that the ordinary crude and wasteful expenditures were out of the question.

Fifty years ago, there was some excuse for bad roads, for our country was poor. Now it is rich, there is no excuse.

A good road is always to be desired, and is a source of comfort and convenience to every traveler.

Good roads attract population, as well as good schools and churches. Good roads improve the value of property, so that it is said a farm lying five miles from market connected by a bad road, is of less value than an equally good farm lying ten miles away from market, connected by a good road.

A larger load can be drawn by one horse over a good road, than by two over a bad one.

Good roads encourage the greater exchange of products and commodities between one section and another.

Good roads are of great value to railroads as feeders.

Various movements, already under way, in the direction of road improvements, must and already are having their effect, in bringing about a material raising of the average quality. The governors of several States have made special and important references to it in their annual messages, and in several States, bills have been presented having in view the betterment of State highways, by regularly organized systems of work, to be carried out under the supervision of departments provided by the State.

In Pennsylvania a general tax levy of seven and one-half mills has been ordered by legislature, for road improvements. The forces working to bring about such results as this are powerful, and increasing every day.

The high point to be aimed at, is the recognition of the importance of the whole situation by the national government, and the establishment by Congress of a national system.

The following outline may suggest some idea of a scheme in the right direction, which might be elaborated by some one better qualified and having more time than I have at my command.

A commissioner of highways might be provided for, in the Agricultural Department, with a corps of consulting engineers, and suitable appropriations made, for the prosecution of a general supervising work.

Under the charge of this commission, full systems of maps should be prepared, based largely perhaps upon the working of the State and county boards, showing more or less completely, as circumstances would permit, the highways of the country.

For co-operation with this central bureau and the prosecution of the work in the most thorough and practical way, each State should have its highway commissioner, charged with the highest interests of the State in the way of maintaining its system of roads under the most approved methods and for the general public welfare. Then the best practical results could probably be attained, by the division of State, into highway districts, consisting of counties, or perhaps townships, each of which should have its overseer in full charge of the opening and construction of new roads in his district and the proper maintenance of all, responsible for the expenditure of the regular appropriations for these purposes. These

districts could then be divided into smaller ones under sub-overseers.

The importance and the value to any country, any section, and every citizen from the highest to the lowest, whether tax-payers or tramps, of well constructed and properly maintained roads, is not easily estimated, but clearly it is greater than that of many affairs which are continually receiving the time and attention of the people in their homes, counting-rooms, public meetings and legislative halls.

It is a matter to be considered side by side with our splendid and always improving system of public education, the assessment of our tariff duties, or the appropriations regularly made for river and harbor improvements.

But the question of the most particular interest, to-day, to you and to me, as manufacturers and merchants, in this whole question of good and bad roads is, *what is the effect on our business?* Now it may be possible that there are those who will think they see an advantage for the carriage builder in poor roads, where in traveling over hills that might easily be avoided, going ten miles to make five as the crow flies, pulling through mud and sand that should be gravel and jolting over rocks that might be macadam, the vehicles of the unfortunate owners would go to pieces in one half the time they ought to stand under favorable circumstance, and necessitate the purchase of new ones to the advantage and profit of the manufacturer.

But a man who entertains such an idea would waste no time in killing the goose to secure the last golden egg.

It must be clear to any man with the most ordinary business instincts that good roads mean thrift, liberality and wealth. They mean good farms and good value to real estate. They mean that the farmer enjoying their use will save time going over them, will save wear and tear, not only on his wagons, but on his teams, will be a richer man on account of them, and have the more money to buy your carriages, running into higher value, (while his sons and daughters can have their bicycles and tricycles at less expense,) and his example must be followed by his neighbors.

Now you are honest manufacturers, and have no desire to have your vehicles wear out quickly, that they may be sooner replaced, but you believe, I doubt not, that the better the vehicle and the longer it lasts, the better business and profit will come to you.

Good roads mean for you and for me better business. Good roads encourage riding and driving, and the sale of your vehicles, while bad roads mean less business for you and for me, for where the roads are bad the traffic must of necessity be much less.

As a nation we are a remarkably patient and an easy-going people, considering the enterprise and business activity for which we are noted the world over, and rather too apt to fall into the way of doing things as a matter of course. As a result of this, very strenuous and continuous efforts are frequently necessary, to bring about the farthest reaching and most desirable reforms. From a business point of view, we cannot afford to neglect any opportunity to help along the present movement.

As an instance of what is being done, see the work of the League of American Wheelmen, in the appointment of its highway committees, the issuing of road books and maps, the pressing forward of legislative bills, and lately in the publication of the comprehensive little manual on the making and care of good roads, a copy of which I shall be glad to have forwarded to any one who may care to send me his address.

Work of this sort can well and profitably be undertaken by the Carriage Builders' National Association. With all the great resources at your command you cannot afford not to divert a small percentage each year, beginning right now, toward helping along a good work, and it impresses itself upon me most strongly as a part of your most urgent duty toward yourselves, to appoint at once, if you have not already done so, your committee on highways, clothing them with power to do some practical work, and giving them under reasonable limitations, at least the approach to your treasury. A moderate amount of money judiciously expended in educating the people up to their needs and best interests, in showing them how their roads are, and how they ought to be, and how to go to work to make them so, could not be put out at better interest. I am credibly informed that within one hundred miles of this building the capital invested in the carriage industry amounts to seven million dollars; and the interests which I informally represent to you is a true branch of this vast industry. The manufacture and sale of carriages to be drawn by horses and the manufacture of carriages to be impelled by the rider is essentially one and the same. The character of the motive power cannot of course change the character of the vehicle. We, who manufacture bicycles, feel that we have a right to fraternize with you. We seek fellowship with you in your efforts to improve the travelling vehicles of the country and the roadways by the improvement in which our interests as manufacturers and the people's prosperity and happiness are to be enlarged.

The bicycle interest is young in years, but it has already become a large one. As an industry it ranks among the fine arts, while the magnitude of the business and the number of the vehicles made and sold yearly would, we fancy, be a matter of surprise to some of you and of amazement to the public at large.

I need not say to this convention, that we who construct these delicate carriages propelled by human power are intensely interested in the improvement of the country's roadways, even as you who manufacture wagons and carriages of the lighter and more elegant sort. It is true, that in a certain sense the bicycler is not so dependent as the man who drives his carriage or road wagon on the quality of the roadway, for he can pick his way with much greater facility. Wherever there is a hand's-width of level way there he can easily pass. He can turn from left to right with wonderful ease and quickness. He can even take to the sidewalk and so escape many ill-conditioned places which the driver of carriages cannot Nevertheless, I feel that our interests and yours in good roadways are equal and identical, and I am here to pledge our heartiest co-operation with you in any practical measure looking to the improvement of the roadways of the country.

The history of carriage building and the history of the development of this country alike confirm the truth which I have tried to impress, namely, that improvement in roads leads to and precedes the use of better and higher grade vehicles, and especially induces the use of pleasure carriages.

It does not need argument or illustration to persuade you that more roads mean more carriages. Where now go the saddle-horse and the mule-van in wide regions of this great country, ought to be seen the carriage and the bicycle. If local communities and the general public ought to be interested in this subject, how much more should this Association, every member of which not only has this same interest, but a special commercial inducement in the result.

I hope to live to see the time when all over our land, our cities, towns and villages shall be connected by as good roads as can be found in the civilized world, and if we shall have been instrumental in bringing about this result, then indeed shall our children have cause to bless us.

IS IT FOUL PLAY?

A REMARKABLE case of disappearance is agitating Springfield, Mass. Thursday, Oct. 3, Richard Webb, employe of the Agawam Manufacturing Company, a young man of most worthy character, left his boarding place at Mittineague to enjoy a vacation of two weeks. He went to Holyoke and passed the day with his brother and sisters, returning to this city by the 10 45 train last night. Reaching here he started on a bicycle for Mittineague and was last seen by City Treasurer Tifft at 11 P. M., going northward. This morning about 5 o'clock, Richard Carter, a Mittineague market gardener, while crossing the river, noticed a bicycle leaning against the side of the North End Bridge. Beside it lay a stiff hat, badly dented, as though by a heavy blow from some blunt instrument. A bundle of rubber clothing was also close by, and on the paper was scribbled in several places the name, "Richard A. Webb, Mittineague." This was the only clue, and from it the police learned that young Webb had not been seen since by Treasurer Tifft as above noted It is not known whether he fell into the river or was foully dealt with. Up to the latest accounts nothing new is developed to clear up the sad mystery.

STUDENTS, Teachers (male or female), Clergymen, and others in need of change of employment, should not fail to write to B. F. Johnson & Co., 1009 Main street, Richmond, Va. Their great success shows that they have got the true ideas about making money. They can show you how to employ odd hours profitably.

MR. F. W. ADAMS, a young man in the employ of the Portland (Me.) *Daily Press*, finds his safety bicycle a source of income. It enables him to carry the mail from East Deering, where he resides, to Portland, for which service he receives $100 per year.

SUNDAY RIDING.

Editor Bicycling World: I have read the communication from Mr. Bacon of San Francisco on "Sunday riding" in your issue 27 September. Although not a personal friend of the "prominent Chicago gent'man," whom he quotes, I happen to know the meaning of his letter, and trust that in an effort to restore peace I may be permitted to say a final word.

I would commend to Mr. Bacon your sensible words, editorially, in the same issue, and were I sure he would digest them further comment would be unnecessary, except perhaps to remind him in the kindest manner possible that the "Lake City" gentleman did not condemn ordinary, well behaved, Sunday riding—that is a matter for each individual conscience—but he did denounce as "mod rn ruffianism" the conduct of those wheelmen who disgrace God, the s.ort and themselves by their actions on the "first day of the week." If the West does not contain enough of the hoodlum element to draw out an occasional protest from riders who desire to shield wheelmen from the unfair cha ges of people who do not discriminate, he is to be congratulated, and we should almost feel like "going West."

Finally Mr Bacon; do not label as liberal bigoted, narrow and dishonest those who believe that a man in this world owes a duty to some one besides himself; nor question the possibility of a moral side to one who spends a small portion of Sunday in a church p w. Sincerely and fraternally, BURTON F. WHITE,

Chicago, October 10. Washington Cycling Club.

ANOTHER FOR NIAGARA.

Editor Bicycling World: I understand that there is an effort being made to induce the League of American Wheelmen to hold their next "meet" at Niagara Falls. I hope that this can be brought about, as Niagara Falls possesses a great many advantages for holding meetings or conventions of this kind. The railroad facilities for reaching it are better than almost any other place that could be selected. The hotel accommodations and places for holding meetings are excellent, and with the fine roads for riding through the Canadian Free Park, as well as on the American side, no more attractive spot could be selected than Niagara Falls.

Yours truly, EDSON J. WEEKS.

Buffalo, October 5th, 1889.

ANNUAL CHESTNUT RUN OF THE CENTURY WHEELMEN.

ONE peculiarity of the Centurions is that a baker's dozen is all that can be depended on for a club run on a clear day, but let a chilly, windy, cloudy morning come along and Capt. Speier will have a goodly line of wheels under his charge. After several days of lovely October weather, the Weather Bureau ordered along a thunder storm for Saturday afternoon, and when the morning of the day set for the annual "Chestnut Run" of the Century Wheelmen dawned, it proved to be raw and dismal. Determined to brave the lowering clouds, upwards of fifty of the club assembled at the house on Broad street at half past eight o'clock, and took up the line of march on Broad street to the Lime Kiln pike, with Capt. Speier in the lead. Their destination was Willow Grove, and, although the country roads were found to be heavy from the down-pour of Saturday night, the entire party pulled through without any mishap except one pile-up on a side path. On arrival at Willow Grove they put up at the Willow Grove Hotel, where they were met by some of the club members who had gone up by train, accompanied by several ladies, among whom were Mrs. Sulzner, Miss Hawthorn, Miss Schell and others, and the crowd dispersed itself about the place in a hunt for chestnuts until the welcome dinner hour arrived. They all got outside of a mighty substantial dinner, and after time allowance to recuperate from its effects, they were grouped on the hotel piazza, where Mr. Feuer took several photographs of the party.

The run home to the city was made via the old York road, three of the ladies—Mrs. Sulzner, Miss Schell and Miss Hawthorn—taking the pace with the rest of the riders, and in spite of the depressing weather the occasion was unanimously voted the most successful one of the kind ever undertaken by the club.

The Centurions, by the way, claim that the century run taken last Sunday by W. G. Speir, Chas. Sulzner, George Pavord, C. W. Dolsen, J. W. Whitesides and E. I. Wright is a record for a hundred-mile run by a *club*, and feel justly proud over it. ARIEL.

Philadelphia, Oct. 14, 1889.

LANTERN PARADE AT NEWARK, N. J.

The lantern parade of the Atalanta wheelmen of Newark, N. J., Oct. 10, was a complete success.

Over 250 cyclers took part in the demonstration, all of whom had their wheels gaily decorated with varicolored Chinese lanterns and Japanese parasols.

The Atalantas had their clubhouse on Clars street prettily decorated, and there the members welcomed their visitors who came from neighboring cities to take part in the parade. Clubs representing Newark, Orange, Elizabeth, Plainfield, Jersey City, New York, Bloomfield, Passaic and Brooklyn were in line.

The parade started from the clubhouse shortly after 8 o'clock, headed by Arthur Snow and Samuel Doble, who acted as pace makers. A brass band followed the pace makers in a stage, after which came a number of elaborately decorated wheels of the Atalanta clubs.

The line of march was down Belleville avenue to Broad to LaGrange place and back to the clubhouse. The sidewalks along the line of march were crowded with spectators. A number of houses along the line of march were illuminated and fireworks were set off at various points in honor of the event. After the parade the Atalantas boys entertained their guests in royal style.—*Journal.*

RACES AND RECORDS ON ROAD AND TRACK

[NOTICE.—Those who send us in reports of races will oblige us by seeing that initials of competitors, handicaps and time in full, ARE GIVEN IN ALL CASES.—ED.]

AT CARLISLE, PA, Oct. 9. The chief events at the Carlisle (Pa.) Fair on Wednesday, Oct 9, were the bicycle races. They were as follows:

One mile handicap—A. A. Zimmerman, Cape May Club, 1; D. H. Miller, Lancaster, 2. Time, 3 44

Two miles—P. S. Brown, Washington, 1; A. E. Reist, Lancaster, 2. Time, 10.25

Half-mile—A. A. Zimmerman, Cape May Club, 1; B. F. McDaniel, 2. Time, 2 minutes.

Two miles, safety—B. F. McDaniel, 1; David Rose, Lancaster, 2. Time, 9.11.

Two miles, tandem—Rose and Miller, Lancaster. Time, 10.09.

One mile—F. B. Mulliken, Baltimore, 1; H. B. Barnes, Mechanicsburg, 2. Time 4 20.

One mile, safety—F. B. Mulliken, 1; H. B. Barnes, 2. Time, 4.35.

Ten miles—Entries, A. A. Zimmerman, W. E. Crist P. S. Brown, F. B. Miller, B. F. McDaniel and A. E. Reist. Reist fell out on the third mile, and the others kept together to the homestretch, when the spurt for first place began. McDaniel was in the lead, which he had been all the time, and Crist came up to him and passed him about six feet, when he unfortunately took a heavy header. McDaniel came in first in 41m. 20s; Brown second. Crist was not seriously hurt.

LIMITED EXPRESS---BOSTON TO CHICAGO.

26 Hours. First Trip, Monday, Oct. 7th, '89.

We *reckon* that to be *right smart* time. Yes; it beats the WHITE FLYER, but then there's no *sand* to *travel through*, nor STEEP HILLS to CLIMB. THAT'S where the *rider* of the "*Flyer*" "*gets in his work.*"

Now a *word about next season.* Is there *anything lacking* in the "*White Flyer?*" If so, *what is it?*" *Don't saw wood*, but *talk right out in meeting.*"

We like to *accommodate.*

Do you want us to make the "Flyer" of *Aluminium*, with *Electric Motor, Steel Tubing*, lined with PEWTER and FILLED with MUSTY ALE? Just imagine how you could LIGHTEN such a machine.

We desire the *co-operation* of all of you *wheelmen*—your ideas of the *desideratum;* so before making up your minds just become thoroughly conversant with our *already famous* WHITE FLYER, and all who have not already done so send for our MOST INTERESTING and

UNIQUE CATALOGUE.

Our AGENTS make GREAT MONEY. *Send for Terms.*

AGENTS WANTED in every TOWN AND CITY UNSUPPLIED.

Look out for our great Ad.,

SKOOKUM OIL,

Description of animal, &c.

WHITE CYCLE CO., - - - - WESTBORO', MASS.

AT ELKTON, MD., Oct. 10.—Track —The following were the results of the bicycle races run on Oct. 10, at the Cecil County Fair, held at Elkton, Md. The first race, a one mile bicycle race, for men never having won a rac , was won by W. C. Seeds, of the Wilmington Wheel Club, with F. B. Eisenbrandt, of Centaur Club, Baltimore, second. Time, 3 28 4-5.

The half-mile bicycle race, scratch, was won by W. C. Taxis, of Schuylkill Athletic Club, Philadelphia, Pa., with B. F. McDaniel, of Wilmington Wheel Club, second. Time, 1.42 3-5.

The one mile bicycle, handicap, was won by W. C. Seeds, who was allowed 125 yards; F. B. Ellioti, who was given 130 yards, being second. Time, 3 03.

The one mile safety bicycle race, handicap, was won by W. W. Taxis; J. H. Drap r, Wilmington Wheel Club, second. Time, 3 22 3-5.

The two mile bicycle handicap was won by W. C. Seeds, 240 yards; T. B. Eisenbrandt, 220 yards, second. Time, 6.27 2-5.

AT BERGEN POINT, N. J, Oct. 12th.—The second annual bicycle tournament held under the auspices of the New Jersey Athletic Club took place last Saturday. The conditions were fair for good sport though the attendance was not large. The events:

Quarter mile heats.—First heat, F. G. Brown (1), A. P. Banker (2). Time, 408.
Second heat, F. B. Hesse, W. O. Time, 438.
Third heat, A. A. Zimmerman (1), W. Schumader (2). Time, 408.
Fourth heat, W. S. Campbell W. O. Time, 41 4-5.
Final heat, W. S. Campbell (1), F. G. Brown (2), F. B. Hesse (3). Time, 39 4 5.
One mile Elizabeth Wheelmen Championship—W. H. Caldwell (1) A. F. Calkins (2). Time, 3.37 4-5.
One mile heats—First heat, W. F. Murphy (1), A. C. Banker (2). Time, 2.51 3-5.
Second heat, F. B. Hesse (1), W. S. Campbell (2). Time, 3 01 4-5.
Final heat, W. F. Murphy (1), A. C. Banker (2). Time, 3 19.
A time limit of 2.55 was put on this race. A second trial gave the time as 3.27 2-5 with Campbell as "winner" (?) and so the race was declared off.
Two mile safety—W. D. Banker (1), W. F. Murphy (2), W. W. Taxis (3). Time, 6.31.
Half-mile hands off—W. W. Taxis (1), W. F. Murphy (2). Time, 1.41.
One and one half mile handicap S. B. Bowman 70 yards (1), F. G. Brown 70 yards (2), W. W. Taxis 20 yards (3). Time, 4 24.
One mile novice—H. W. Fuller (1), A. F. Calkins (2). Time, 3.18 3-5.
Half-mile handicap heats—In first heat, C. W. Murphy 20 yards (1), F. G. Brown 18 yards (2). Time, 1.20 1-2.
Second heat, W. S. Campbell scratch (1), F. B. Hesse 18 yards (2). Time, 1.23.
Final heat, W. S. Campbell scratch (1), F. G. Brown 18 yards (2), C. W. Murphy 20 yards (3). Time, 1.20 4-5.
One mile tandem handicap—A. C. and W. D. Banker scratch (1), F B. Hesse and S. B. Bowman 50 yards (2). Time, 2.55 2-5.
Three mile handicap—S. B. Bowman 130 yards (1), W.F. Murphy 110 yards (2), A. C. Banker scratch (3). Time, 9.10 2-5.
The mile and a half team relay race was a walk-over for the N. J. A. C. team. Hesse took first half mile; time, 1.44 1 5; Bowman second half, 1.25 3-5, and Brown third half 1.36. Total time, 4.45. The prizes were very handsome.

AT BALTIMORE, Oct. 9. The race for the championship of the Baltimore Cycle Club and a $100 diamond medal which could not be run on Monday last on account of darkness and that was postponed, was run Oct 9, and was won by W. I. Wilhelm at the same time breaking the record by making the last lap on the drive around Druid Lake in four minutes three and one-half seconds. H. L. Kingsland's best time for one lap when he broke the record in 1887 was four minutes eleven seconds. The entries in the race were W. I. Wilhelm, W. D. Banker, Victor Emerson, Walter Ash and P. Mulliken. The wind was blowing strong and not favorable for fast time. In the first lap Mulliken dropped out, and in the fourth Banker's right pedal came unscrewed, and he retired from the race. Mr. Wilhelm received many congratulations for his success. The distance was ten miles, and the total time 34.32 1 2.

AT BRIDGEPORT, CONN. A three mile road race between W. A. Westlake and W. A. Rubey, two members of the Rambling Wheelmen, was run in this place Monday afternoon, Sept. 30. The prize, a handsome club badge, was won by Rubey, who covered the course in 13.30, very good time considering the poor condition of the roads.

On Saturday, Oct 5, Franklin Smith and Fred Northrop, two other members of the Rambling Wheelmen, ran a ten mile road race for a five dollar silver medal. The race was won easily by Smith. Time, 41.50.

AT PEORIA, ILL. The following telegram from Peoria reads very much like a fairy tale, and until the full particulars as to measurement, timings, etc., are received, must be accepted with very grave doubts as to its reliability: The fastest time ever made on a bicycle in America, for a mile, was made in this city Oct. 13, by Bert Myers, the Peoria champion. The trial was made on a country road, a few miles outside the city, and the flyer was mounted on a high geared safety. He rode a straightaway mile in 2.13, with a heavy wind blowing at his back.

[Just as we put the above into type we learn that the figures got "cross legged" and the time intended to be claimed was 2.31. Even now we would like full proofs. But as it was made under peculiar circumstances (if made at all) the performance is a great one but not a record.—ED.].

AT NASHUA, N. H.—The road race from Nashua, N. H., to Pepperell and return, last Friday, resulted in a victory for Frank A. McMaster, he reaching the Cycle club rooms at just 4.30 p. m.; time, 1 hour and 26 minutes. He rode a Safety. His prize was a handsome silver cup and case contributed by the Pope Manufacturing Company of Boston. Harry Marshall finished second, in 1.33, winning an elegant French plate mirror, with silver plated frame and card case combined, given by Fred S. Neff. Ernest Woods, third, 1.49, prize, pair of bicycle stockings, given by Frank A. McMaster.

AT TAUNTON, MASS.—The ten miles point race between E. C. Anthony and P. J. Berlo came off at Taunton, Mass., last Saturday afternoon. The race was for points (*i. e.*, the one finishing first two of the three—one, five and 10 miles). The race was very slow, neither man wishing to set pace. Anthony won the first point at one mile; time, 4.42. At five miles Berlo outspurted Anthony, and finished that distance in 20.55. At the ten mile finish the men both spurted for all they were worth, but Berlo again came to the front and won the point and race in the ridiculously slow time of 41.42.

ROCHESTER-BUFFALO. Postponement.—The managers of the road race between Buffalo and this city have decided to postpone the event until Tuesday, October 22. The action was necessitated by the deplorable condition of the highways. Syracuse, Buffalo, Lockport, Elmira and Rochester wheelmen have been invited to send a team.

AT LEXINGTON, NEB.—The race meet of the Lexington (Neb.) Wheel Club, held October 9th and 10th, was a grand success in every way. The races were close and exciting. A strong wind up the home stretch made fast time an impossibility. The following is a summary of events:

One mile novice ordinaries—W. H. Neely, 1; F. D. Gilmore, 2; Geo. A. Mooney, 3. Time, 3 54.
One quarter mile safety—N. T. Fisk, 1; M. G. Farmer, 2; H. T. West, 3. Time, 48 1-2 seconds.
One mile L. A. W. State championship (heats)—First heat, B. W. Cole, 1; C. Peabody, 2. Time, 3.17 1-2.
Second heat, F. L. Temple, 1; M. M. Porter, 2. Time, 3.27.
Final heat, C. Peabody, 1; F. L. Temple, 2; B. W. Cole, 3. Time, 3.12 1-4.
One mile safety open—N. T. Fisk, 1; M. G. Farmer, 2; Frank H. Morrison, 3. Time, 3.34 1-4.
One-half mile boys—George James, 1; Elmer Harrington, 2. Time, 1.51.
One quarter mile dash—D. P. Dunlap, 1; E. Kostomlatsky, 2; C. M. Adams, 3. Time, 45 seconds.
One half mile safety State championship—H. H. Rodes, 1; M. G. Farmer, 2; F. H. Morrison, 3. Time, 1.41.
Two mile lap race—B. W. Cole, 1; E. Kostomlotsky, 2; Chas. Peabody, 3. Time, 7.59.
One quarter mile dash—F. L. Temple, 1; J. A. Drain Lincoln, 2; C. M. Adams, 3. Time, 45 seconds.
Five mile open—A very good race for first and second between B. W. Cole and F. L. Temple. It was a heat race until turning into the home stretch for the final spurt Temple ran into a soft place and lost his pedals; then Cole pushed ahead and won in 18 30. Temple 2.
One mile club handicap race—Declared off.

THE PEORIA (ILL.) RACES.

A correspondent from Peoria writes us in regard to the track and the future intention of the club: "That the track was a full one half mile track 18 inches from the pole there can be no doubt, as we had it measured by a competent surveyor, and a new pole built out at me end to make it full length. We hold the surveyor's affidavit. There can be no doubt but we have one of the, if not the, best track in the country. The racing men all agree as to this, and had no fault to find with its condition, although it was not nearly as smoo h as we can make it next year, profiting by this year's experi nce. We are already making plans for next year's tournament, and having made a good round sum of money this year, (notwithstanding the fact that it was unpleasantly cold on the second day) we shall go ahead and contract heavy expenses for next year's tournament with a greater degree of confidence than we felt in contracting the comparatively light expenses of this year. Our desire and intention is to make our tournament the same for the West as Hart ord is, and Springfield used to be for the East, and any support you can give us will be greatly appreciated." [We are with you heart and hand.—ED.].

HOWARD A. SMITH & Co., Newark, N. J., have probably the most perfect graphite for lubricating chains of the safeties. Send for a bottle.

HARRY COREY was not financially interested in the Springfield Bicycle Co. as reported, and loses nothing by that company's assignment. He was invited to subscribe for $10,0 0 worth of stock about a year ago but declined. Later he was asked to assist in the management of the company and he immediately brought out the Speedwell, a crank safety which met with such favor that the factory could not fill its orders owing to lack of tubing. As soon as the present company's affairs are straightened out it is quite likely that a new company may be formed to continue the business.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address **ADAMS & SONS, 150 Sand Street.**
BROOKLYN, N. Y.



HARRISON'S CONTINUOUS ALARM.

This clock, as now constructed, is certainly the Best Bell in the market. It is neat in appearance and effective to a degree that will be appreciated by those who use it. Price by mail, $2.00. Single Alarms, $1.50.

WHITTEN, GODDING & CO., Providence, R. I.

PATENT WRENCH AND SCREW DRIVER COMBINED.



Turns Nuts, Gas Burners or Pipe without adjustment. Made of Best Polished Steel. Sent by mail for 25 cts. CHARLES U. ELY, P. O. Box 1945, New York City.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

OFFICERS FOR 1889—90.

PRESIDENT,
CHAS. H. LUSCOMB,
280 Broadway, New York

FIRST VICE PRESIDENT,
JAMES R. DUNN,
Massillon, Ohio

SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.

TREASURER,
W. M. BREWSTER.
309 Olive Street, St. Louis. Mo.

SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1736 Druid Hill Ave., Baltimord, Md.
F. L. Casselberry.....Mansfield, Ohio.

Rights and Privileges.

A. Moore Berry.....421 Olive St., St Louis, Mo.
George A. Perkins.....Cambridge, Mass.
Isaac B Potter.....Brooklyn, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery....109 Warwick St,, Boston, Mass.
W. A. Davis.....Chicago, Ill.
Chas. L. Brockway.....Middletown, Conn.

Improvement of Highways.

Dr. Chas. S. Butler.....680 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland. Ohio.
Robt. A. Smyth.....San Francisco, Cal.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

League Clubs.

The following clubs have qualified as League Clubs and filed proper certificates in the office of the Secretary. They are numbered as below:

242—International Wheelmen, Niagara Falls, N. Y., W. M. Mahoney, Sec.

Maryland Election.

The following officers were unanimously elected by the Maryland Division to serve for the ensuing year.

Chief Consul, Albert Mott of Baltimore.
Vice Consul, Geo. F. Uppegrafl, Hagerstown Md.
Secretary-Treasurer, G. W. H. Carr, Balto, Md.

Representative, J. Harry Covington, Easton, Md.; C. E. Fink, Westminter; C. L. Mitchell, Balto.; E. P. Hayden, Balto. Ballots cast 262.

Very truly, G. W. H. CARR, Sec.-Treas.

New York Representative.

At the regular meeting of this club held October 4, Mr. Louis H. Johnson was elected Representative to the League of American Wheelmen. Fraternally,

WM. YULE, Sec. Riverside Wheelmen.

California Division, Notice No, 2.

I have appointed the following committees

Racing Board—Thos. H. Deane, Chairman, San Francisco; C. F. Hutchinson, Stockton; Al Col, San Jose.

Rights and Privileges—Geo. H. Strong, Chairman, San Francisco; F. C. Clift, Alameda; A. D. Allan Jr., San Francisco.

Touring Board—J. J. Bliss, Chairman, San Francisco; J. M. Miller, Vacaville; A. Wulff, Stockton.

Fraternally, (signed) R. M THOMPSON.
Chief Consul.

Suspension.

For violating clause 3 of rule F, at Hollidaysburg, Pa., on September 26th, J. E. Patterson of Williamsburg, Pa., is suspended from the track until Oct 28th, 1889. Amateurs are warned not to compete with him during term of suspension. CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Division Rules.

I have received, and have on file, the By-laws and Rules of but four divisions. The attention of Division Secretary Treasurer's is called to the follow ng extract from League By laws, and they will oblige the Secretary by complying with the same as soon as possible:

Article III, section 6. Each Division shall file in the office of the Secretary of the League a certified copy of its Constitution, By-laws and Rules, and of each and every amendment thereto, and shall certify to him the results of all e ections within ten days after the votes shall have been counted. ABBOT BASSETT,
Secretary.

New York.

To the members of the New York State Division:

The State Division Board of Officers failed to elect a third member of the Executive and Finance Committee as provided by Sub. 1, Section 1 of Article 6 of the Division By-laws at the meeting held in New York, Sept. 13, 14, 1889. As these By-laws are silent as to the time when such election shall be had, merely providing that such member shall be elected by the Board, it has been decided, a majority of the Board concurring, to let the matter stand over until the February meeting; Dr. Geo. E. Blackham of Dunkirk, N. Y., the present incumbent will therefore hold over. Yours fraternally,

W. S. BULL, Chief Consul.

Buffalo, N. Y., Oct. 10, 1889.

California Division, Notice No. 1.

I have appointed the following local consuls:

1. Arthur H. Wright, Stockton.
2. Chas. H. Leggett, Merced.
3. Wm. M. Parker, Napa City.
4. Stephen H. Knapp Jr., San Mateo.
5. Allan C. Wagener, San Jose.
6. Walter W. Stocker, Fresno.

Fraternally, (signed) R. M. THOMPSON,
Chief Consul.

California Division.

This is to certify that R. M. Welch has been elected Delegate to the National Assembly by the Board of Officers of this Division. WALTER D. SHELDON,
Secretary-Treasurer.

San Francisco, Sept. 30, 1889.

Rhode Island.

Members of the Rhode Island Division desiring a copy of the pamphlet, "Improvement of Highways," will address W. M. P. Bowen, P. O. Box 1513, Providence, R. I. Don't forget to enclose a two cent stamp.

CHAS. S. DAVOL,
C. C. R. I. Div. L. A. W.

Rhode Island Division Committees.

Finance—Chas. S. Davol, C. C.; Geo. L. Cooke, V. C.; as provided by By-laws; Geo. C. Newell, Rep. elected by Division Executive Board.

Appointments.

Touring—Geo. L. Cooke, P. O. Box 1105, Providence; Chas. H. Howland, Jas. L. Speirs.

Rights and Privileges—Jos C. Ely, Market Square, Providence; Chas. B. Mason; J. Howard Morgan.

Improvement of Highways—W. M. P. Bowen, P. O. Box 1513, Providence; J. D. Bosworth, H. N. Francis.

Racing—E. M. Bixby, 61 Westminster st., Providence; C. T. Campbell, W. D. Barton.

CHAS. S. DAVOL,
Chief Consul R. I. Div. L. A. W.

Missouri Division.

To Consuls:

Application forms for appointment as official hotels have been mailed to each consul early this week. Consuls are requested to call on one of the best hotels in their localities to make arrangements with the proprietor for reduced rates to L. A. W. members only on presentation of ticket. Record Book and the Certificate of appointment will be mailed by the undersigned on receipt of application form, properly signed and filled out. Be sure to mention regular and reduced rates.

It should be remembered that the second half of the League year commences Nov. 1 and the person who joins us then remains with us until July 1, 1890, upon payment of $1.50. This ought to be employed as an argument in getting riders to join now.

Our Division must have 400 members this year, for it should not be said that we had gone behind last year's record but advanced ahead of it. We intend to get out a fine road book and the completeness of the volume will only be limited by the number of members belonging to the Division. In this connection your attention is called to road reports with the request that they be sent in as soon as possible to the undersigned. A large number of counties are scantily reported and some not reported at all in the present hand book; this should at once be remedied. Put your shoulder to the wheel and push the Division's membership where it belongs—near the top. Fraternally yours, ROBT. HOLM,
St. Louis, Oct. 12. Chief Consul.

Missouri Appointment.

Dr. G. A. Sparling being forced to resign the position of Local Consul at Kirksville on account of press of other duties, I have this day appointed T. H. Brewington to fill the vacancy. Fraternally,

ROBT. HOLM, Chief Consul.

St. Louis, October 10.

Wake up St. Joseph and Joplin!

No replies nor applications have been received at this office relative to the local consul-ships at Joplin and St. Joe. An immediate reply is requested.

Fraternally yours, ROBT. HOLM, C. C.

Michigan Committees.

Races—W. E. Metzger, Detroit; G. W. Eddy, East Saginaw; Geo. F. Keck, Grand Rapids.

Rules and Regulations—C. W. Jones, Grand Rapids; C. A. Lightner, Detroit; A. H. Apted, Grand Rapids.

Rights and Privileges—J. H. Johnson, Detroit; M. W. Barringer, Saginaw; V. L. Nettleton, Colowater.

Membership—J. C. Hicks, St. Johns; W. M. Harris, Calumet; Chas. Glover, Ypsilanti.

Transportation—P. N. Jacobsen, Detroit; E. M. Mooar, Grand Rapids; D. C. Stewart, Lansing.

A. B. RICHMOND, C. C. Mich. Div.
Grand Rapids, Mich., Sept. 1st, 1889.

Michigan Representative.

Mr. C. A. Palmer of Manistee is hereby appointed Representative of the Michigan Division.

A. B. RICHMOND,
Chief Consul Michigan Division.

Michigan Consuls, 1889-90.

List No. 1.

Adrian, H. M. Judge.
Ann Arbor, C. W. Wagner.
Alpena, Fred A. Kimball.
Armada, C. E. Lathrop.
Battle Creek, W. K Kellogg.
Bay City, D. G. Jackson.
Birmingham, A. Whitehead.
Calumet, W. M. Harris.
Ceresco, Arthur Jacobs.
Centreville, W. Denton.
Charlotte, Harold E. Hooker.
Coldwater, H. J. Bassett.
Detroit, B. J. Holcombe.
Dowagiac, F. S. Colby.
East Saginaw, G. W. Smith.

Flint, E. M. Gordon.
Grand Haven R. Robbins Jr.
Grand Rapids, L. S. Provin.
Hancock, P. B. Rastello.
Hastings, R. K. Grant.
Hillsdale, F. J. Gray.
Holly, C. H. S. Poole.
Homer, W. W. Snider.
Howell, W. E. Beech.
Hudson, Chas. D. Allen.
Humboldt, Wm. J. Maas.
Ionia, C. H. Tower.
Iron Mountain, J. Russell Jones.
Ispheming, Henry Harwood.
Jackson, W. W. Todd.
Laird, Wm. C. Monroe.
Lansing, Lou M. Waters.
Lucington, B. F. Wade.
Lapeer, Oscar Martileous.
Mancelona, L. E. Sussar.
Manistee, C. A Palmer.
Mason, H. B. Longyear.
Muskevon, C. D. Woodward.
Newaygo, F. W. Riblet.
North Branch, C. W. Ballard.
Northville, Jas. McFarlen.
Opechee, J. Vivian Jr.
Owasso, Henry A. Cossitt.
Pontiac, E. A. Merritt.
Port Hope, Geo. W. Fralick.
Port Huron, Sheldon A. Wood.
Plymouth, L. C. Sherwood.
Red Jacket, Thos. Wills Jr.
Romeo, J. H. Fenner.
Sand Beach, A. H. Taggart.
Saginaw City, M. N. Barringer.
Spalta, M. L. Noble.
St. John, R. G. Steel.
Tecumseh, O. P. Bills.
Three Rivers, R. C. Shawafelt.
Wilhamston, E. S. Andrews.
White Cloud, M. D. Hayward.
Ypsilanti, E. A. Wallace.

A. B. RICHMOND, C. C. Mich. Div.

Michigan.

To the Consuls of the Michigan Division:

Before this is published each one of you will have received official notification of your appointment as Consul for your locality.

This is to be a year of earnest work, and much more than usual will be expected of each one of you. If your regular duties are such that you cannot do justice to the office, you will kindly forward to me the name of a suitable person in your vicinity.

Acceptance of the office will be a signification of your willingness to do all in your power for the best interests of the Division.

In point of membership we are striding rapidly to the front. Let there be no pause in the good work. Use every exertion and all the influence you possess to secure every wheelman within our ranks. A large membership will widen our influence and materially assist us in carrying out any project or measure we undertake.

I will furnish at any time any and all necessary recruiting blanks and circulars. We need a League Hotel in every important place in the State. See to it that one is appointed in your locality, and notify me of name and rate of same.

We need a new Road Book the coming season, and the compiling of such a book entails a great amount of labor I rely upon each one of you for assistance.

Send me any new routes you may think will be of use to the cycling public. If there are any corrections to the routes as published in the old Road Book, forward them without delay. Live League Repair Shops appointed in every city and town.

There is an endless amount of work you can do, and good you can accomplish if you will only stir up the latent energy I know you all possess.

There is a scheme afoot to agitate the "Road Improvement" question in this State, in a thorough and systematic manner. To successfully accomplish our object will require the hearty co-operation of all, and it is expected when called upon you will not shirk the responsibility.

Another important matter is the formation of League clubs. If you have a club in your locality see to it that it is made a League club; by so doing you will increase its influence and importance Every League club of twenty members should at once elect a Representative to the Division Board. There are a number of clubs in the state who are entitled to this privilege, and the matter should be attended to at once and a delegate elected. Fraternally yours,

A. B. RICHMOND, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 211—Total 28—11,541.

BOSTON, Oct. 18, 1889.

CALIFORNIA DIVISION—2—394.

University Wheelmen.

25260 Townsend, Chas. E., 1204 10th st., Oakland

Unattached.

25265 Smith, S. H., Gilroy

CONNECTICUT DIVISION—1—665.

Unattached.

25261 Chamberlin, Clayton P., 28 Benton st., Hartford

ILLINOIS DIVISION—1—824.

Peoria B.. Club.

25262 Jenkins, F., care Clark, Guien & Morse, Peoria

KENTUCKY DIVISION—3—91.

Louisville C. C.

25266 Crush, Flory A., 623 East Broadway, Louisville
25267 Rapp, Wm E, German Ins. Bank, "
25268 Jackson, T. J., 9th and Jefferson, "

MAINE DIVISION—1—153.

Unattached.

25254 Swasey, Fred D., 278 State st., Portland

MARYLAND DIVISION—3—517.

Unattached.

25258 Carty, J. W. L., Frederick
25269 Vickers, Chas., 2134 Oak st., Baltimore
25270 Gaskins, Harry W., Catonsville

MISSOURI DIVISION—3—291.

Ruralists.

25259 Eberly, I. E., 109 So. 4th st., St. Joseph

Unattached.

25264 Nichols, W. L., Commercial Bank, St. Louis
25263 Price, S. C., 5th and Pine st., "

NEW YORK DIVISION—8—2030.

Albany Bi. Club.

25271 Norton, John T., 300 State st., Albany

International Wheelmen.

25275 Mahoney, Wm. M., Niagara Falls
25276 Miller, Edward J., "
25277 Bragdon, Chas. L., "
25278 McBean, John, "
25279 Makin, Charles, "
25280 Chorman, Henry, "
25281 Wood, Chas. W., "

OHIO DIVISION—1—821.

Cincinnati Bi. Club.

25256 Griffiths, T. L., care S. Obermayer, Evan st., Cincinnati

PENNSYLVANIA DIVISION—2—1350.

McKeesport Cyclers.

25255 McLean, C. V., Dummler

Unattached.

25274 Hannum, Hilburn D., Concordville

RHODE ISLAND DIVISION—2—316.

Unattached.

25257 Hines, Raymond, 302 Thames st., Newport
25272 Read, Chas. O., 35 Summit st., Pawtucket

TENNESSEE DIVISION—1—91.

Unattached.

25273 Ross, Albert M., 97 Vine st., Knoxville

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find $ ..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... ..... *Name*,..... ....

Club,..... ..... *St. and Number, or Box*,..... ....

References:..... .... *City*,..... ....

State,..... .....

Enclosed..... .. *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*

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109 KINGSTON STREET BOSTON.

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High grades in Silk, Silk and Jaeger's, Silk and Cotton, all Wool, Merino, Dr. Jaeger's all Wool yarn in Summer, Winter, and extra heavy Weight.

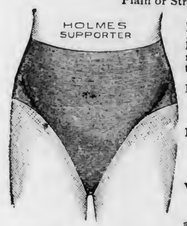
Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

Jersey Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey-Fitting Stocking.

3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00



Send for Illustrated Catalogue and Price List.

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HOLMES & CO.,

109 Kingston Street, Boston, Mass.

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New Faces of Job Letter are necessary to Job Printers who wish to "keep up with the procession." . . The Original Styles designed by the BOSTON and CENTRAL Type Foundries are used by printers all over the civilized world, and NO OFFICE is without some of them. . . . As the

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carries in stock the principal faces made by the Central Type Foundry, of St. Louis, it may be readily seen that the purchaser has not only the largest stock to select from, but the best and most desirable styles. . . In fact, we keep EVERYTHING that is used by a Printer and which is **Necessary**

BOSTON TYPE FOUNDRY, 104 MILK ST.

STRICKLAND & PIERCE,

RANDOLPH, MASS.

No. 1 Shoe Bears Our Label.

Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched,	$5.00
No. 2, " " "	3.50
No. 1, Ladies' Tricycle Shoe,	4.50
Ideal Racing Shoe,	5.00
Sprint Running Shoe,	5.00
Gymnasium Shoes,	$1.50, 2.50, 3.00

☞ Ask your dealer for them.

CATARRH HAY FEVER CATARRHAL DEAFNESS

A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (*two weeks apart*) by the patient at home. A pamphlet explaining this new treatment is sent *free* by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.

BEfore you put your machine away for the winter, go over its ragged tires with

MAGIC CEMENT.

It will heal all cuts and holes, and make the tires as good as new. We mail it for 25c.

MAGIC CEMENT COMPANY,

NEWTON, MASS.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



Improved Automatic Telephones.

Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

Price Per Set, $7.50.

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

EDW. E. HARBERT & CO.

Dealers in Telephone and Electric Supplies of Every Description.

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Ask your local Dealer (given gratis) for

HINTS on the CARE of CYCLE-CHAINS

SIDWELL & SABEN,

New and Second-Hand Wheels

OF EVERY DESCRIPTION.

Repairs Executed Promptly and at Reasonable Rates.

152 CONGRESS STREET,
BOSTON, MASS.

For all kinds of
Bicycle Repairing, Nickel Plating, Enamelling, etc.,
Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street, BUFFALO. N. Y

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on receipt of 50 cents in stamps. Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from $12 upward.

MURRAY'S,
243 Columbus Ave., Boston, Mass.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

Unfermented juice of sound, ripe apples, bottled fresh from the press, with carbonic gas. Sparkling and brilliant, but containing no trace of spirit.

All in Champagne style, one dozen quarts or two dozen pints per case.

Superior Old Cider Vinegar.

If your grocer does not keep our goods, write us and we will send you a case on approval, expressage prepaid.

S. R. & J. C. MOTT,
118 Warren Street, New York
Mills, Bouckville, Madison Co.
ESTABLISHED 1865.

$75.00 to $250.00 A MONTH can be made working for us. Agents preferred who can furnish a horse and give their whole time to the business. Spare moments may be profitably employed also. A few vacancies in towns and cities. B. F. JOHNSON & CO., 1009 Main St., Richmond, Va. *N. B.—Please state age and business experience. Never mind about sending stamp for reply. B. F. J. & Co.*

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THE Machines on this List are offered at a great reduction of price to effect a clearance. They are all NEW and of best material and workmanship, but in some cases not of present standard pattern, while others are styles of machines that, in order to reduce the number of our patterns, we are discontinuing to make. The prices quoted are already very low, **but we are prepared to consider offers for two or more machines.** The tricycles offer a rare opportunity for those who may require machines for hiring purposes, and the stock being limited, intending purchasers should order at once.

SINGER'S "APOLLO" ROADSTER BICYCLE.
List Price $130 00. Offered at $100.00.

Singer's "Apollo" Light Roadster Bicycle.
List Price, 130.00. Offered at $100.00.

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List Price, $100.00. Offered at $80.00.

SINGER'S "TRAVELLER" TANDEM.
List Price, $235.00. Offered at $165.00.

SINGER'S "TRAVELLER" TRICYCLE.
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List Price, $195.00. Offered at $100.00.

SINGER'S "XTRAORDINARY."
(KING OF SAFETIES).
List Price, $157.50. Offered at $75.00

For Specifications, etc., send for Descriptive list.

SINGER & CO., 6 & 8 Berkeley St., Boston.

GILLOTT'S STEEL PENS ARE THE MOST . . . PERFECT.

Sporting Goods of Every Description.

SMITH MFG. CO. P. P.,
Nos. 121 and 123 Fulton St.
NEW YORK.
Send for handsomely Illustrated Catalogue. Sent free.

REPAIRING.

—ALL KINDS OF—
BICYCLES AND TRICYCLES REPAIRED
AT LOWEST PRICES.
FULL LINE OF SUNDRIES.
GILBERT A. LITCHHULT,
352 Lenox Ave.. - - - N. Y. CITY.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Elliott W. Johnson
F. Mason Beckwith *Committee*
Chas. Pinnell

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
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The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

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Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
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Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic. 5.00
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Sent post paid on receipt of price.
Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
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"And they followed the Star."—[*History.*]

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, Mav 30th, J. PHIL. PERCIVAL, Los Angeles Cal.
One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Five-mile State Championship, Mav 30th, W. S. WING, Los Angeles, Cal.
Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.
Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.
One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.
Quarter-mile L. A. W. State Championship, By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

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FOUNDED 1878

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING

$1.00 a Year.
5 cents a copy.

BOSTON, 25 OCTOBER, 1889.

Volume XIX.
Number 26.



WE'VE ⁘ GOT ⁘ 'EM.

Not snakes, nor anything of that unpleasant nature, so no alarm need be felt. The idea we desire to convey is simply that, although the many riders who were correctly impressed that there was nothing so good for them to ride as a VICTOR SAFETY, have been obliged to wait for them indefinitely, we are now prepared to furnish them at a moment's notice. We need not speak of the character or quality of the machine. If you don't know about it, ask its riders.

OVERMAN WHEEL CO., Makers, Chicopee Falls, Mass.

BOSTON BRANCH, 188 COLUMBUS AVENUE.

CONCERNING CRANKS AND HOBBIES.

We have received a recently published book of 300 pages, entitled "Cycling Art, Energy, and Locomotion." It is sired by Robert P. Scott of Baltimore, the mechanical work of publishing being very neatly done by J. B. Lippincott & Co. of Philadelphia.

We have read the book carefully, and, although we have no special interest in, or even acquaintance with Mr. Scott, we feel moved to say that he is practically sane on the subject of applied philosophy. A compliment, by the way, which means much more than the *non*-mechanical reader will fully appreciate.

The wild inventor who so often waltzes in "where angels fear to tread," is handled by Mr. Scott in a manner at once tender and corrective with a little pardonable sarcasm interwoven.

He pronounces his touching benediction over the already dead, sheds tears of regret over the dying, and wisely *hedges* on those which seem hopeful of escaping oblivion.

Among his mention of other freaks, he says: "Quite recently a new 'hickory wheel' man of more formidable calibre has entered the lists, and again we are called back to 'bone-shaker' days. Well! after the rear-driver has been so fondly embraced, let us be prepared for anything that may come. We have dropped from the cat down to the kitten, and can now get through a pretty small hole if hard pressed. So for the present we will hold the hickory wheel on probation:" We at first thought the above a favorable criticism, but the dictionaries do not encourage us. The author had been just previously refering to would-be inventors who were bores. The sponsor for the Hickory wheel, he says, is "of more formidable calibre." Formidable, dreadful, fearful, terrible, frightful, horrible, tremendous. Cabibre, bore.

We didn't think it was so bad. The implied comparison between the

ELLIOTT HICKORY SAFETY

and the old boneshaker, we can afford to stand.

We are glad to know that Mr. Scott "can get out through a pretty small hole if hard pressed," as this ability may be useful to him later.

His proposition to "hold the hickory wheel on probation" is evidently a metaphor, as it cannot be that his hold is literal, though he can make it so for $90.00, and we will allow him a dis. of 2 per cent. for cash with order.

STERLING CYCLE CO.

Ask your local dealer for



Safety Bicycle or Tricycle CHAIN.





One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York

A CHICAGO LADY ON A CHICAGO WHEEL,



THE

AMERICAN RAMBLER.

Can be furnished for use of both lady and gentleman if desired.

Catalogue on Application.

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Largest American Manufacturers.

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177 Middle Street,

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



Send 25 cents and get one of the

New L. A. W. Lapel Buttons.

Made of fine rolled Silver Plate. Very neat and serviceable.

N. H. GIBBS,
Box 632. **PROVIDENCE, R. I**

EUREKA HOME TRAINER AND BICYCLE STAND, for Safety, Star or Ordinary. Now is the time you want one. Cycles, parts, sundries, &c. Rubber Stamps, Rubber Goods; Buggies, $75.00; Carts, $16.00; Cutters, $20.00; Writing Desks, $10.00. M. A. WOODBURY, Bradford Pa.

STOP—and write for our list of new and second-hand bicycles; prices greatly reduced. Second-hand wheels taken in exchange for new mounts. All makes sold and all the leading makes kept in stock. THE WHITE CYCLE CO., 118 N. Greene street, Trenton, N J.

TANDEM BICYCLE WANTED—Second-hand, for cash; describe fully with price. Drawer 59, Norwich, N. Y.

BICYCLE OIL BY MAIL OR EXPRESS.—Two ounces of Flyer Wheel Oil, by mail, 20 cents; by express, per gallon, $1.00. Safety lamp oil same price. EASTERN LUBRICATING OIL CO., 40Dey street, N. Y. Send for circular.

SECOND-HAND MACHINES—Many like new. Prices very reasonable. Old mounts taken in part payment for new. Cycling accessories. Spalding's general sporting goods. Send for list of 100 bargains. NEW YORK BICYCLE CO., Nos. 4 and 6 East 60th st., New York City.

LAMSON'S LUGGAGE CARRIER, for *Ordinary* or *Safety* Bicycle. Convenient, durable, noiseless, cheap. 75c. and $1.00. Sold by all dealers, or mailed by the manufacturer, C. H. LAMSOM, Portland, Me.

COLUMBIA TANDEM TRICYCLE; run about two months; in perfect order; balls all round; for $175. Send for list of second-hand wheels. PALLISTER BROS., Ottumwa, Iowa.

'BICYCLE BARCAINS."

50 American Challenge, fine order	$33.00
50 Club, ball bearings, good order	37.00
51 Star, good running order	25.00
52 Expert, soiled, never used	100.00
52 Harvard, ball bearings, good order	33.00
52 Otto-Special, spade handles, new	31.00
52 Expert, with lamp	45.00
52 American Challenge, new	42.00
54 Premier, ball bearings, good order	31.00
54 Victor, good shape	50.00
54 Sunsparlel, new tires, ball bearings	40.00
56 Expert, ball bearings, cow-horn bars	48.00
56 American Champion, fine order, ball bear'gs	45.00
56 Club, ball bearings, spade handles	40.00
58 Rudge Light Roadster, ball bearings	40.00
58 Standard Columbia, ball bearings, good	35.00
60 Expert, ball bearings, fine order	45.00
1889 Rambler, like new	105.00
Columbia Tandem Safety, good	135.00
Crescent Safety, like new	50.00

400 more second-hand wheels.
Guns and typewriters taken in trade.

A. W. GUMP & CO., Dayton, Ohio.
Mention this paper.

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CHICAGO—The Commercial Hotel, N. W. Cor. Lake and Dearborn Sts. Room with board, $1.50 per day; room without board, 75c. per day.

SAND LAKE, N.Y.—League Official Hotel, of easy access from Troy and Albany. A first-class table, prompt attention and all the luxuries in season. JOHN H. WEED, Proprietor.

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In this Department, 15 cents a line. Cash must accompany the order.
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WANTED—39-inch Star or Safety Star, for Smith American Organ. JOHN ROSE, 2345 E. York street, Philadelphia, Pa.

WANTED—CAMERA OUTFIT, in exchange for Z. & S. Star Lamp, Hub Lantern, Cyclometer, and various other Bi. Sundries, all practically new. Address A. B. CO., Box 1015, Peoria, Ill.

COLUMBIA TANDEM BICYCLE—Run one month; King of R. Lantern, Bell, Luggage Carrier and Tools. Price $175.00. J. ROYAL, No. 1722 N. 10th street, Philadelphia, Pa.

BARGAIN—Crescent Safety; never fincrated; balls all around. Price, $75. C. H. THOMPSON, Brattleboro', Vt.

STARS FOR SALE—$25 to $90. Also Racing Star. Will exchange for Columbia L. R. Safeties. WILL. A. PARKER, Rome, N. Y.

WANTED—A good Buffalo Home Trainer; must be cheap. H. P. STONEY, 345 and 347 Broadway, New York.

A 54-INCH EXPERT COLUMBIA, with spoke cyclometer and King of the Road Lamp, for $75. Box 800, Philipsburg, Pa.

SINGER "SPECIAL S S. S." TRICYCLE—Convertible for lady or gentleman. Cost $185; sell for $145; never been used. W. M. PREST, Winchester, Mass.

COLUMBIA TANDEM BICYCLE—In perfect order. Price $160. Address P. J. MITCHELL, 14 N. 5th st., Philadelphia, Pa.

FOR SALE—One good 48-inch American Safety, in A No. 1 condition, having been used but little. Address W. A. GILBERT, JR., Bainbridge, N. Y.

VICTOR SAFETY—1889 pattern, $100; also 54 inch Columbia Lt. Roadster, and ball bearing Springfield, almost new. J. G. FORD, Dryden, N. Y.

TWENTY DOLLARS will buy a nearly new full-nickeled 42-inch Otto boys' bicycle. Address W. H. H., 52 Church street, Norwich, Conn.

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Bicycle Repairing in all its. Branches.

Difficult Repairing a Specialty.

Estimates cheerfully given. Out of town orders promptly attended to. Send your machine to our headquarters and save paying two or three profits All work done on our premises by our regularly employed workmen under our personal supervision.

Satisfaction Guaranteed.

NEW YORK BICYCLE CO.,

No. 4 East 60th St., - N. Y. City.

5th Ave. Entrance to Central Park.



LYNCH BICYCLE LOCK.

Superior to all others. Chain lengthened or shortened at will. Complete Little Yale Lock. Nickeled. Chain 20 inches. Price, **$1.00.** Liberal discount to trade.

Lynch Mfg. Co., Madison, Wis.

REMOVAL.

In order to meet the demands of our trade, we have secured store formerly occupied by the Overman Weeel Co. at

No. 182 Columbus Avenue,

and shall take possession at once.

SIDWELL & SABEN.

For all kinds of
Bicycle Repairing,
Nickel Plating,
Enamelling, etc.,

Send your Wheel to
HARRIS & HABERER,
15 West Chippewa Street, BUFFALO. N. Y

FOUND

What you have been looking for since you have been riding a wheel is what you will say when you get a bottle of Wilson's Wonderful Nickel and Enamel Restorer. It will polish Nickel and Enamel, also prevent Nickel and steel from rusting. There is no grease to rub off, and it will positively keep your wheel from rusting. Sent by mail on recept of 50 cents in stamps Liberal discount to the trade.

JOHN W. WILSON, Cottage City, Mass.

REPAIRS

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MURRAY'S,

243 Columbus Ave., Boston, Mass.

Suitable to All Tastes and Occasions.



Sparkling Golden Russet Cider.

The juice of russet apples treated in accordance with approved methods for Champagne.

Sparkling Crab Apple Cider.

Slightly spiritous and containing an abundance of natural fruit acid.

Sparkling Sweet Cider.

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Extract from BOSTON HERALD, Oct. 13.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 25 OCTOBER, 1889.

THE question of dragging the League into politics seems to be a live one among the bright minds in the L. A. W. of to-day. We would like to see the League in politics in so far as the questions at issue effected the sport of cycling, our rights, and the most important of all, Road Improvements. The mixing of local, State and National politics with the L. A. W. is a movement that cannot and must not be made without due consideration. If it is done it ought to be practically the unanimous wish of the members. Perhaps we have sufficient of the "Mugwumpian" element in us to be able to sink party considerations when League measures demanded it, but there are many good and true staunch party men who could not thus subordinate party during a hot political campaign. No matter how much we might like to see the League a unit politically for the purpose of obtaining that great desideratum, Good Roads, we must move very slow and sure before we pledge League official activity in politics, otherwise we may find ourselves in a maelstrom.

COL. ALBERT A. POPE'S address before the Carriage Builders' National Association, last Thursday, deserves more than a passing allusion. In the first place, it is very significant that that association, representing a hundred millions of invested capital, and so many thousands of men connected with that industry, should have made "The Relation of Road Improvement to the Carriage Industry" a leading topic at its annual meeting. Of course it was an appropriate one, but why didn't it occur before? Give country people more and better roads to earn them on, and city people more and better roads to use them on, and the "Builders" will sell more carriages. So everyone will be benefitted, and the builders are likely to think of it at proper times hereafter, and to put in a little shoulder-to-the wheel where and when it will do good.

Another significant thing is that that association should have invited a representative of the cycle building industry to deliver the address. Of course that is obviously appropriate, too, now that we think of it. The bicycle *is* a carriage, for the Supreme Courts have decided so. Bicycle manufacture and bicycle selling make now a really considerable part of the "Carriage Industry" of this country—so much have the times changed in this last dozen years. It is just that part of the industry that is most sensitive to the condition and extent of the roads. The wheelmen of twelve years ago were many of them young men then, but they are middle-aged men now, and they are in positions that give them influence. The man who has pulled his own carriage a few thousand miles is likely to care something about the roads ever afterwards, however he may use them.

In selecting Col. Pope, the association did him a well-merited honor, as the senior of the bicycle trade; the first one to produce an American machine, a man always ready to aid the cause of cycling by word of mouth, or by the loosening of his purse strings and generous financial support. When money has been needed to the establishing and support of cycling literature, when funds have been necessary to back up the wheelmen's rights in the Legislatures, or for any purpose, or in the courts, the Colonel, when called on, has never failed to respond invariably and most generously. If it be said that this is done for "advertising," or as having an eye for business," why it may be, but it is the kind of "advertising" that aids the cause, and so let's have some more of it.

We have left little space to notice the substance of Col. Pope's address. It is enough to say that it was well suited to the occasion and the audience. It deserves to be read for a fresh way of putting some of the arguments, and the suggestions of a national Commissioner of Highways, etc., open up a good theme for discussion. We join in a vote of thanks to the busy Colonel, and hope he will keep right along on the same line until he enlists an overwhelming force to work for the road improvement cause.

MESSRS. MOTT and Shriver are having a very interesting passage at arms, over the question of the ways and means of road improvements. The last two letters from these two gentlemen (Mr. Shriver's in this issue) lay down very distinctly the views of each. They both agree on the point that Road Improvements should be made a governmental question and duty. They disagree as to the governmental body which should be appealed to. Mr. Mott takes the stand that the national government should take the matter up under the constitutional head of "Internal Improvements." Mr. Shriver, on the other hand, thinks that the method of working through the county, municipal and State governmental bodies is the correct way.

We are not up to State-craft, and so we cannot take sides as to the constitutionality of Mr. Mott's proposition as compared with that of Mr. Shriver's, but as far as we are concerned we would like to see the "national" *idea* a fixed *fact*. There is something grand in the thought of a series of national pikes, similar in excellence to those of France; it is, however, appalling in its stupendousness and we fear we must "creep" through the preliminary ways suggested by Mr. Shriver before we can hope to "walk" in the grander path laid out by Mr. Mott. We have the utmost veneration for the Constitution, and for the doctrine of States' Rights, and we should be sorry to see these two bulwarks of American liberty in any way interfere with the public weal in its advanced needs, because when the public weal and venerated constitutions and doctrines are at variance things become unpleasant, to say the least.

A TELEGRAM from Zanzibar, Africa, dated 15 October, states that Thomas Stevens, the bicyclist who was sent to find Stanley, has returned to the coast entirely unsuccessful. It is now believed that Stanley is seeking ivory, and when he does appear will bring a large quantity of that material with him.



BOSTON NOTES.

"TONEY."

During the last season the question of good roads has received a large amount of attention from both wheelmen and horse owners, and there is no reason, whatever, why it should not receive the attention of the general public. The L. A. W. has, perhaps, done more for the improvement of roads than any other association in the country, and if it keeps on in its good work the bitterest opponents of cycling will have a kind word to say for wheelmen.

I took advantage of the fine weather last Sunday and rode to South Natick. On the outward trip I came across a large delegation of the Roxbury Club, that was escorting Captain Arthur P. Benson, of the Dorchester Club, to Corey Hill. Arriving at the scene of many a well-fought hill-climbing contest, the wheelmen dismounted, and Captain Benson rode out from their midst and began to ascend the steep grade. Slowly and surely he ascended the grade, and swiftly and carefully did he coast down the fearful height, leaving in his wake a perfect stream of dust. Six times in succession he drove his safety up the hill, and as he finished the last trip the cyclers could hardly refrain from cheering the plucky rider. Then W. S. Doane of Dorchester, E. C. Anthony and Paul Hassenford of Taunton, mounted their wheels and rode up the hill. No one else caring to attempt the feat before such a large number of wheelmen the party continued the journey to South Natick. Almost the first person I saw, as I rode up to Bailey's, was Mr. Rothe. He rode a safety, and upon a seat resting upon the handle-bars sat his two-year-old child. Then the Charlestown Rovers came scorching along the road, and as I greeted the three century riders, I saw a silver pin bearing the words "Century Run, Oct. 6," resting upon their manly breasts. This was presented to them by Captain Henry A. Robinson as a souvenir of that memorable trip. The most prominent among the other riders who congregated at South Natick last Sunday were Mr. and Mrs. George M. Hendee, who pushed a tandem safety.

While the above-mentioned wheelmen were gathered at South Natick, Messrs. J. M. Sprague, E. B. Pillsbury, H. C. Batchelder and R. C. Amory, of the Boston Athletic Association, were rolling up the miles between Newburyport and Boston. They finally succeeded in riding 100 miles in ten hours.

During the wintry months, when practical cycling is almost impossible, the union runs will probably be called for the theatres, and if the charming Pauline returns to Boston this season the wheelmen will turn out in large numbers.

Col. A. A. Pope and his constituents hope to have the new Cambridge field ready for all kinds of sports about the first of next season. Some great attraction will be offered on the opening day.

The Cambridgeport Club held the first of its series of private parties in Armory Hall, Cambridge, last Tuesday evening, when a large number of visiting wheelmen danced away the fleeting hours with flying feet.

The members of the Harvard Bicycle Club have voted to challenge the Yale Bicycle Club to a road race on the same condition as last year. They also elected a committee to confer with the Technology Club in relation to another road race, and see if its members would not agree to each club contributing towards a cup. The first hare and hound run of the season was held last Tuesday, when most of the riders of the University turned out.

Now that Captain W. G. Kendall has purchased a pretty little villa at Atlantic he is to take unto himself a wife, and on the thirtieth of the present month will be married to Miss C. A. Mosely, of Atlantic. The wheelmen will all unite in wishing the "genial doctor" a long and prosperous career, and, if I am not mistaken, will be well represented both at the wedding ceremony, and at the reception which will follow soon after. The "Doc" is about as well known as any other wheelman, and during his cycling career has made a host of friends, all of whom will extend to him their heartiest well wishes. Captain Kendall has always taken a foremost part in the great cycling events of New England, and it was he who first proposed and helped carry out the first Corey Hill climbing contest. He will still be seen upon the roads and at the meetings of the Massachusetts Board of Officers.

NEW YORK.

"HAWKSHAW."

I wonder if it is expected of any rider having the smallest appreciation of time and distance, that he should accept as a fact the reported riding of a mile in 2.15? I, for one, won't, until I have some more authentic basis for doing so than an Associated Press dispatch. It is just such ill-advised assertions as these that cause us, in the eyes of the world at large, and the cycling world in particular, to pose as braggarts, and then when we really do perform some creditable feat it is lost through the remembrance of such claims as this one. Will wheelmen ever learn that they are their own worst enemies, and that more than anyone else we have ourselves to blame for the poor opinion so many have of us?

Cycles and cycling still go on educating the world. An example of this is shown in the new fashion, lately introduced in cabs in Europe, of attaching a cyclometer to them, so that the passenger has only to look at the indicator upon entering and departing from the vehicle, to know just how far he has ridden, and consequently just how much he has to pay. It will astonish both cab-men and passengers, to find how very long a single mile is when it is accurately measured, as compared with the cab mile of commerce, where the cabbie does the measuring by guessing, and the passenger does the paying.

Thanks, brother "Spindle." Your aid is both timely and able. The fight against the tight be-clad cycling coryphee grows easier, when your verses are added to the efforts I have feebly put forth against these eye-sores of cycling.

So, not content with letting me bear the burden of my own sins, some Western writer has seen fit to add thereto, by rushing into print over the name of "Hawkshaw," and idiotically belaboring the recent meet of the Michigan Division. My sympathies are with the wheelmen of Michigan. It's bad enough to have to be annoyed by the scribblings of one "Hawkshaw," without having in addition another one who is even more of a nuisance than the genuine one. How true it is that fame has its pains no less than its pleasures!

Since the birth of cycling a broader, better, or more comprehensive plan for the construction of decent highways has not been promulgated than the one mapped out by Chief Consul Mott. Allow me to say, that I know not whether an advocacy of Mr. Mott's plans be "Socialistic" or not, neither do I care, for if to adopt his ideas be to declare myself a "Socialist," then I, for one, am proud of the title. "More power to your elbow," Mr. Mott, and may the pen that has placed before us this grand idea be still further used in advocating its adoption. Believe me your opponents are few, and your supporters are many, and when both right and might are combined in battle the result can be nought but victory.

It is not always as true in life as it is in Heaven, that there is more rejoicing over the return of one repentant sinner than there is over the ninety and nine just individuals who have always remained in the shelter of the fold. Cycling seems to adopt the more earthly view of affairs in which it is interested, and as a result I find that there are many riders who view with some unpleasant feelings the elevation to the high places of amateurship of the former professional, who now that there is no longer any profit or glory to be had out of professionalism have become applicants for a dose of reinstatement whitewash, and a return of their amateur rating. Some way or other the whole affair, as viewed by me, brings to my mind that old couplet of "When the Devil was sick, the Devil a monk would be, but when the Devil was well, the devil a monk was he." Perhaps I am wrong, I usually am in most things, but I think this time I am nearer right than usual.

PORKOPOLIS NOTES.

"STAR."

So Rush declares that the Chicago Cyclones did not ride all the way from Indianapolis to Porkopolis in one day, but took the train from Rushville. He must be mistaken, for who ever heard of a resident of Chicago who was not modest and unpretentious, or a Chicago wheelman who would boast of records he had not accomplished? Fie on you Rush for attempting to cast obloquy on those honorable gentlemen!!! Yes, he must be mistaken! If, as my friend Strauss of the Monumental Club would say, "he had made the proper inquiries" he would no doubt have discovered that seven unprincipled wheelmen jealous of the renown of the illustrious Van Sicklen, Clerical Barrett, the saintly Roe and those four tender Thornes, had disguised themselves and palmed themselves off on him as the celebrities just mentioned. If they had told us that they had ridden all the way from Chicago on that day we would have believed them for their tired looks and guileless faces would have carried conviction to the most skeptical mind.

I understand that the Maryland Division are booming their Chief Consul and hope that the name of the next President of the League will be Mott. Well it Mott and then it Mott-n't, for when it is done it may be Dunn. [This is a *Bon Mott*.—Ed.]

The appropriateness of names, as "Hawkshaw" points out, is sometimes very striking, as for instance: M. A. High, the Chief Consul of the O-High-O Division.

Chief Consul High has appointed Miss Fannie Farrar local consul for Toledo. Now let anybody say that the Ohio Division doesn't recognize the ladies! Miss Farrar will no doubt bring all the lady cyclists in Toledo into the League, see if she doesn't.

Several of the contestants in last year's race were either out of the city or *enjoying* poor health, and one was laid up from the effects of a railroad colision. It is very doubtful, however, if any of them would have made any better time than was made by Benckenstein.

Wayne was by no means in condition, his close attention to business till late every night for the past two months is beginning to tell on him.

BRIDGEPORT, CONN.

"NOSTAW."

Bridgeport has the honor of being the birthplace of Sam Sterling, the old time cyclist, known all over the country as the "Champion Hill Climber," "Lone Wheelman" etc., etc. Mr. Sterling has just returned from one of his characteristic trips to Boston, and as usual has a long string of yarns to spin. He engaged in an animated conversation with the veteran six-days-go-as-you-please pedestrian "Old Sport" Campana on Main street the other day, and the two vets soon attracted a large audience. Each was trying to eclipse the other in narrating his numerous exploits. Which one was the most successful, however, is hard to tell. Sterling will start in a few days on another wheel trip while "Old Sport" will wait patiently for another walking match to come around.

The records made by several members of the Rambling Wheelmen during the past season far exceed those of any previous year. A. B. Smith covered 3786 miles from April 1st to October 1st; Harry Elliott 3298; William Seltsam 2932; F. R. Townsend 2872; F. H. Hurd 2454; C. S. Fox 2267. The number of miles registered by the nineteen record riding members was 29,933 to October 1st. During the month of September Hurd made the remarkable record of 1036.

Twenty-five of the Rambling Wheelmen wheeled to Samp Mortar Rock Sunday and spent the day there. The weather was delightful, and everybody thoroughly enjoyed the day's outing. Several pictures were taken by Frank Smith, the veteran photographer of the club. Three of the Bridgeports and two of the Ramblers took a run to New Haven, returning on their wheels late in the afternoon.

LOS ANGELES.

"VINDEX."

The Los Angeles Wheelmen's newly-elected officers have assumed office and commenced work in good earnest. They inaugurated their new policy by leasing the second floor of a building on Spring street, near Sixth, containing eleven rooms, for one year. The new quarters are in a splendid location, and the rooms are all large and well-lighted, and when furnished throughout will not be surpassed on the coast in point of elegance and comfort.

The club takes possession on the 20th inst., and a formal opening of the new quarters will take place about November 1st. The winter solstice promises to be an exceedingly gay one, and with elegant quarters the club is better able to entertain than ever before. A series of fortnightly entertainments will be inaugurated shortly, which promise to be highly successful affairs.

W. F. Nordholt, a well-known wheelman of this city, has returned from an European trip. While abroad he toured with the American wheeling party.

Charles B. Shannon arrived here Sunday evening, from Europe, where he has been touring with the American wheeling party. He speaks in glowing language of his trip, and says it was the event of his life. He was accorded a royal reception by wheelmen here on his return.

From all accounts received here, that intrepid wheelman from Chicago, Tom Roe, has been having a hard time of it crossing the Mojave Desert. Word was received here that he sprained his foot, and was obliged to use only one foot in pedalling. He was refused food at one place, and was told to drink out of a watering trough, if he wished to quench his thirst. Your correspondent's opinion is that Roe did very little riding across the hot and sandy desert, and was obliged to foot it. He has probably reached the Needles ere this, and from now on he will have better riding, if it is possible. Roe was entertained by the Bakersfield, Cal., Club, and news is received that the wheelmen of New Mexico intend receiving him in a royal manner. Roe was obliged to stop a freight train while on the Mohave Desert, to get water to drink, and the report also says he was in a bad physical condition. It is hoped he got through all right.

PEORIA, ILL.

"SANDY."

Peoria Wheelmen have long since ceased to be surprised at any performance of their fellow wheelman, Bert Myers, but it cannot be denied that many were incredulous when they read in yesterday morning's *Transcript* that he had ridden a mile from a standing start, in 2.13 on a light safety. Investigation satisfied everybody, however, that there was "something in it." Of course it cannot be accepted as a record and no claim is made, but the simple facts are that Myers and a small party were out on our famous Mt. Holly road taking a little spin, when it occurred to the party that the conditions were all favorable for very fast time. The road was perfectly hard and smooth for more than a mile, while a strong wind was blowing directly from behind. A mile had been measured off some time before for training purposes. Two time keepers stationed themselves at the finish and took the time from the drop of a handkerchief, just as Myers started. His wheel was geared to 65, fitted with rat trap pedals and toe clamps, and as his ability to make the pedals fly is pretty well established, it is unnecessary to say that fast time was made. The circumstances and conditions of Myer's mile are almost identical with Whittaker's famous straight-away half mile, made on a 19 pound Rover in 1.09 2-5. One of the two time keepers officiated as timer at the late tournament, hence was experienced and presumably correct. All Myers has to say is that he started his stop watch before he mounted and stopped it after he got off and it registered something under three minutes, and that is all he knows about it, except what the timers tell him. The timers swear to it and no reasonable doubt can be entertained that the mile was not ridden much under the record. [It cannot be possible that the timers "swear" that 2.13 was made as the despatch reported it? Or do the timers vouch for the 2.31 as corrected.—Ed.]

At the regular meeting of the club last night the treasurer's report was listened to with interest. Returns are not all in and a complete report could not be made, but as nearly as could be estimated the late tournament netted the club something over $700. The treasurer was instructed to invest as near that amount as he thought best in a good seven per cent security, same to be held as a nest egg to boom next year's tournament with and a guarantee against loss.

It is amusing to read the lengthy accounts of the tournament in the Chicago and St. Louis papers of the mile race, in which Myers defeated Lumsden, Winship, A. C. Banker, Campbell, Thorne, Tuttle, Van Wagoner and Van Sicklen. They claim Myers won by a "misunderstanding" and that Tuttle, Lumsden and Banker were so busy watching each other that Myers slipped by and won the race before they knew it. The fact is that Myers trailed the field and rode ninth until three eighths of a mile from the finish. Here he commenced a spurt that has rarely been equalled, and at the quarter pole began passing the last men of the field—the entire race to that point having been run in a bunch. Three thousand people in the ampitheatre, recognizing Myers' red and white cap, instantly rose to its feet and began such cheering as is rarely heard. Old men and delicate ladies were surprised to find themselves yelling like Comanches. Myers continued to pass his competitors and at the turn was nearly opposite the leaders. The cheering increased, and as two days' experience had very thoroughly demonstrated that such cheering meant only one thing—a spurt for lead by the Peoria favorite—the contestants had no shadow of an excuse to say Myers caught them unawares. Every man, woman and child in the audience was doing his or her best to notify everybody within two miles that Myers was spurting, and it is hardly to be supposed that his competitors were racing with cotton in their ears. After passing the turn he took the lead, and, riding on the outside, with Lumsden, Winship and the rest spurting their prettiest, he held the lead and finished a winner by two lengths. The cheering was continuous and deafening for the full quarter mile; Myers had to ride on the outside and past the entire field to gain first place. That he caught eight of the most experienced racing men in the United States wholly unawares and passed them all without their knowing anything about it, is, of course, hardly probable.

Myers then rode in the mile safety, open, riding third to W. D. Banker's first and W. C. Thorne's second. Then, without another

ace intervening, and with barely time for a rub down, he went into the ten mile scratch, against Lumsden, who had ridden in but one other race that day, while Myers had ridden in three; Winship had ridden in but two, Tuttle, Banker and Campbell but one race each, and G. A. Thorne, two, while none of them rode in the mile safety, open. In spite of this the fight between Myers and Thorne for second place was so close that ninety-nine out of one hundred of the spectators, including all the occupants of the judges' stands—the judges being at the tape on the track—thought that Myers had won second. Two of the judges, including the Peoria representative decided otherwise, however, and people have not done talking about it yet, and keep stopping members of the club on the street to know if it is really so that Myers was given third, and saying, "Why, I *know* Myers was second; I was sitting just opposite the wire and I saw." Nevertheless, the judges are probably right, for they claim that while Myers' front rim led by a couple of inches, the middle of Thorne's wheel passed the tape first, he riding the fastest at the finish, thus deceiving the spectators.

THE status of the principal contestants at the wind up of the tournament is best shown by the following partial list of prize-winners, taken from the *Referee*: Lumsden, two firsts, one second; Myers, two firsts, two seconds, two thirds; Winship, one first, one second, one third; Tuttle, one first, one third; W. D. Banker, one first. Lumsden was eligible to every race in which Myers entered, and entered every race but one. He did not start in every race he entered, it is true, but it is equally true that he did not win every race he entered any more than Myers did.

THE club gives a lantern parade Thursday evening of this week, followed by a banquet at Frederick's Hotel, open only to members that ride in the parade. A brilliant social season for the coming winter is now being planned, and a lively time is anticipated. The Peoria Bicycle Club has always stood exceedingly well in Peoria, hence the great success of the tournament places the club absolutely beyond competition in a social way, locally.

HARRISBURG, PA.

"CYC."

C. H. CHAYNE was the recipient of a letter from Captain Speirer, of the Century Club, in which he has enlightened us as to those mysterious words, "When you get to Downingtown you are to telephone" (which were written us by Galbraith, of Milton, when a route was asked for). Captain S. says it was he that gave Galbraith the route, and Galbraith in turn repeated the same words to us, and is it any wonder that we were puzzled? However, all is explained, and we most humbly beg both gentlemen's pardon. Captain S. says he would like to meet us half way and urges us to come this year, but we cannot do it, as all know that the condition of the roads at our end necessitates a daylight ride, and in order to make the run we would be compelled to start before daylight, and we are in no condition. We should be very glad, however, to have Captain S. and his men (who think nothing of a "century run") visit us and we will meet them half way, and the bad end of the route will be ridden in daylight. What say you, gentlemen?

THE Wheel Club were handsomely entertained by one of their number on Monday night last, and in a novel manner. Progressive euchre was indulged in for a few hours. The ladies were gentlemen, and distinguished by club colors in shape of a badge. There was great struggling for the prizes intermingled with music by the orchestra. Frank Rohrer captured first, H. W. Stone second, and H. A. Chayne the booby. The booby we will mention only. It consisted of a "Little Wagon, containing the Last Boy in the race, trimmed in Club Colors," and on it was this inscription:

"TO BOOBY."

Accept this Booby Prize, my lad,
And it is hoped you'll not get mad;
This Little Boy thought he could "spurt,"
But down the bank his head he hurt;
And when the boys saw he was lagging,
They brought him home in this Little Red Wag-ging.
Moral—Don't spurt.

Refreshments were afterwards served, and thus a delightful evening spent.

AT present, much is being done to make "headquarters" pleasant for the coming winter season, the members feeling that "with wheeling goes music." When out on a run, the starting of the song inspires men to faster pedalling and greater distance with less fatigue, and when in the club room it is indispensable. Thus thinking, a piano has been ordered to grace the rooms in time for the first monthly reception for the ladies booked for November.

THE past week of good weather has been taken advantage of by all the wheelmen of the city, consisting of day and night runs to Dauphin and Rockville. Chestnut runs were popular, and the run on Tuesday was well attended, but chestnuts scarce.

G. A. HUTMAN showed us how nicely he provides for his little four-year-old daughter, by clamping on to his safety an extra seat for her, a queer addition but a comfortable one, and apparently safe.

CHICAGO

"THE STROLLER."

To say that the letter from Rushville, in last week's WORLD, caused a sensation in cycling circles here is drawing it very mild. The first mail on Monday brought in the WORLD, and an hour afterwards it was all over town. Bill Nye's Forty Liars had been more than put to sleep by seven so-called Chicago braves, and a leading Chicago daily hoaxed to the tune of 1200 or more words, sent C. O. D., describing the marvellous ride. Could it be possible? Was it true? That seven of the fastest riders in the city (all able to ride a mile in 2.50, and some in 2.40, and nearly all of them had made a century run in a day) could be guilty of perpetrating such a fraud on their friends and fellow-wheelmen? Some said no, while others smiled and looked wise. The Illinois men fairly shook their sides with laughter, rubbed their hands with glee, and were almost sorry that the hatchet had been buried quite so soon, as they thought how, but for that, they could have openly exulted at the sad predicament of their former foes. The regular monthly meeting of the Chicagos occurred that evening, and something had to be done by the conspirators. A hasty caucus was held, and a plan mapped out as to the best way out of the dilemma, and it was determined to make a bold stand, treat the affair as a joke, and to express wonderment that it had not leaked out before. And so each one, armed with a card conveying the information that "I am somewhat of a liar myself" (and no one contradicted them), they appeared at the club house to take their medicine, and it was given to them in liberal quantities. Their excuses were: "The day was hot, 119 in the shade; roads dusty, no rain in six weeks; all the way down hill but the hill leaned the wrong way," etc., etc. But think of it, the President, the Captain, the Secretary, First Lieutenant and Librarian! Shades of the departed Munchausen, let the mantle of Charity envelop this last achievement of theirs, if it is possible; but the records of the Old Ananias Club here furnish nothing to equal this.

BERT MYERS, of Peoria, wants it distinctly understood that he was not one of the "famous seven" who rode from Indianapolis to Cincinnati, in a day, recently. Why, Bert?

THE "Looker On," or more recently "Bystander," was a candidate for admission to membership in the Chicagos at the last meeting, his application backed up by such men as President Thorne, and Burley Ayres. But a couple of the Chicago's men saw a chance to even up some old scores, in the shape of former newspaper roasts, and so a still hunt was indulged in, that resulted in more black balls for the candidate than white. The reason given for this was that the candidate was not an amateur, although it was an open fact, known to at least one interested party, that he had been reinstated, and held a letter from Davol to that effect.

I UNDERSTAND that Captain Davis is rather disgruntled at the hatchet performance at Peoria, and insists that the chasm is as deep and as wide as ever between the two clubs, and that that page of history that contains the theatre party episode cannot be blotted out by any such performances as that gone through with at Peoria. I can well understand how Will's feelings must have been shocked when he heard the news. But hot partisan as he is, I still think he will do all in his power to promote a friendly feeling between the two clubs.

A MEMBER of the Illinois Club, and an intimate friend of Tuttle's, has sent in an application for membership to the Chicago, and a dapper member of the latter club is at fever heat over it, as he recalls an incident that took place at the bicycle tournament, at the Exposition Building, last May, between himself and the above-mentioned applicant. In all probability he will fail of election. Then how will Tuttle take this? and will this not be the means of resurrecting the recently buried hatchet? I am anxiously waiting to see how the C. C. C.s will get around the predicament.

I ATTENDED a very enjoyable smoker at the Illinois Club rooms, Saturday evening, and was much amused at the various comments on that 145-mile record fiasco.

THE Illinois Club will give a reception and ball, at Martine's West Side Hall, Thursday, October 24th. Will the Chicagos attend in a body?

THE Chicagos expect to have their house warming in about three weeks, and are making great preparations for the same.

THE Lincolns are almost in the throes of another raffle for a Light Roadster; all for the benefit of the club.



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ONCE MORE!

Van Wagoner and the Eagle to the front.

The great Wilmington 25-mile handicap road race October 19th, won FROM SCRATCH by Wm. Van Wagoner on a 46-lb. EAGLE. Time, 1 hour 37 minutes 52 seconds. Twenty-three starters and twenty finished.

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DENVER.

"OCCASIONAL."

HAVING recovered from my summer "lethargic spell," I will, from now on, endeavor to keep your readers posted as to our doings out here in the wild, windy, woolly and whoop-er-up West. No doubt these notes will be more acceptable to your Eastern customers, during the winter than they would at any other season, for, while our Eastern brethren are lolling around the club rooms, etc., we are enabled, thanks to our "glorious climate," [this man is in the real estate business—ED.] to indulge in club runs, road races and hill climbing contests the same as at any other time.

W. H. HURLBURT of Stamford, Conn., who has been visiting here all summer, and C. A. Rivers, 1st Lieutenant of the Social Wheel Club, left Denver Friday morning, October 4th, on their wheels for a ride to Cincinnati. Both gentlemen are excellent riders and are making good time. At last accounts they had reached St. Louis and were both in fine settle and had all hopes of making their destination inside the time they had figured on, namely, three weeks. To do this they will have to average seventy-two miles a day during the entire trip.

THE match race between Jackson and Block, which was to have taken place October 13th, has been declared off. Two weeks before the day set, Block was taken down with typhoid fever. Although he has recovered sufficienty to be up and about, it will be some time before he can safely go through the training that would be necessary to ride a fifty mile race. No doubt the event will take place early in the spring.

THE "second annual ball" of the Denver Ramblers takes place upon the evening of Nov. 8th at Warren's Hall. The prospects are that it will be a big success, both socially and financially.

THE date of the inaugural hop of the Social Wheel Club is set for Wednesday evening, Oct. 30th. Martine's new hall has been secured for the occasion.

ON the 6th inst. eight members of the Social Wheel Club left Denver at 5.30 in the morning for a century run. The route selected was to Greeley and return, total distance 112 miles. Three succeeded in making the round trip. They were E. S. Hartwell, Herb Shaw and J. L. Sutton. Two others labored back to within 20 miles of home, while the other three trained it all the way from Greeley.

CHIEF CONSUL HARTWELL has done very little, as yet, in regards to League matters. This, in a great respect, is due to the tardiness in handing over to him the papers pertaining to the office. It seems to me the League officials are rather slow in attending to the interests of us poor fellows away out here. Of course we are an insignificant division, but carelessness on their part will never encourage us to attain anything better. When a name is sent in for membership (which has not been very often lately, but will be of more frequency in the future), it is sometimes five weeks before the name is published. I have in mind a party that sent in his application early in July and has not received his League card yet.

[Our correspondent should remember that "Heaven helps those who help themselves." If there has been delay in "handing over papers" it has been in Colorado, not among League officials. The administration of Colorado's last Chief Consul was not altogether creditable, and the new Consul is delayed only in treating with that man. Divisions conduct their own business now and do not lean on the League. Let our correspondent go to work and help Consul Hartwell. Let the wheelmen of Colorado go to work, choose good officials, shape their own destiny. Our correspondent's statements about the delay in publishing names is absurd and cannot be verified.—ED.]

PROVIDENCE NOTES.

"ELNOD."

WE feel pretty well satisfied over the work done by Van Wagoner this season, and each of his achievements establishes the fact in the minds of our local wheelmen, that Van is a goer of the fleetest kind. His victory over Dampman places him away up on the pinnacle of our estimation. On Saturday, Nov. 2, Wm. Van Wagoner will attempt to break Wilhelm's road record, from Paoli to 52d street, Philadelphia, on the Lancaster Pike. He will use the same machine he rode in the Wilmington road race, and will have for pace makers Dampman, Merrihew, Taxis, and possibly T. Hall of Brooklyn. If weather is not good Saturday will ride Monday.

SEVERAL members of the Belmont Club, of Taunton, visited Providence last Sunday and made a short stop at the rooms of the R. I. Wheelmen.

VAN WAGONER arrived here from Wilmington on Monday evening, but nobody but an intimate friend would have recognized him, as his face was swollen very badly and he was suffering intense pain from an ulcerated tooth. He was made as comfortable as possible, however.

THE Entertainment Committee of the R. I. W. propose having a theatre party at the Gaiety Opera House next Tuesday evening, to see Hoyt's "Rag Baby." That will probably bring out a great many of the boys, as that is the only kind of babies that they are interested in.

How about Chas. S. Davol for next President of the League?

NEWS AND COMMENT.

IN the case of the running down of Mr. Bordman by Peter Igo, in Malden, as reported in our issue of the 27th September: At the hearing Igo pleaded guilty to the charge of assault, and the usual fines were imposed, and Mr. Igo left the court room a poorer and a wiser man. The Massachusetts Division took the case in hand, and Mr. J. S. Dean was the counsel.

TOM ROE is reported as being four days behind his scheduled time. He expects to beat Tom Stevens' time, however.

THE Hon. Byron Weston, of Weston, Mass., comes to the front as a liberal patron of the sport of cycling. He is having a three-quarter-mile cycle track, sixteen feet wide, laid down at his personal expense.

THE fate of young Richard A. Webb, of Springfield, Mass., whose disappearance we reported in last week's issue, is still a mystery. The theory of accidental drowning is fast gaining ground. The river has been dragged, and dynamite been used, without avail.

A TAUNTON, Mass., paper intimates that there is a strong chance of Anthony and Dampman meeting, before snow flies, on some neutral ground (in New Jersey, perhaps), and settle the mooted question of superiority. We would like to see a race free from accident between these two men.

THE Harvard Bicycle Club will hold a road race some time in November, and at the last meeting challenged Yale to a road race during November. At the two last meetings of the club about thirty new members were elected, making some eighty or ninety in all. There are six men training on the track on ordinaries, besides Davis and Bailey.

THE cards of the marriage, November 6th, of Mr. P. C. Darrow (of the *Wheelman's Gazette*), to Miss Louise K. Halsey, of Milwaukee, are out. We offer our congratulations to Mr. Darrow.

THE Elwell European tour was so successful that Mr. Elwell has decided to conduct a similar party the coming summer. The route will be slightly altered, and such arrangements made for comfort of the party, as an experience gained on previous tour proved necessary. The programme will be ready in about a month. Party will be limited to thirty. Mr. H. S. Higgins, the treasurer of last season's party, will be associated with Mr. Elwell in the undertaking.

THERE is trouble in the Zigzag Club of Buffalo, strife prevails and bad blood is engendered. The cause of the trouble is told by a local paper as follows: "Certain swell members of the club complained that they did not want to have the 'low bridge gang,' as they termed some of their cycling companions in the organization. They complained that the young fellows whom they wanted to fire out were unruly and boisterous, improper persons, toughs, and were totally unfit for their society. These assertions were too much for the other wearers of knee pants, and they objected violently to being called toughs and sweats, and for days the air in the Zigzag Club cottage at the Circle and Porter avenue was of a very brilliant hue." Dismemberment will be the probable result.

A WRITER from Topeka, Kansas, sends us the following item. "Last Sunday, at 6 A. M., twelve of the Topeka Wheelmen met for a run to Holton, thirty-two miles north, and after a hasty attack on various lunch counters, left the city at 6.30, with a head wind registering twenty knots. Nine of the party finished, arriving from 11 to 12.30, in the following order: Canniff, Townsend, Phelps, Hill, Mulvane, Lyman, Gilmore, Vogel and Morse. The other boys, Taylor and the Lescher brothers, not wishing to keep the pace, dropped back and were overhauled by Remus Atwood, our heaviest rider, and these four rode to Hoyt, sixteen miles, and home, thereby missing the elegant dinner which 'Sam's mother,' Mrs. Lyman, prepared for the boys, and for which she has their eternal thanks. Eastern 'parlor floor' riders please take notice that one of our miles is equal to three of theirs, on account of hills in every direction from town. I was told by a wheelman who had frequented Lancaster Pike and then ridden *our* roads, that he felt insulted."

LATE English advices state that Wm. M. Woodside was the object

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of a mob's wrath because the balloon in which his protege was to make her ascent to the clouds and then to earth via parachute, failed to work. They say W. M. showed good fight for a time but numbers got the best of him and he at once showed wonderful capabilities as a foot sprinter.

THE September number of the the *Cyclist's Companion* contains a most excellent likeness of J. Purvis-Bruce ("Jack"). It also contains a fine photo of Mr. A. G. Mott of Baltimore. The list of L. A. W. Hotels and world's records is kept up to date. This little book should be in the hands of every wheelman. It is published by S. A. Miles, 134 Van Buren street, Chicago.

RUMORS are heard of a challenge issued some time ago by Isaac Hinds to Walter Ash, two Baltimore flyers. Ash says he is ready to race Hinds on twenty-four hours' notice and hopes the latter will accept. Ash and Emerson also issue a challenge to any two riders in the Centaur Club to race from one to fifty miles over the track or drive around Druid Lake on ordinaries over thirty-five pounds, tricycles over thirty-two pounds, tandem over seventy-five pounds or safeties over twenty-two pounds.

IN noting the removal of the Overman Wheel Co last week, the word "Falls" fell out. The correct address of the Overman Wheel Co.'s home office is Chicopee *Falls*, Mass., and not simply "Chicopee," as our types made it last week.

MR. GEORGE A. PERKINS, of Cambridge, who has so ably championed the wheelman's cause in the Legislature, is again a candidate for Representative. We hope that wheelmen, be they Republicans, Democrats or Mugwumpians, will help the good cause along by giving a vote to George.

THE GREAT 71 MILE ROAD RACE.

JUST as we make up our forms we receive the news that C. J. Iven of the West Ends, Rochester, won the road race from Buffalo to Rochester. D. H. Lewis of the Buffalos, 2d; N. Roe, Genesee Club, 3d, G. S. Montgomery, Genesee, 4th, F. Smith, West End, 5th, P. J. Dukelow, Genesee, 6th.

BERKSHIRE AND THE HUDSON.

(Concluded.)

CAPTAIN PATTON, a wheelman of eighteen years' standing, took us on a run to Williamstown and Williams College, and return to the smoke of the Hoosac Tunnel in the evening, and when the curtain disappeared the long line of electric lights on each side, running together to a point at the central shaft, a couple of miles away. The haze denied the view from high Greylock Mountain.

In the morning our conductor and a Mr. Pierce accompanied us to South Winston, and we regretfully parted company, and reached the thriving town of Pittsfield in the early afternoon and experienced the luxury of a refreshing bath after our labors. We hunted up the wheelmen, of course, and a bright Troy "drummer" —a former club member—talked over our route to Hudson.

On entering Pittsfield we had noticed the picnicking Point of Pines at Lake Pontoosuc—a Sunday rendezvous for cyclists—and so we did not return for a run. In Pittsfield itself four principal streets centre in a square at the park, and there are handsome residence streets, often nearly as pretty, as far as six miles south to Lenox. High license figures in this part of the country, running as high as $1900. At Pittsfield our noonday repast was merely farmhouse milk, biscuit, and the icy waters from a neighboring spring in a cave.

From Pittsfield to Hudson we rode, on a quiet Sabbath, through the Shaker villages, over a single mountain, past quiet lakes with the birthplace of Samuel J. Tilden resting in the distance among the hills, and lifting its white church spire heavenwards. Stopping for dinner at Canaan Four Corners, we sped on easily over superb roads forty-five miles to Hudson. Fine houses and fine roads—rolled roads—are the rule which it is fervently hoped other sections may be induced to adopt.

The young ladies of Hudson are numerous and attractive, possibly because it was Sunday evening, and the park on the heights overlooking the Hudson formed a good setting for their beauty. The next morning we left the comfortable Worth House with regret, and after a view of portions of four States from the heights of the reservoir, we worked our passage over the poorly-conditioned post road up hill and down, with barren scenery, to the descriptive Blue Stores. From there to Upper Red Hook the roads and scenery improved, as well as our appreciation for the coming Park Hotel's dinner. Mine host of the Park raises his own chickens, and in this fruit country makes his own plum preserve, so to our sharpened appetites the repast was regal. Then on to Rhinebeck, catching a glimpse at the Rhinebeck House, of its noted girlish-looking fluid-mixer, and later, back from the road we saw the residence of Vice President Morton.

The night brought us to Poughkeepsie, with its princely club quarters and attentive wheelmen, who calling for us promptly after tea entertained us royally. We here met Dr. Mitchell, of Troy, bound up the river on his safety, and Mr. Mitchell, a jolly New Yorker, down the road on his ordinary. The local club here is large, well conducted, in fact we have met no wheelmen who are not agreeable. If there ever should be any "hoodlum" wheeling element, why send it to the rear.

Just out of Poughkeepsie in the morning we were welcomed at pretty Wappingers Falls by Mr. Thos. E. Goring, an enthusiastic wheelman and owner of a fast tandem "bike" and a safety. We soon began to get good views of the Hudson and later the Palisades, as the road swept nearer the shore of the beautiful and historic river. At Garrison's we fulfilled our duty as patriotic citizens by crossing the river and inspecting the cadets' quarters at West Point, the old French, Spanish and Mexican captured cannon, the parade, the library, the portraits and "Old Tecumseh's" stirring letter resigning his position at Louisiana College at the dawn of the Rebellion. From here to Tarrytown the train is preferable, but no one should miss the fine roads and succession of elegant residences that line the thoroughfare beyond to Kings Bridge. We stopped alone in the crisp morning air to admire Jay Gould's Norman home and alongside down the dale with other sightseers, Washington Irving's Sunnyside retreat. The purling brook above still bubbles with glee and at the house beneath the gable the black letter German text points out the abode of the Misses Irving. It is like Mt. Vernon in historical interest, and to have seen it teaches history from its sources.

Central Park ever reveals much that is bright in the Metropolis and closes the gap between wealth and want. Prince and peasant may alike stroll or roll along through its shaded precincts and admire its varied attractions, not the least of which is the Metropolitan Art Museum, with its great art treasures, its perfect "Horse Fair," its Washingtonia, its Catherine Lorillard Wolfe collection of canvas masterpieces, its Russian goldwork and its exquisite jade-stone.

The palatial "ocean greyhound," the City of Paris, the dark climb in Bartholdi's colossal Statue of Liberty and the spider threads of the great Brooklyn Bridge athwart the sky were not neglected in our sightseeing until the harp and the mystic night lulled the brown wanderers to willing slumber on the homeward steamer.

Dear reader! If my tale has persuaded you to take your wheel and go and do likewise, I shall feel that my lines have fulfilled their mission.

WM. M. P. BOWEN.

IS IT RIGHT TO RIDE ON THE SABBATH?

"Let no man, therefore, judge you in food or drink, or in respect of a holy day, or of the new moon, or of the Sabbath, which are a shadow of the things to come; but the body is of Christ."—Colossians II., 16.

Whether or not to ride on Sunday, is a question which almost every rider has to decide early in his experience as a wheelman. If he has been carefully trained in religious matters he is apt to regard it as a violation of the sacred day; on the other hand, he sees his friends riding on that day, and he naturally longs to be with them, and feels that somehow it ought to be right whether it is or not, but he does not wish to violate his conscience, and social usage, and perhaps wound the feelings of his family and friends by openly and publicly breaking a commandment which they religiously observe. What then is his duty? Exactly what is included in the commandment, and what are his rights under the law? Laying aside as trivial, the question as to the observance of the seventh or first day of the week, we will only consider the essential meaning of the commandment, "Remember the Sabbath day to keep it holy; six days shalt thou labor and do all thy work, but the seventh is the Sabbath of the Lord thy God; in it thou shalt not do any work," etc.

The Sabbath of the Bible and the modern Sunday are two widely different things. The essential idea in the commandment is the prohibition of all labor. It says nothing about amusements or recreation. It is not even a religious day; it is a day of rest, a cessation from all toil, a day of refreshment and re-invigoration to prepare the mind and the body for another week of toil, it is the only respite from the Edenic curse of life-long labor. The modern Sunday is not a Christian institution, it is a purely human invention of our Puritan ancestors for which they had no support in the Scriptures. This Puritanical idea consists in passing the day in religious meditation, worship in the sanctuary, abstinence from all secular occupation and conversation and amusement; essentially a religious day. Such was not the Sabbath of Scripture. At no time in the past has the world known any such institution as the modern Sunday, save in New England. A careful analysis of the commandment fails to show any such meaning or spirit. The whole commandment is to keep it "holy," and as is often the case, the Bible is its own best commentary, the lines that follow explain what is meant by keeping it holy, so there may be no mistake about it. It is not doing any labor, nor the servant nor the cattle. It is apparent that Sunday is a violation of the Sabbath, in letter and spirit. The Jewish people have never understood the commandment to prohibit recreation, neither when the commandment was given, nor at the time of Christ, and surely they ought to be the best interpreters of their own law; neither has it been so interpreted by any nation in Europe, or anywhere except in New England.

If then, the command applies wholly to labor, in order that we may keep it, let us consider just what is labor and what is rest. If labor is defined to mean one's ordinary secular occupation or avocation, it will perhaps cover the case for the present purpose. That being the case it is obvious that Sunday riding may or may not be labor according as a man's occupation is sedentary or not. The religionist says "you must remain quietly at home and rest," but I say that is not rest to me for I do that all day long, every day. On the other hand Sunday riding may be just such exercise as I am accustomed to every day, and in that case to me it would be labor.

Illustrations might be multiplied, but the fact remains that every one must decide that question for himself and not for another. "*Let no man therefore judge you in food or drink, or in respect of a holy day, or of the new moon or of the Sabbath.*" If by a Sunday ride I am refreshed, rested and invigorated then I have kept the commandment both in spirit and the letter.

Whatever may have been the religious intent of the commandment in the Mosaic law, Jesus distinctly does away with it. He is asked what are the commandments, and replies, "thou shalt do no murder" "Thou shalt not commit adultery," "Thou shalt not steal," "Thou shalt not bear false witness," "Honor thy father and thy mother," and "Love thy neighbor as thyself." Of the extremely important command about the Sabbath, Jesus says not a word, but more than ignoring the command Jesus breaks it. He plucked ears of corn and ate them, which was a violation of the Sabbath day observance, and when rebuked by the Pharisees he declared that the Sabbath was made for man. We have then explicit authority from the acknowledged head of Christianity for disregarding the Mosaic command about the Sabbath. As Christians we are authorized to use the Sabbath for the benefit of man.

And now for the moral effect of Sunday riding. Does it benefit or injure those who engage in it? It may be claimed that young men are led to violate the Sabbath day, and are thus led to immorality. Whose fault is this, save of those who have made a human ordinance usurp a divine command? To declare that Sunday recreation is a sin, is to ignore the teaching of Jesus. Do not commit the terrible mistake of insisting that what is harmless on Monday is a sin on Sunday. Then if boys indulge in Sunday amusement they will feel that having done one wicked act they may as well do others; in this way Sunday riding or any other recreation encourages immorality, but the plain fact is that unwise people make Sunday recreation a sin, when it is no sin.

The majority of those who ride Sundays are young men who are shut up in offices or stores all the week, and have only Sunday in which to get a breath of God's pure air and sunshine. The hours passed in riding are spent in invigorating exercise, in the open air, where tired bodies and brains are rested. I can see no inconsistency in a young man's attending church in the morning and riding in the afternoon, and have done so myself many times.

If it were possible to stop Sunday riding, what would your moralist give the young men in place of it? They would dawdle about the streets, loaf in saloons and drift into evil habits and associations, about whose evil effects there can be no doubt. For those who have pleasant and attractive homes there are many ways in which Sunday can be pleasantly passed. To such it is easy to declaim against Sunday riding. For clergymen who use all the Sunday in hard and exhaustive work (the commandment to the contrary notwithstanding), it is somewhat natural to wish to change Sunday into Sabbath, but how is it with the young men of whom there are so many? The hours passed in riding are better spent for purposes of rest than any other way that I know of, and until Sunday riding harms the body there is not much danger of it harming the soul.

The Master of Christianity has declared that the Sabbath was made for man's use, and I protest against any attempt to dictate to me how I shall use it, and I am quite sure to call actions sins which are not sins is to inflict an immense damage on the moral character of the community. Denouncing Sunday recreation as a sin against God is to confound things human with things divine, and will do more to promote immorality than all the Sunday recreation in the world.

D. W. BARKER.

Lafayette avenue, Brooklyn, N. Y.

MR. MOTT'S SCHEME.

Editor Bicycling World: Narrowed down as it is by his most recent letter, Mr. Mott's plan to improve roads through Congressional intervention loses some of its objectionable features, only to take on others. He does not now propose that the League should ask for the centralization of road management in the national government, but only that it should urge upon the latter the expenditure of some of the surplus which is burning the national pocket upon the construction of interstate highways. Looked at a second time, does he think this a hopeful field for work? Does he think that the experience of the people, with the precedent so unfortunately chosen for illustration, the annual River and Harbor scandal, with its fellow, the Public Buildings, *alias* "Park," Bill, that corrupts Congress at each session—is encouraging for further experiments in the same line. These two great sewers for public money have at least some excuse for being? A part of the money thrown into them is of public benefit, but who, except wheelmen, wants interstate highways since railroads were invented? We all want good *local* highways, but the day for the construction of such a road as the old National road from Baltimore to Wheeling—the example which has perhaps inspired Mr. Mott—passed away with the stage coach.

Mr. Mott may intend to avoid the incorporation of partisan questions in his campaign upon the Treasury; can he do so? To reiterate what I said last week, the question before the American people is not how to spend the surplus, but how to stop it, and all the efforts on one side this issue are bent toward avoiding anything which, by dissipating these accumulated funds will obscure their origin. I am a free-trader, and oppose not only all taxes upon products of industry, but all attempts at government regulation of industry or artificial creation of work. Mr. Mott, I should judge to be a protectionist, and doubtless believes I am wrong; but can he not see that when he urges the League to take action along a line in direct opposition to my cardinal political faith, he must force myself and others of my way of thinking, to allow ourselves to be misrepresented by the body of which we are members?

That he does not yet see this is clear from many things in his letter, and not least from his failure to grasp my meaning in alluding to the Socialistic character of his proposal to open the Treasury flood-gates for the sake of giving employment. It is not Socialistic necessarily for the government to employ labor, but it is Socialistic to invent employment for the sake of relieving distress. Mr. Mott may think that Socialism is all right, and if he logically holds the protectionist ideas that he has expressed, he must think so to a certain extent, little as he is perhaps aware of it, for the theory of protection is a part of the Socialistic theory. But he should not ask for even the moral support through the League, from those of us who believe that the congested state of industry which we see around us is due to legal restrictions upon trade and improvement, and that it is not to be cured by continuing to do injustice with one hand and doling out charity work with the other.

These very questions of internal improvements, instead of being far from politics or partisan character, as Mr. Mott thinks, have from the beginning been among the questions that our parties have fought over. As a mere matter of expediency, it has always been recognized that we can have with our great expanse of territory no such central regulation of road-making as is possible in such countries as England or France, which are hardly larger than most of our States. But more more than this, the people have always refused to grant Congress power over these things and only grudgingly consented to national control of waterways, which for the most part are essentially interstate affairs, and totally different in this respect from carriage roads, the traffic on which is and must remain purely local.

One digression that Mr. Mott indulges in, I must notice: His criticism of my condemnation of forts and navies. Perhaps he is not aware that the most elaborate fortifications abroad have been pronounced useless against modern artillery, that no less an authority than Gen. Sheridan has declared that the true policy for us in such matters is to dig rifle pits only, and put guns in them, and that no ship has been built in recent years whose armor could not be pierced by a gun finished first. I mention this not so much because it is strictly germane to our topic, as to show Mr. Mott the kind of discussion that he will plunge us into when he sets the League astride in this way of leading political questions.

And now a word more as to the practicability of all this, and to defend myself from the imputation of posing as a mere objector. Since Mr. Mott has himself made the comparison, he will pardon me for saying that there is a wide difference between carrying through an annual League meeting and influencing Congress, even though it be to the congenial business of passing appropriations. Among the sixty million people of the United States, the twelve thousand members of the League are a very small speck on the political horizon, whilst not only is each of the larger divisions in a position to command some attention from its local legislature, but much of the force of the entire League can be concentrated on detached efforts, as in the case of the New York Liberty Bill. Here, then, is a legitimate and, to my mind, a more vulnerable point of attack for us, in directing our energies in one State after another to the obtaining of suitable legislation, for the building and maintenance of roads by the authorities, to which in conformance with existing political institutions this is admitted to belong, rather than in seeking to create new political traditions, with the ultimate purpose of securing a class of roads that in reality are not wanted. Let us follow the line of the least resistance rather than that of the greatest. If it be objected that this perpetuates the emasculation of our national League, in which I myself think we have gone too far, I would answer that our national League officials might be armed with more authority to spur up negligent or dilatory Chief Consuls to their work, and that within our own ranks there can be no objection to conducting our campaign for good roads upon one general plan, attacking each outpost in detail, but backing the attack with an entirely available reserve, and directing it under the authority of our Commander-in-Chief. When we have disciplined our own force to such concerted action it may be time for us to talk of entering the more dazzling field of national legislation for the modelling of American road systems upon the ideal of our microcosm thus attained; but quite possibly we may then find it unnecessary.

E. J. Shriver.

New York, October 19, 1889.

THE LEAGUE CHAMPIONSHIPS.

Editor Bicycling World: There have been several clippings from different papers (notably the *Referee*) sent with the unmistakable intention of courting comment upon the problem of having the L. A. W. championships run so that racers from all parts of the country could compete in them, and so that a holder of a championship could be de facto the champion and not merely a sectional sprinter of local fame.

Why comment is invited is a conundrum, and the only experience the writer has had in racing was at Bull Run, and in the contest for the Citizen's Cup at Baltimore. To be sure, the record made at Bull Run was never known to be beaten—weight for age—and a bicycle or any other mode of more rapid transit was to be devoutly wished for. However, the speed on that occasion, even under adverse circumstances, may have established a reputation for sprinting that has reached the ready ears of the race promotors. To be sure, again, participating in the race for the Citizen's Cup was under the great disadvantage of being about to become a grandpa, but there you are again, "Old Jerry" (as the Maryland Club puts it) got there just the same, and hopes to tell the little grandson all about it in the near future.

With these few preliminaries to illustrate the expertness of the expert opinion, the "solid chunks of wisdom" will follow. In the first place, to solve a problem that has *business* for any of its factors, it must be worked out on business principles.. Amateur cycle racing is a gentlemanly sport, but, unfortunatey there are certain practical questions of finance connected with it that cannot well be overlooked. It is proposed then, to cater to the sport, and yet, at the same time, to carry on the race meets in such a business like manner that loss will not ensue to the promotors, and so that all *worthy* amateurs in all parts of the country can compete together without any great strain on their pockets.

The first proposition is, to have all the L. A. W. championships run off annually at one meet, under the direction of the Racing Board or its duly appointed agent, the Racing Board to derive all the revenue from the races, which revenue shall constitute a fund for promoting racing for these championships. As but one race meet will be held where these championships will be contested, it is patent that competition between cities and towns would ensue as to where they should be held in any one year. This will beget rivalry, and make the privilege of intrinsic value. There are a great many live cities in the country which are constantly on the lookout for such events as these to advertise them to the world and draw a floating population that always leaves money in its track. Thus it pays a city to attract to itself notice and custom, and in that way live business men of a live city are willing to subscribe to a fund to pay the expenses of a race meet of the magnitude of one for all the L. A. W. championships, with the *eclat* of contestants from all over the country. For instance, the Racing Board could make an estimate of the cost of holding such a meet, and write the Chief Consul of Maryland that upon the deposit of such a sum to their credit, the races for 1890 would be held in Baltimore. (And parenthetically let it he said, the Chief Consul of Maryland would snap up the offer so quick that it wouldn't have time to grow cold.) The privilege might even be left open to competition between cities and towns.

This then, and the gate money, provides a fund. The fund would be used for providing a track, when necessary, purchase of medals and other expenses, and * * *. Yes, and * * *. There is just where it comes in, either the shock to oversensitive amateur nerves, or the taint of lucre that may make it abhorrent. But it might as well be written at once, for it is the key of the situation, the only thing that will open these championships to more than a limited competition. The proposition is also to pay the necessary and actual *traveling* expenses of contestants from this fund.

Now, it is a self evident truth that it would be impossible to pay the expenses of all who might want to compete, and so it would be necessary to place certain restrictions on that part of the scheme or every ambitious young scorcher in the country might want to take advantage of such liberality to make an entry of himself anyway and at least visit the meet. To counteract any such tendency and make the events *races* and not processions, it should be stipulated that only the traveling expenses should be paid of those who made a certain time (to be named by the Racing Board) in the race. This would have a tendency to prevent over-ambitious men at great distances from uselessly entering, and would bring the cost of the meet down to practicable figures.

The only other factor noticed is that of racers to attend such meets. The dates for the races should be made so that each racer could make his calculations a long time ahead—say a year. Nearly every one takes a holiday once a year at least, and the racer could, with rare exceptions, so time his holiday that it would dovetail in with the dates set by the Racing Board. It is quite probable, that after one or two meets held in this manner, sufficient funds would be in hand to provide for future ones without the aid of subscriptions, and that expenses would be paid by the gate alone.

Of course the success of such a scheme depends greatly upon the wisdom with which it is handled, but no doubt the experienced Racing Board could so arrange the details that all possibilities would be taken advantage of.

Albert Mott.

VISITORS' RUN OF THE WILMINGTON WHEEL CLUB.

Following the Wilmington Club's road race [reported in our racing columns.—Ed.] came a lantern parade in the evening in which between one and two hundred handsomely decorated wheels were seen to advantage, the route being through the principal streets to the Red Men's Hall where a banquet had been provided for the visitors.

Mr. Kurtz acted as Toast Master and speeches were made by the Mayor of Wilmington and Messrs. Mott, Overman, Laing (President of the Pennsylvania Bicycle Club), Hare (President of the Century Wheelmen), Brown, Dampman, McDaniel, Van Wagoner and others. Dampman in a few words explained the cause of his defeat, saying that Van Wagoner rode too fast, to which the latter happily responded. The affair was a great success, winding up in a blaze of enthusiasm, the band playing "Annie Laurie," and it was a late hour before the last wheelman was safely housed.

SUNDAY MORNING.

Upwards of sixty riders, among whom were twenty-six members of the Wilmington Wheel Club, sixteen of the Pennsylvania Bicycle Club, and representatives from Baltimore, Washington, Chester, West Chester, New Port, South End, Century, and other clubs, rode to Media via Chester, where they enjoyed an excellent dinner as the guests of the Wilmington Wheel Club.

After the meal, McDaniel, in revenge for the knock-out of the previous day's race, inaugurated a hill-climbing contest up the Media hill, a slope which is considerably worse than Conshohocken hill, the terror of Philadelphia riders. In spite of a stiff leg he took first honors in this, getting up once on his light roadster and again on a safety. Among the others who climbed it were Van Wagoner on a safety, Dampman, Elliott, A. Jefferis and T. E. Jefferis and Schrader, of the Pennsylvania Club. Hoopes, of West Chester, got half way up on a safety and then dismounted, finishing the climb after a rest.

The party then separated, after a short rest, the Wilmingtonians riding back to Wilmington, with some of the strangers, while the Pennsylvania Club rode home to Philadelphia via the pike, under command of Lieutenant Lehman, Captain Leisen's safety having broken its rim in two places, compelling him to train home for the first time on record.

The Wilmington Wheel Club will be the guests of the Pennsylvania Bicycle Club on Sunday, November 3d, on which occasion a joint run will be made to Willow Grove via the East Park and Germantown. It is probable that an attempt on the Lancaster pike record will be made on Saturday, November 2d, by Van Wagoner, Dampman and some of the Kings County men, and if so an effort will be made to have them stay over as "Pennsy's" guests.

"Ariel."

RACES AND RECORDS ON ROAD AND TRACK

AT HARTFORD, CONN., October 19.—The first annual bicycle meet of the Capitol City Ramblers, a new club composed of young men and boys, occurred at Charter Oak Park, to-day. There were ten races, and the entries were mostly boys between the ages of 14 and 18 years. There were quite a number of persons present, including many ladies. The weather for racing was good.

Quarter-mile—E. Faxon, 1; H. C. McIntosh, 2. Time, 48s.

One-mile—F. H. Annis, 1; E. Faxon, 2. Time, 3.40.

One-mile handicap safety—L. Warren, 25 yards, 1; H. C. McIntosh, 100 yards, 2. Time, 3.22 1-2.

One-mile club championship—E. Faxon, 1; W. G. Gerry, 2. Time, 3.31.

One-mile safety—L. Warren, 1; H. C. McIntosh, 2. Time, 3.36 1-2.

Two-mile—F. H. Annis, 1; G. W. Gerry, 2. Time, 9.10.

Two-mile safety—L. Warren, 1; C. H. Hunter, 2. No time.

One-mile safety—L. Warren, 1; H. C. McIntosh, 2. Time, 3.55.

One-mile handicap—G. W. Gerry, 175 yards, 1; A. C. Marvel, 175 yards, 2. Time, 3.27.

AT AURORA, ILL.—A good day and an excellent track were the conditions under which the tournament at Aurora, Ill., was run October 15th. Lumsden and Tuttle of Chicago were there—Lumsden refereed and Tuttle raced. The results were:

One mile novice—G. S. Webb (1), D. L. Lovejoy (2), W. Thorne (3). Time, 3.12 1-2.

Half-mile safety—W. J. Watson (1), Austin Webb (2), G. S. Webb (3). Time, 1.19 2-5.

Two mile Kane County championship—John Taylor (1), W. J. Watson (2). Time, 6.04 1-5.

One mile handicap—F. H. Tuttle the only scratch man (1), John Taylor (handicap not given) (2). Time, 2.43 2-5.

One mile A. A. C. championship—John Taylor (1), A. Webb (2). Time, 2.58.

Half-mile ride and run—W. Watson (1), Geo. K. Barrett (2). Time, 2.19 2-5.

Team race—Four crank riders vs. four Star riders. The Star men won by 88 points to 56 points for the cranks. John Taylor rode a crank and finished first, but the ordinary men got badly left. A. Taylor fainted just as he finished and fell headlong into the fence.

AT EAST HAMILTON, CAN.—The races held at East Hamilton last week were poorly attended, owing to the bitter cold weather that prevailed. The management expected to have 3500 spectators, while there were less than 500. Rather discouraging, but weather at this season of the year cannot be counted on as being warm. Results:

Two-mile novice—A. D. Brown, 1; S. T. White, 2. No time.

One-mile—Bert Brown, 1; C. J. Iven, 2. Time, 3.08 4-5.

Two-mile lap race—C. J. Iven, 1; Bert Brown, 2; W. F. Gassler, 3. Time, 7.46. [Unless we are advised incorrectly safeties and ordinaries started in this race. If so, Messrs. Iven and Gassler lay themselves open to suspension.—Ed.]

One-mile (roadster machines)—R. G. Dow, 1; Sam T. White, 2. Time, 3.22.

One-mile race safety—C. J. Iven, 1; W. F. Gassler, 2. Time, 3.22 1-5.

Half-mile—Bert Brown, 1; George Holtby, 2. Time, 1.30 2-5.

One-mile, 3.20 class—D. Nasmith, 1; G. Holtby, 2. Time, 3.12 2-5.

Five-mile—Bert Brown, 1; C. J. Iven, 2; D. Nasmith, 3. Time, 17.45 2-5.

Half-mile, without hands—Sam T. White, 1; Geo. Holtby, 2; A. D. Lamont, 3. Time, 1.42 1-5.

Half-mile, obstruction race—A. J. Welch, 1; G. Holtby, 2. No time.

AT CINCINNATI.—The second race for the championship of the Cincinnati Bicycle Club was run over the same course—from Carthage to Hamilton—on October 20. As was predicted, Wayne's record of 1h. 3m. 28s. was broken, L. F. Benckenstein making the distance in 1h. 1m. 7s.; R. B. Baldwin, second, in 1h. 5m. 23s.; Tom Wayne, third, in 1h. 6m. 26s.; Otto Barth, fourth, in 1h. 8m. 56s.

The weather was very favorable, but the roads were not in as good condition as they were during the previous race. The first five miles is very rough, rutty and sandy, and includes a hill one mile long. The four miles nearest the finish is the only part of the road on which any speed can be made. Benckenstein is the second man to wear the medal. Wonder who will be the next?

AT SPRINGFIELD, ILL.—The annual 10-mile handicap road race of the Capital City Cycling Club came off Thursday, Oct. 17. Prizes were offered for the first safety and first ordinary in, also a handsome time medal. The roads were rough and dusty. The entries were as follows, in order of finish:

H. A. Johnson, (ordinary), scratch, (1), time, 45.52; Temple D. Smith, (safety), 5 min., (2), 51.42; Robert C. Matlock, (safety), scratch, (3). 47.37; Fred. L. Grant, (safety), 7min., (4), 57m.; Fred. Pearse, (ordinary), 2min., (5), 52.30; Chas. H. Robinson, (ordinary), scratch, (6), 52.10; John Amos, (ordinary), 3 min., (7), 56m. A large crowd witnessed the start and finish.

AT NORFOLK, VA.—The Virginia Division L. A. W. races, which were postponed twice on account of rain, were run off Wednesday, Oct. 16th. Heavy rains the three previous days made the track soft; this, together with a heavy wind blowing down back stretch made fast time impossible. The races, nevertheless, were close and exciting, and were witnessed by a large crowd, many ladies being present, notwithstanding the disagreeble weather.

One-mile novice—J. H. Henry, 1; W. S. O'Neill, 2. Time, 3.53.

One-mile novice, safety—W. S. Besselievre, 1; J. H. Henry, 2. Time, 3.40.

One-mile State championship—A. A. O'Neill, 1; J. H. Downing, 2. Time, 3.20.

One-mile open—W. T. Robertson, 1; C. W. O'Neill, 2. Time, 3.34.

One-mile safety, State championship—A. A. O'Neill, 1; J. H. Morris, 2. Time, 3.45.

Half-mile dash—L. Mayo, 1; J. H. Downing, 2. Tim , 1.37.

Half-mile, boys—C. Rhea, 1; A. Ethridge, 2. Time, 2.02.

Three-mile State championship—A. A. O'Neill, 1; J. H. Downing, 2. Time, 10 37.

One-mile safety, open—A. A. O'Neill, 1; W. T. Robertson, 2. Time, 3.40.

One-mile Norfolk Cycle Club championship—W. S. O'Neill, 1; C. W. O'Neill, 2. This was the prettiest race of the day. On the last lap the two O'Neills were neck and neck, and crossed the tape a dead heat. It was afterward run off and finished in the order named. Time of dead heat, 3 48.

Two-mile open—A. A. O'Neill, 1; W. T. Robertson, 2. Time, 7.24.

AT WILMINGTON, DEL., Oct. 19.—Road—A splendid field of entries came to the starting line for the 25-mile handicap road race held at Wilmington, Del., last Saturday. There were fully 3000 spectators present along the route and the greatest enthusiasm prevailed. The course was from the bridge over the Christiana to Hare's Corner and return, round distance 12 1-2 miles, repeated. The road was in excellent condition. The Wilmington men had the most abiding faith in the speed of their local man Dampman to carry away the 1st prize and his defeat by Van Wagoner was a bitter disappointment to Dampman's friends. W. Van Wagoner finished first from scratch. Time, 1.37.52.

F. M. Dampman, Wilmington Wheel Club, and S. J. Hall Jr., Kings County Wheelmen, Brooklyn, rode hard for second place. Dampman got there in 1.38.15. Hall's time was 1.38.17. There were twenty-six entries and twenty-three starters, nineteen finished.

The three first were scratch men; fourth to finish was F. B. Elliott, Wilmington Wheel Club handicap, 6 1-2, actual time, 1.39; fifth, G. M Gregg, W. W. C., handicap, 5 1-2, actual time, 1.39 20; sixth, John Bensinger, Kings County Wheelmen; scratch time, 1.39.50. Z. H. Lofland, Wilmington, handicap 9, time, 1.40.12; S. W. Merrihew, Wilmington, scratch, 1.40.13; W. Sheward, Wilmington, handicap, 5 1-2, time, 1.41.25; J. H. Draper, Wilmington, handicap, 4 1-4, time, 1.42.03; T. E. Jefferis, Wilmington, handicap, 7 1-2; time, 1.44.50. W. C. Seeds, Wilmington, handicap, 2 1-2; time, 1.45 04. C. A. Elliott, Wilmington, scratch; time, 1.49.13. G. C. Wedekind, Century Wheelmen, Baltimore; time, 1.49.15. J. B. Pearson, Vineland, N. J.; time, 1.50.20. W. H. Ash, Baltimore; time, 1.54 03. F. B. Eisenbrandt, Baltimore; time, 1.54.30. I. S. Bowdish, Brooklyn; time, 1.57.08. C. A. Dimon, Philadelphia; time, 2 01.38. B. F. McDaniel, Wilmington, did not finish owing to a fall; A. A. Zimmerman broke his machine; W. W. Taxis, Philadelphia, did not start.

COREY HILL CLIMBED SIX TIMES IN SUCCESSION ON A SAFETY.

On October 20 A. P. Benson, the well known safety rider of the Dorchester Club, mounted on his safety, climbed Corey Hill six times, without a dismount, in 42 minutes. Mr. Benson did not go up for speed, but just to see how many times he could get up. He was paced the fifth and sixth time by E. C. Anthony, of Taunton, and W. S. Doane, of Dorchester. Both rode up with him to keep him company. The wind was decidedly unfavorable for such a feat, but Benson was feeling good at the finish. He was timed by Mr. Paul Hassenforder, of Taunton, and Mr. Hugh Owens, of

Quincy, and several noted wheelmen witnessed his climb, among whom were Dr. Emery and a large number of wheelmen from the Roxbury Club. This will stand as record for the best performance on that hill for the crank ordinary or the crank safety.

The machine ridden was a "stock" Singer Safety Roadster, geared to 57 inches, with cranks 6 1-2 inches throw.

THE LOZIER & YOST BI. MFG. CO.



ABOVE we present a cut of the manufactory of the Lozier & Yost Bicycle Mfg. Co., of Toledo, Ohio, a description of which has already appeared in these pages. The main building is 200 feet by 40 feet, three stories high, and in the rear there is an L 100 feet by 40 feet, two stories high. The building was built in 1884, and is filled with the most approved modern machinery. In fact about the only important addition necessary has been the trip hammers for forging. Mr. H. A. Lozier is President, and not so well known in cycling circles as J. L. Yost, Treasurer and General Manager; F. S. Hodgman, Assistant Manager, and C. J. Moore, Superintendent, the last three being well and favorably known to the trade and to cyclers generally. In regard to the wheels they propose to put on the market we quote from the advance sheets of a circular this company is about to issue. They say:

"We are now offering a line of wheels which we feel satisfied will verify our statement respecting their construction and general utility. It has been our endeavor in their construction to bear in mind the wants of riders, as we have come in contact with them in the past, and what knowledge we have obtained by experience in manufacturing as well as riding, including such essentials as distribution of materials, placing them where most needed, avoiding weight where it will not be of any service, thus securing light and staunch wheels.

Our new idea in the construction of bearing has (from tests made) shown itself to be equal to anything ever offered in this line, and without egotism we can say we do not believe for perfect adjustment it has an equal; we submit them to your judgment, and feel that we shall secure our portion of your trade.

Our Little Giant 24-inch bicycle for boys we feel will fill a long-felt want, giving them an adjustable wheel in every bearing point, including the latest improvements modified, and applied to this size of a wheel, thus giving the boys the benefit of such construction which has been overlooked in the past.

In addition to the boys' wheel, described above, we shall build for ladies, youths and men the following wheels:

Giant No. 1, with 26-inch front wheel and 28-inch rear wheel, fitted wtth our standard adjustable cone bearings.

Giant No. 2, the same as No. 1, fitted with ball bearings.

Giant No. 3, with 30-inch wheels, fitted with our standard adjustable cone bearings.

Giant No. 4, the same as No. 3, fitted with ball bearings. Nos. 1 and 2 are designed for ladies and youths. Nos. 3 and 4 for men.

A full description of all our wheels will be given in our illustrated catalogue, which will be ready for mailing about January 1st, 1890.

By the use of our standard adjustable cone bearing (which is what we term our new bearing) we lessen the cost of our wheels and believe their utility will not in any wise be effected, and thus be a saving to our patrons. Yet we desire to have it understood that we do not attempt to convince the public against their own wishes, but we believe we can make this saving in cost with equally as good wearing and riding results."

It would be well for our readers to book their orders for catalogues which are promised in January next. "First come," you know, "first served."

CATARRH, HAY FEVER, CATARRHAL DEAFNESS.

A NEW HOME TREATMENT.

SUFFERERS are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result is that a simple remedy has been formulated whereby these distressing diseases are rapidly and permanently cured in from one to three simple applications made at home by the patient once in two weeks. A pamphlet explaining this new treatment is sent free, on application, by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Standard.*

IT is a satisfactory sign of the times, so far as the readers of the WORLD are concerned, not only to note the formation of new corporations, whose object is cycle building, but also extension, enlargement or expansion of existing concerns, whose product has met with a ready sale, and whose past success demands increased plant. In connection with this we are pleased to hear from our old friend Kennedy-Child, that the Warwick Cycle Mfg. Co. has been reorganized with a fully paid up capital of one hundred thousand dollars. The new board comprises the names of some of Springfield's commercial and financial magnates, and a largely increased plant will be immediately set at work. Geo. T. Warwick is President, G. D. Chamberlain, Treasurer, and Kennedy-Child, General Agent.

THE Strong & Green Cycle Co. occupy a fine store on Arch street, Philadelphia, and, of course, we could not stay over in that city without saying "howdy" to that comparatively new firm. We were sorry to find that Mr. Strong had, on account of health, been compelled to go West. We, however, saw Mr. Green and John A. Wells. Both gentlemen report the most satisfactory results in the year's business with the Quadrant machines. The day we were there the firm were in the throes of moving stock into and opening up a riding school somewhere near the Park. Mr. S. G. Whittaker is expected back from England very shortly, and on his return we have been promised *data* on which to make an announcement for the coming season. In the meantime, appreciating the fact that time was money with this live firm, just at that moment we bid them adieu, with a promise to "call again."

WE thought it must be "in the air," for when we called on Kirk Brown we found him moving in. However, we got in a word edgewise and were shown a tricycle and safety chain that will be heard from if we are judges. It is a self-lubricator and is easily taken apart by any one. It is a little too complex to describe without cuts, but on first sight we think it is the best thing in chains that we ever saw. We hope to get cuts of the chain soon and then we will enter into details.

WE doubt if there is a spot in Philadelphia wherein a greater proportion of business can be found to the square inch than in the store and workshops of the Hart Cycle Co. Mr. Hart is a hustler in the full sense of the term. We could only stay in the Hart Co's place a few moments, but during that time we were shown lots. Every available foot of space is utilized in the storing of cycles of all kinds, while up stairs in the repair room we saw more invalid cycles awaiting repair than it was ever our lot to gaze on at one time. Skilled workmen are driven every moment of the working day to get through with the repairing. Judging from appearance the Hart Co. must do the repairing for the whole State of Pennsylvania. Yes, Mr. Hart is a busy man, and the business place of the Hart Co. is a lively and inspiring place to visit, if they need bustle to stir them up. We congratulate the Hart Co. on the evidences of prosperity.

ONE of the busiest places in Washington is Bert Owen's (Capital Cycle Co.) store and riding school. In presenting three different weights in Psycho wheels for ladies' use, certainly Mr. Owen must be said to cater the most perfectly to the fair riders' wants of any dealer in the country. The reception given the Psycho in Washington, and in fact all over the country, is proof that when a man is enterprising in furnishing the public with just what it wants he is bound to be successful. Mr. Owen has been successful, and justly so. The light weight lady can buy one of his 39-pound machines, while if the rider has much avordupois then she can take her pick out of three other weights, ranging from 44 pounds to 50. That Mr. Owen is doing a land office business also in the riding school line, a visit to his place will soon make evident. Mr. Owen has plans for the next season, which we will make plain to our readers at an early date.

TOM ROE, in his great attempt to make a record ride from San Francisco to Chicago, is riding a Gormully & Jeffery Light Champion. The financial portion of the trip is borne by the Chicago *Herald*, while the Santa Fe system took him to San Francisco free

of charge, and has instructed their agents to look out for him and help him legitimately every way they can. We shall keep our readers posted as to Roe's progress.

STUDENTS, Teachers (male or female), Clergymen, and others in need of change of employment, should not fail to write to B. F. Johnson & Co., 1009 Main street, Richmond, Va. Their great success shows that they have got the true ideas about making money. They can show you how to employ odd hours profitably.

THE Columbia Agency at Washington was, on the occasion of our late visit to that city, the very centre of cycledom. Chief Consul Atwater (also manager of the Columbia Agency there) was a pretty busy man. He was Commander-in-Chief of the brave lantern paraders, and for a day or two before the great event, "candles, lanterns and wires" seemed to be the staple of conversation. We had scarcely time to talk business with Mr. Atwater, but we knew that where the "Pope products" were sold, there business must be good. Mr. Atwater does a big business in letting wheels, and the sight of brilliantly uniformed band men and K. T.s on cycles of all kinds was one that was common one front of the Columbia Agency. Just outside the door of Mr. Atwater's store we ran against Mr. J. R. Dunn, and spent a half hour in pleasant confab with that gentleman.

WHILE in Philadelphia last week we called on the Philadelphia Bicycle Co. but found all the principals out. As our time was limited we could not call again.

WHEN in Baltimore we called on the Clark Cycle Company of that city and we found Mr. S. T. Clark and E. F. LeCato more than pleased with the sum total of the business they had done for the New Rapid people during the past year. Arrangements and plans for a still farther increase during the season of 1890 are already being made, and that their most sanguine expectations will be realized, goes without saying, if live business management and a "good thing in wheels" goes for anything.

THE sterling qualities of the Victor wheels and the appreciation of them by the riding public was proven to us in a most forcible way by a late visit to their agency in Washington, D. C. The Overman Co. opened a store there this spring and put Mr. C. R. Overman in charge thereof. The story is easily told. Up to within a few weeks the demand for Victors in that city exceeded the supply—that is a comfortable statement and comprehensive withal. Notwithstanding the great demand on the factory, the company have at last caught up with the demand and all orders can be promptly filled. Mr. C. R. Overman is delighted with the showing of the six months' business at the Capital, and the prospects for the future are of the most flattering.

A. G. SPALDING & BROS. are to open a new branch at the store recently occupied by A. J. Reach & Co. No. 1022 Market street, Philadelphia. Mr. H. Crowther, formerly with the Philadelpia Bicycle Co., will take charge of the bicycle department and also of the office accounts.

SIDWELL & SABEN have moved up to the store No. 182 Columbus avenue, lately occupied by the Overman Wheel Co. This moving into larger and more convenient quarters is a gratifying evidence that business is rushing with the new and enterprising firm. Those contemplating a change of wheel or who want to buy a new or second hand wheel or sell their old wheel will do well to give Sidwell & Saben a call at 182 Columbus avenue.

THE second edition of Sterling Elliott's catalogue is now out, and while it retains all the excellent features of edition No. 1, it also has much that is new and original. There is no fear but that the fortunate man who gets one of these unique catalogues will read every page from cover to cover. Mr. Elliott has written and had

Second-Hand Wheels and Typewriters

of all kinds bought, sold and taken in exchange on any new wheel in the market—Safeties included. We constantly carry 300 to 400 wheels, including many rare bargains in **Second-Hand and Shop Worn Cycles**. Send for latest List and Catalogue describing every American make and many novelties in Sundries. Liberal discounts to agents.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.



'CYCLES ON EASY PAYMENTS,

With no extra charge except 8 per cent. interest—Victors, Springfield Roadsters, Columbias, Champions, Rivals, Stars, Ramblers, Warwicks, Ottos, and ALL other makes. Prices on all wheels guaranteed as low as the Lowest. Low rates by fast freight and express—13 railroads. Best makes boys' wheels cheap. Send for 40p. illus. Cata. with full particulars. Repairing and Nickeling.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.
Successors to GEO. W. ROUSE & SON.

"Behold the *Perfect Man* and *Mark* the *Upright*," (which is the *Correct thing.*) Is he a knock-kneed individual? You bet he isn't!!! Not much!!! Because he rides a White Flyer Safety, which is a foe to the tendency, and will effect a *radical cure* if its use is persevered in. We need not tell you to order a W. F. right away. A word to the wise is sufficient. We will, however, call your attention to our *unrivalled Three-Knot Skookum Oil.* The name is not familiar to you? Of course it isn't!!! When we offer a thing for sale, it is something *new,* and has an air of *novelty* and a name that has some *character* to it. *Skookum Oil* is the oil of the *Skookum,* an animal who stays out late nights and gets home early in the A. M. He is said to be blind, like a mole, and has the same kind of a boring tool on the end of his nose; its hair and fur *very long,* points towards its head, said to be caused by running backwarks, the favorite style of locomotion of the animal. He has an exceedingly long tail and seems fond of practical jokes, as when the new moon appears he at once ties a knot in his tail; just when he ties the second knot, the best authorities (Injuns) differ, but all agree that at the full of the moon he has *three knots in his tail.* This is the sign he hangs out, that he is ready to yield up his oil. As he is always in best condition at this time, the oil, if *Three knot,* keeps for an *indefinite period* in *perfect condition.* We shall soon offer a lot of *Three-Knot Skookum Oil.* Write for a picture of the Skookum, taken by our artist on the spot. Shows the Skookum as he always looks when seen by a white man. Address

WHITE CYCLE CO., - WESTBORO', MASS., U. S. A.

illustrations made for it that are bound to attract. The title of the little book is significant and is, "True Inwardness—By an Honest Man." The introduction or preface of the second edition is characteristic and is as follows: "The only excuse we can offer for this second edition is, that of the first there was not enough to go round. It might not be amiss for us to here give outward expression to a feeling of gratitude toward the press and others who have spoken kindly of our former issue of this catalogue. Our feelings have been slightly hurt, however, by a few intimations that our object in issuing this 'work' was to advertise our business. Of course if incidentally it should do so, we should not be blamed. Our real object in putting out the original edition, and also again issuing it in this enlarged form, was for the purpose of reducing our surplus."

A. P. BENSON on a Singer safety geared to 57 inches rode up and down Corey Hill six times without a dismount. The time made was forty-two minutes. This will stand as record for the crank wheel.

THE Eagle flew to victory again with Van Wagoner as the guiding hand and stalwart driving power. This time it was at Wilmington, Del., and the victory was over some of the best road riders in the country.

A FINE opportunity to exchange your old machine for a new safety is afforded by L. H. Johnson, in our advertising columns this week. While it is now pretty generally conceded that a light, rigid safety is superior to the ordinary for all riding, its advantages in the mud, frozen ruts and icy pavements of winter render it practically the only type of cycle for this kind of work.

MR. GEO. W. STEVENS, of the Coventry Machinists' Co., sails from New York on the steamer Umbria, to-morrow, 26th. He expects to be absent about six weeks. He goes home to arrange for the next season's campaign in the United States of the Coventry Machinists' Co. All Mr. Stevens' friends will wish him a pleasant trip.

HAVE you got them? If not, you ought to send and get them at once—the two new parlor games, full of fun for the family circle. One is called "The game of Politics, or Race for the Presidency;" the other is known as "Bankers and Merchants, or Breaking the Bank." They are the popular hits of the season in the line of indoor games. All the toy stores have them. The W. S. Reed Toy Company, Leominster, Mass., send "Politics" to any address, prepaid, on receipt of $1.25, and "Bankers and Merchants" for 60 cents, or both games, prepaid, on receipt of $1.75.

THE KODAK CAMERA---FOR WHEELMEN.



Price, $25.00.

THE operation of securing views with this camera consists simply of leveing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a **knowledge of photography** is **unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The **"Kodak"** is an article which **every wheelman should possess,** and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

☞ Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.
ROCHESTER, N. Y.



Every Club House should have an Automatic Box.
Address ADAMS & SONS, 150 Sand Street,
BROOKLYN, N. Y.

Something New for Wheelmen!



WILGUS'

Combined Wrench with Oil Can, Spoke Tightener & Screw Driver.

Will exchange for Billings & Spencer Four-inch Wrench, in good condition, as we are using the Jaws of their Wrench. Send old Wrench, with $1.25, and we will return our Combination Wrench, Full Nickel Plated. Will send Wrench, Postpaid, for **$1.90.** Address

Philadelphia Bicycle Co., Agents,
831 Arch St., - - Philadelphia, Pa.



HARRISON'S CONTINUOUS ALARM.

This Bell, as now constructed, is certainly the Best Bell in the market. It is neat in appearance and effective to a degree that will be appreciated by those who use it. Price by mail, $2.00. Single Alarms, $1.50.

WHITTEN, GODDING & CO., Providence, R. I.

PATENT WRENCH AND SCREW DRIVER COMBINED.



Turns Nuts, Gas Burners or Pipe without adjustment. Made of Best Polished Steel. Sent by mail for 25 cts. CHARLES U. ELY, P. O. Box 1945, New York City.

STRICKLAND & PIERCE,
RANDOLPH, MASS.
No. 1 Shoe Bears Our Label.
Sent direct from factory postpaid.

No. 1, Hand-sewed and Hand-stitched,	$5.00
No. 2, " " "	3.50
No. 1, Ladies' Tricycle Shoe, - -	4.50
Ideal Racing Shoe, - - - - - -	5.00
Sprint Running Shoe, - - - - -	5.00
Gymnasium Shoes, - -	$1.50, 2.50, 3.00

☞Ask your dealer for them.

HOSPITAL REMEDIES

THE Favorite Prescriptions of the Brightest Medical Minds in the world, as used by them in the Hospitals of London, Paris, Berlin and Vienna.

ONE MEDICINE FOR ONE DISEASE.

No. 1—Cures Catarrh, Hay Fever, Rose Cold, Catarrhal Deafness.
No. 2—Coughs, Colds, Bronchitis, Asthma, Consumption. A Peerless Remedy.
No. 3—Rheumatism, Gout.
No. 4—Liver & Kidneys, Dyspepsia, Indigestion, Constipation, Brights Disease.
No. 5—Fever and Ague, Dumb Ague, Malaria, Neuralgia.
No. 6—Female Weakness, Irregularities, Whites. A Golden Remedy.
No. 7—A Perfect Tonic, which gives Health, Form and Fullness, Clear Complexion, Good Blood and lots of it.
No. 8—Nervous Debility, Loss of Power Impotence, an incomparable remedy.

RELIABLE AGENTS WANTED.

Every bottle guaranteed to cure its special disease if CURABLE and to give permanent relief ALWAYS. Descriptive Circulars sent free on application. HOSPITAL REMEDY COMPANY, Toronto, Canada.

The Billings & Spencer Co., Hartford, Conn., U. S. A.

Manufacturers of the Wheelman's Favorite, Billing's Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.

BEfore you put your machine away for the winter, go over its ragged tires with **MAGIC CEMENT.** It will heal all cuts and holes, and make the tires as good as new. We mail it for 25c.
MACIC CEMENT COMPANY,
NEWTON, MASS.

The Courier Safety Bicycle

Full Ball Bearing all around, $90. Will close out for the balance of the season at $75 net cash. The greatest bargain ever offered.

BALTIMORE BICYCLE CO.,
No. 116 N. Howard St., BALTIMORE, MD.

Ask your local Dealer (given gratis) for

HINTS on the CARE of CYCLE-CHAINS



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - - Room 27
ABBOT BASSETT, Secretary.

OFFICERS FOR 1889—90.

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CHAS. H. LUSCOMB,
280 Broadway, New York
FIRST VICE PRESIDENT,
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Massillon, Ohio
SECOND VICE PRESIDENT,
SANFORD LAWTON,
Springfield, Mass.
TREASURER,
W. M. BREWSTER.
300 Olive Street, St. Louis, Mo.
SECRETARY,
ABBOT BASSETT,
12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

The President and Vice Presidents (as by the Constitution required.)

Membership.

A. E. Mealy ....1730 Druid Hill Ave., Baltimore, Md.
F. L. Casselberry.....Mansfield, Ohio.

Rights and Privileges.

A. Moore Berry.....421 Olive St., St Louis, Mo.
George A. Perkins.....Cambridge, Mass.
Isaac B Potter.....Brooklyn, N. Y.

Rules and Regulations.

Dr. Wm. H. Emery.....109 Warwick St., Boston, Mass.
W. A. Davis.....Chicago, Ill.
Chas. L. Brockway.....Middletown, Conn.

Improvement of Highways.

Dr. Chas. S Butler.....682 Main St., Buffalo, N. Y.
Wm. W. Share.....Brooklyn, N. Y.
Junius E. Beal.....Ann Arbor, Mich

Racing.

C. S. Davol.....Warren, R. I.
George S. Atwater.....Washington, D. C.
Harry H. Hodgson.....New Orleans, La.
George Collister.....Cleveland, Ohio.
Robt. A. Smyth.....San Francisco, Cal.

Transportation.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

Massachusetts Road Books.

In reply to numerous complaints from members regarding the delay in receipt of Massachusetts and Rhode Island Division road books, I wish to state that the delay was the fault of the publishers and not of the officers of this Division. The books have at last been printed and a copy has been mailed to the address, as published in the Official Bulletin, of every member to whom a copy of the first edition had not been sent. If any member has changed his place of residence and has failed to receive the book, he should write to his former postmaster, who may have in his possession the missing road book. If members would always notify the Division Secretary, at the time they do the general Secretary, of change in their address much delay would be avoided.

CHAS. S. HOWARD, Secretary.

Massachusetts.

Circular No. 6.

Those members who received a copy of the first edition of the road book and desire a copy of the second edition can obtain it by forwarding fifty cents to Chas. S. Howard, Secretary-Treasurer, *Daily Globe*, Boston.

Fraternally,
WM H. EMERY,
Chief Consul.

New Jersey Delegates.

At a meeting of the New Jersey Division held at Elizabeth, October 17th, the following members were elected Delegates to the National Assembly: Gardner H. Cain, Trenton; Geo. C. Pennell, Elizabeth.

G. CARLETON BROWN, Chief Consul.
Elizabeth, N. J., Oct 22, 1889.

Rhode Island.

The Benedict House is appointed League Hot l for Pawtucket. Warburton's Restaurant, 170 Main street, Pawtucket, is appointed a League Restaurant. Certificates will be found at each place giving the reduced rates.

CHAS. S. DAVOL,
C. C. R. I. Div. L. A. W.

League Club Renewals.

The following League Clubs have filed in the office of the Secretary the certificate of renewal required by the rules:

No. 78—Genesee Bicycle Club, Rochester, N. Y., Peter J. Dakelow, Sec.

Maine Hotel.

Portland, Preble House, regular rates $4; L. A. W rates, $2.50 per day.

DR. GEO. E. DOW,
Chief Consul.

Maryland Representatives.

At the regular meeting of Baltimore Cycle Club held on October 5th, the following gentlemen were elected as club Representatives in L. A. W.: John S. Bridges, A. E. Mealey. Yours fraternally,

LEWIS WARRINGTON, Sec.

Suspensions.

For violating clause 3 of Rule F., at Hollidaysburg, Pa., on September 26th, Messrs. C. N. Clark of Williamsburg Pa., and Frank McCahon of Huntingdon, Pa., are suspended from the race track until November 2d, 1889. Amateurs are warned not to compete with either during term of suspension.

CHAS. S. DAVOL,
Chairman L. A. W. Racing Board.

Connecticut Division Appointments.

It affords me much pleasure to make the following appointments for the ensuing year:

Committees.

Improvement of Highways—A. A. Dean, Danielsonville, Chairman; A. G. Fisher, New Haven; S. J. Wakelee, Bridgeport.

Rights and Privileges—L. A. Tracy, Hartford, Chairman; Geo. H Scranton, Birmingham; W. E. Hibbard, Manchester.

Touring—Chas. A. Reed, Bridgeport, Chairman; J. M. Birmingham, Hartford; Horace Miller, Meriden.

Racing—Frank A. Stevens, Meriden, Chairman; Fred F. Jox, Danbury; A. G. Gruender, Hartford.

Rules—E. F. Oakley, Hartford, Chairman; T. S. Rust, Meriden, H. W. Huke, Torrington.

Transportation—Chas. L. Burdett, Hartford, Chairman; Joseph Goodman, Hartford; W. H. Squire, Meriden.

Additional Representatives.

Earnest C. Rowe, Fair Haven; Chas. E. Moore, Bridgeport.

Consuls.

Frank A. Potter, Norwich; H. W. Huke, Torrington; F. W. Starr, Newington; W. L. Eastwood, Stepney Depot; Edward C. Mansh, Danbury; A. B. Jackson, Norwalk.

DAVID J. POST, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued fourteen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 212—Total 11—11,552.

BOSTON, Oct. 25, 1889.

CALIFORNIA DIVISION—1—395.

Unattached.
25284 Parker, Dr. J. P., Santa Cruz

ILLINOIS DIVISION—3—847.

Kenwood Bi. Club.
25282 Hibbard, John D., 75 Michigan st., Chicago
Peoria Bi. Club.
25285 Stirrat, James, care Ill. Coal and Coke Co., Peoria
Unattached.
25280 Dean, A. A., 208 Randolph st., Chicago

MASSACHUSETTS DIVISION—2—1539.

Unattached.
25283 Goodrich, Chas. C., 68 Brattle st., Cambridge
25286 Spencer, John S., Housatonic

MICHIGAN DIVISION—3—147.

Grand Rapids Bi. Club.
25290 Hine, Albert W., 93 Pearl st., Grand Rapids
25291 Thompson, C. H., 34 Sheldon st., "
25291 Wheeler, Fred, 2 7 Watson st., "

MISSOURI DIVISION—1—202.

Unattached.
25287 Loth, William P., 3008 Chestnut st., St. Louis

NEW YORK DIVISION—1—2031.

25288 Noble, H. G. S., 400 West 57th st., New York

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—*Enclosed you will find* $..... *for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Date..... *Name*.....

Club..... *St. and Number, or Box*.....

References:..... *City*.....

State.....

Enclosed..... *for Holder.*

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is $1.00; the Annual Dues are $1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose $2 with this blank on any date between date of paper and Oct. 30. Write plainly—Printing preferred. Postage stamps will not be received.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. *Leave the margins in using this blank.*



TRADE MARK

High grades of Silk, Silk and Jaeger's, Silk and Cotton, all Wool, Merino, Dr. Jaeger's all Wool pure in Summer, Winter, and extra heavy Weight.

Readers in the vicinity of Boston call and examine. Take Elevator. Send stamp for catalogue.

Jersey Fitting Garments

FOR

Bicycle Riders. Lawn Tennis Players. Yachting and Rowing. Base Ball and Foot Ball. Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, $1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

Jersey - Fitting Stocking.



3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, $1.50

3—1. Black, navy, grey mixed, stocking, $1.25

1—1. Black, navy, grey mixed, stocking, $1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

109 Kingston Street, Boston, Mass.

Special Clearance List Singer's Cycles.

THE Machines on this List are offered at a great reduction of price to effect a clearance. They are all NEW and of best material and workmanship, but in some cases not of present standard pattern, while others are styles of machines that, in order to reduce the number of our patterns, we are discontinuing to make. The prices quoted are already very low, **but we are prepared to consider offers for two or more machines.** The tricycles offer a rare opportunity for those who may require machines for hiring purposes, and the stock being limited, intending purchasers should order at once.

SINGER'S "APOLLO" ROADSTER BICYCLE.
List Price $130.00. Offered at $100.00.

Singer's "Apollo" Light Roadster Bicycle.
List Price, 130.00. Offered at $100.00.

SINGER'S "CHALLENGE."
List Price, $100.00. Offered at $80.00

SINGER'S "TRAVELLER" TANDEM.
List Price, $235.00. Offered at $165.00.

SINGER'S "TRAVELLER" TRICYCLE.
Offered at $50.00.

SINGER'S "CARRIER" TRICYCLE.
List Price, $195.00. Offered at $100.00.

SINGER'S "XTRAORDINARY."
(KING OF SAFETIES).
List Price, $157.50. Offered at $75.00

For Specifications, etc., send for Descriptive list.

SINGER & CO., 6 & 8 Berkeley St., Boston.

GILLOTT'S STEEL PENS ARE THE MOST * * * PERFECT.

Sporting Goods of Every Description.



SMITH MFG. CO. P. P.,
Nos. 121 and 123 Fulton St.
NEW YORK.

Send for handsomely Illustrated Catalogue. Sent free.

REPAIRING.

—ALL KINDS OF—

BICYCLES AND TRICYCLES REPAIRED
AT LOWEST PRICES.
FULL LINE OF SUNDRIES.
GILBERT A. LITCHHULT,
352 Lenox Ave., - - - N. Y. CITY.

Official Outfitters to the League of American Wheelmen.
Authorized by the Uniform Committee,

Committee

Browning, King & Co.

Official Tailors of the L. A. W.

406, 408, 410 & 412
Broome Street,
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, $8.25, BREECHES, $5.50.
Cloth, $2.25 per yard.
Large Buttons, 5c. each.
Small Buttons, 3c. each.

A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25
Shirts. League Regulation.....2.00
No. XX Fine Cheviot for hot weather wear.....1.00
Stockings. Our celebrated Linen Sole Stocking, League color.....1.00
Belts. No. X Silk, Edge's League color, white centre, Snake Buckle..... .50
No. XX Worsted Solid, League color, Snake Buckle..... .40
Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

A. G. SPALDING & BROS.,
241 Broadway, New York.
108 Madison St., Chicago



"And they followed the Star."—[*History.*]

Look at the CHAMPIONSHIPS Won on the STAR during 1889. Can any machine beat this record? Facts that talk.

Three-Mile L. A. W. Championship, May 30th, J. PHIL. PERCIVAL, Los Angeles Cal.
One-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Five-mile State Championship, May 30th, W. S. WING, Los Angeles, Cal.
Half-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
Ten-mile L. A. W. Championship, June 4th, COLIE BELL, Ottawa, Kan.
25-Mile Road Race Championship of Minnesota, July, 31, 1889, COLIE BELL, Minneapolis, Minn.
Half-mile L. A. W. State Championship, July 18, 1889, W. I. WILHELM, Reading, Pa.
One-mile L. A. W. State Championship, July 19, 1889, W. I. WILHELM, Reading, Pa.
Quarter-mile L. A. W. State Championship, By W. I. WILHELM, York, Pa., Sept. 3d, 1889.

H. B. SMITH MACHINE CO., - - - Smithville, N. J.


COLUMBIA
TANDEM
SAFETY

THE BICYCLING WORLD

AND L.A.W. BULLETIN

ROLL CONTENTS

VOLUMES 18 & 19

ROLL NO. 1

END

PLEASE

REWIND